

# MEETING NOTICE

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## LOVELAND DOWNTOWN DEVELOPMENT AUTHORITY (4:00 P.M.)

**May 23, 2022**

**Cleveland Room at Desk Chair  
201 East 4<sup>th</sup> Street in Downtown**

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*The Loveland Downtown Partnership and Downtown Development Authority are committed to providing an equal opportunity for citizens and does not discriminate on the basis of disability, race, color, national origin, religion, sexual orientation, or gender. The LDP-DDA will make reasonable accommodations for citizens in accordance with the Americans with Disabilities Act.*

*For more information, please call our offices at 970.699.2856.*

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**Agenda**  
**Loveland Downtown Development Authority (DDA)**  
**Regular Meeting**  
**Monday, May 23, 2022 4:00 pm**

Cleveland Room at Desk Chair  
201 East 4<sup>th</sup> Street

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**4:00 pm**

1. **Call to Order**
2. **Roll Call**
3. **Oath of Office for Christina Gressianu** – City Clerk’s Office

**4:05 pm**

4. **Public Comment** (individual introductions / comments are limited to 3 minutes)

**4:10 pm**

5. **Approval of Minutes**

Regular Meeting – April 25, 2022

*“I move to approve (deny) the minutes of the Regular Meeting of April 25, 2022.”*

**4:15 pm**

6. **Discussion / Action Items**

- 3<sup>rd</sup> Street Pedestrian Study – Next Phase Engineering – Joe Olson and Martina Wilkinson
- The Collection Project – Petition to Join the DDA
- Painter’s Alley Redesign Kickoff
- DDA Legal Services
- Development Updates (4<sup>th</sup> and Garfield, Elks, Natural Grocers)
- Executive Session

**MOTION**

(Confidential business development and economic incentive opportunity)

Pursuant to Colorado State law and the City of Loveland Charter, I move that the Loveland Downtown Development Authority recess into executive session concerning a confidential business development and economic incentive opportunity.

**The executive session regarding the confidential business development proposal would be held:**

- To determine a position relative to issues subject to negotiation, to receive reports on negotiation progress and status, to develop negotiation strategy, and to instruct negotiators as authorized by CRS § 24-6-402 (4)(e) and Charter Section 4-4(c)(1); AND
- To consider and discuss documents and materials related to these matters that are not subject to public inspection under the Colorado Open Records Act, as authorized by CRS § 24-6-402(4)(g).

**5:15 pm**

- 7. City Council Report**
  - Fogle, City Council

**5:20 pm**

- 7. Adjourn**

**Meeting Minutes**  
**Loveland Downtown Development Authority (DDA)**  
**Regular Meeting**  
**Monday, April 25, 2022 4:00 pm**

**Cleveland Room at Desk Chair**  
**201 East 4<sup>th</sup> Street**

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**4:00 pm**

1. **Call to Order** - Vice Chair Waneka called the meeting to order at 4:01 p.m.
2. **Roll Call** - Steele,- absent, Waneka, Patterson, Bernhardt, Wyrick- absent, Fellure, McFetridge, Fogle- absent, Olson present as alternate. Also in attendance: Brian Waldes, Christina Gressianu, Vince Junglass, Lucas Koski & Dana Mattice (on zoom), Steve Adams .

**4:05 pm**

3. **Public Comment** (individual introductions / comments are limited to 3 minutes)  
  
There were no public comments presented

**4:10 pm**

4. **Approval of Minutes**

Regular Meeting – March 28, 2022

Bernhardt moved to approve the minutes of the Regular Meeting of March 28, 2022. Fellure seconded the motion which passed unanimously.

**4:15 pm**

5. **Discussion / Action Items**

- Façade Grant – Feed and Grain Property – Dana Mattice and Lucas Koski presented the Feed and Grain Redevelopment Project and to officially request two façade grants for the project in total \$63,000. The project had been reviewed by the Façade Review Committee (Rutledge, Clark and Hauser) who recommended funding two facades. Hawkins recommended that due to the large number of facades anticipated to be submitted in 2022 that he recommended funding this from the extra \$200,000 that is available from the Cleveland Station loan and leaving the \$50,000 in the 2022 LDP budget for the next anticipated submittal of projects.

Comments from the board:

- Question from Patterson on how it will tie into railroad and broader visual vision of downtown.
- Comment from McFetridge on supporting the cause for the greater downtown.
- Question from Fellure asking their vision for the 5,000 square feet in commercial space.

McFetridge moved to approve the Project Commitment Terms with Artspace Projects, Inc for an amount not to exceed \$63,000 authorize the Executive Director

to prepare and execute the grant agreement. Patterson seconded the motion which passed unanimously.

- Façade Grant – 504 N. Garfield Avenue – Hawkins updated the board on the Façade Committee review of 504 N. Garfield who have request a full façade grant of \$31,500. The Façade Committee reviewed and did not approve the request as the actual façade work was minimal (two new windows on Garfield) and not appropriate (new roof, parking lot striping). Hawkins asked the board if board would like them to apply small grant program, or ask them to resubmit for only windows and paint on building. Bernhardt commented that she would like to give them some level of support (focusing that they are not in the main part of downtown). Waneka mentioned she likes they are making the effort to fix it up. McFetridge commented they are investing in downtown, but that the façade grant is for a façade- not roofs and parking lots. Hawkins said he would reach out to the owners and explore possibilities to provide financial assistance to them.

- RFP for Funding Services

Hawkins updated the board that he was working on writing the RFP for firms to submit their qualifications and methodologies to assist us in working on funding for DDA operations in the future. This could be either a mill levy, business improvement district or other method.

- Cleveland Station Final Steps- Hawkins updated the board that a final walk through had been completed with Al Hauser on the quality of the redevelopment work. All work meets the plans submitted to the DDA. A few final items including the two murals are needed to be completed. The building is currently 90% leased.

- Update on DDA Special Project (3<sup>rd</sup> Lincoln / Cleveland Crossing & Alley Design)

Hawkins updated the board the Next Phase Engineering, who the DDA hired to conduct the pedestrian study, would be at the May DDA meeting to present their recommendations. The alley design kickoff meeting with Russell Mills Studios will be conducted this coming Wednesday, April 27.

- General Development Updates

- 4<sup>th</sup> & Garfield - Hawkins reported working with Cody Balzer on a new mixed use building dozen apartments with ground floor retail.
- Elks- Hawkins has toured with new owner. Concept is positive with keeping historical feel with a live music focus.
- The Collection- Currently part of Finley Block, could it become part of the DDA?

**5:15 pm**

**6. City Council Report**

Fogle, Olson, City Council - Councilmember Olson updated the board on the 2023 budget kick off, trust commission report and possible diversity inclusivity commission. Homeless issue is biggest for downtown - it's a topic that is coming to City council. Steve Adams shared update on the encampments issue at King's Crossing Natural area.

**5:20 pm**

**7. Adjourn**

Bernhardt motioned to adjourn the meeting at 5:10 p.m. The motion was seconded by McFetridge and passed unanimously.

## MEMORANDUM

**Date:** May 16, 2022

**To:** Sean Hawkins,  
Loveland Downtown Development Authority

**From:** Joe Olson, P.E.

**Re:** 3rd Street Downtown Pedestrian Enhancement Study

This memo is the culmination of a pedestrian enhancement study in downtown Loveland at the 3<sup>rd</sup> Street intersections with US 287 (Cleveland Avenue and Lincoln Avenue). See **Figure 1**. The area is redeveloping, especially with the completion of The Foundry, a mixed use development located between the two one-way streets that comprise the state highway. As pedestrian traffic has increased, the ability to cross the state highway has been noted as a challenge, therefore the City and Downtown Development Authority have collaborated to evaluate the options for providing a comfortable pedestrian crossing while supporting safety for everyone and maintaining mobility and operations of the state highway.

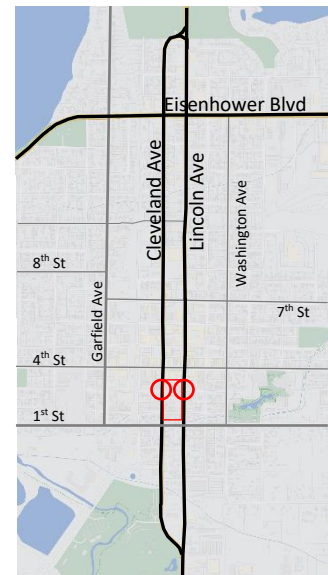
The process for the project included gathering all available information on existing conditions, additional data collection, analysis and evaluation, determination and review of options and recommendations for next steps.

### Existing Conditions

The one way couplet consisting of Cleveland Avenue for southbound traffic and Lincoln Avenue for northbound traffic in downtown Loveland is a part of US Highway 287 - a federal highway under the jurisdiction of the Colorado Department of Transportation. There are two through lanes in each direction for the mainline traffic. The speed limit is 30 mph. There are signalized intersections at 1<sup>st</sup> Avenue and 4<sup>th</sup> Avenue. Intersections of the highway at 2<sup>nd</sup> and 3<sup>rd</sup> Street are unsignalized with STOP control on the minor side streets. At the 3<sup>rd</sup> Street intersections there are no marked crosswalks, and the pedestrian crossing distance is about 40 ft. See **Figure 2**.

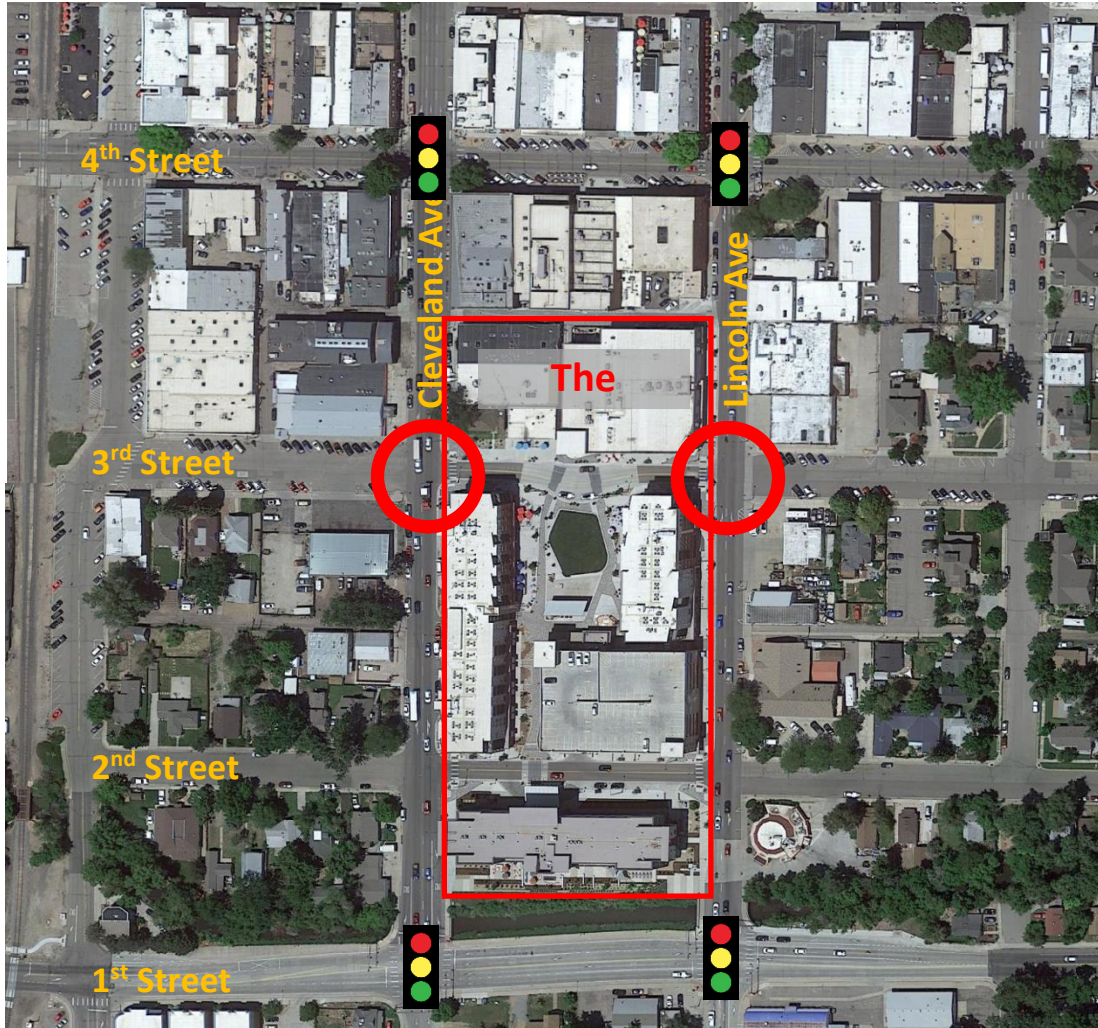
### Land Use

Land use in the area has seen significant redevelopment in the past five to ten years. The Foundry is the most significant of these projects. What was previously primarily auto-centric small commercial



**Figure 1. Vicinity Map  
Downtown Loveland**





**Figure 2. Area Aerial**

properties have transformed into multiple story mixed use properties including residential options (called Patina Flats), commercial destinations including a movie theatre as well as a hotel and parking garage. See **Figure 3**.

The Foundry has become a major destination for residents and visitors. While some people use the integrated parking garage, many choose to park along 2<sup>nd</sup> and 3<sup>rd</sup> Street both west and east of US 287 and walk to their destination, crossing US 287 at the currently unsignalized intersections.



**Figure 3. Before and After – Lincoln Ave at 3<sup>rd</sup> Street Looking SW**



## Adopted Planning Documents

The City of Loveland’s adopted 2020 Transportation Master Plan called **Connect Loveland** includes the most recent Pedestrian Plan. The plan primarily focuses on completing sidewalk gaps and identifying locations where sidewalk or curb ramps need improvements. The area around The Foundry is identified as a Tier 1 (the top tier) priority for pedestrian improvements, many of which were constructed with The Foundry (see **Figure 4** photo at right).

There is also a section on pedestrian crossings of roadways. The plan recommends the use of the Federal Highway Administration’s **Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations** as the process for determining crossing type. That is one of the processes used later in this memo for evaluating the appropriate type of treatment.



**Figure 4. Existing Pedestrian Ramps**

## **Data Collection**

### Weekday Volumes

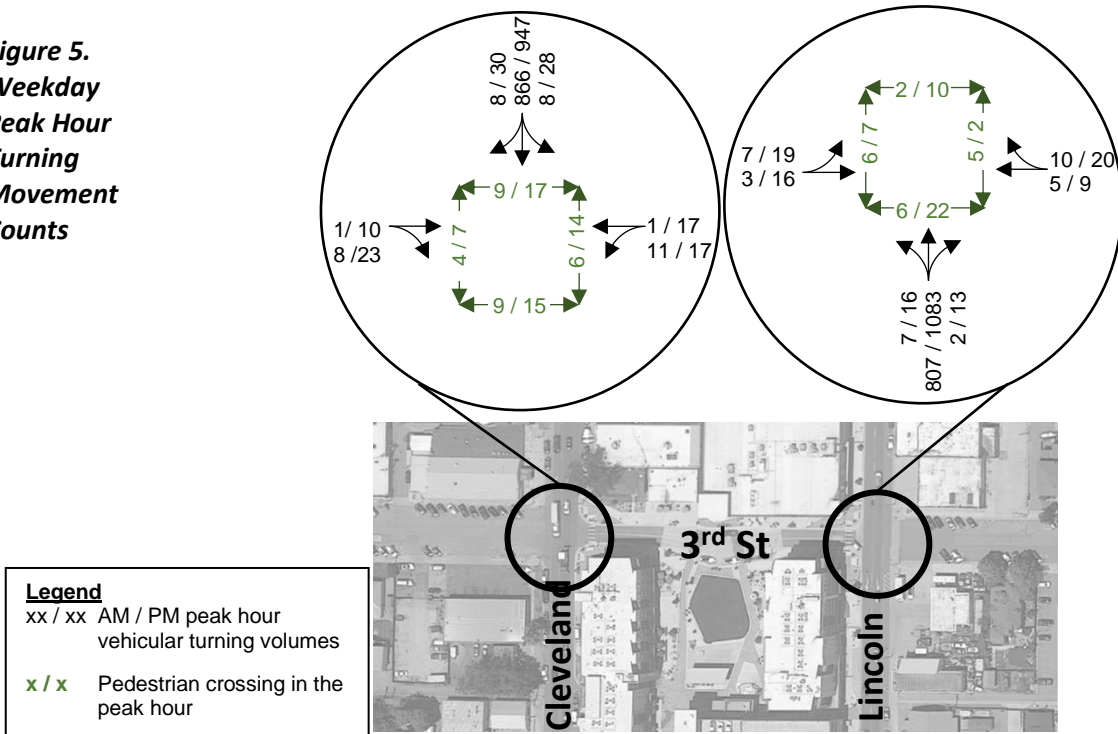
The Colorado Department of Transportation (CDOT) indicates there are approximately 10,500 vehicles per day along each Cleveland (SB) and Lincoln (NB). CDOT’s short term data, last collected in 2021 on Lincoln and 2017 along Cleveland (there was a 2020 count along Cleveland impacted by the pandemic) also indicates a 4% truck percentage and anticipated an increase to as much as 15,000 vehicles per day in the 2043 future. Details are included in the Appendix.

Peak hour turning movement count data was collected in March 2022 at the two intersections of interest: Cleveland at 3<sup>rd</sup> Street, and Lincoln at 3<sup>rd</sup> Street. The summary of the information is shown in **Figure 5** with details included in the Appendix. The two peak hours reflect the time when there is the highest volume of vehicle traffic on the roadways (7:15-8:15 am and 4:30-5:30 pm). The numbers shown in black reflect the volumes of vehicles entering the intersection in the am and the pm peak hour. The numbers shown in green indicate the number of pedestrians crossing that leg of the intersection in the am and the pm. In the PM peak hour, there are about 30 pedestrians crossing each of the major streets.

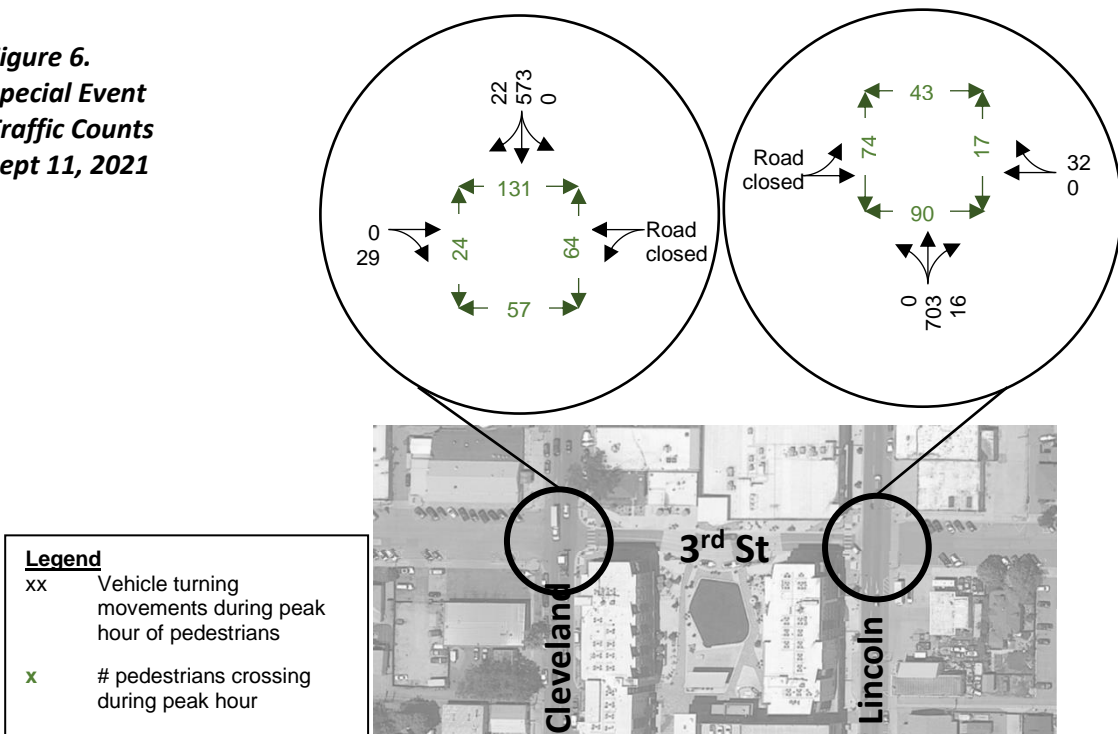
### Special Event Traffic

The Foundry development includes typical uses such as residential dwellings and commercial space, but also provides a destination for a number of special events. A review of a special event that generated traffic (especially pedestrian traffic) illustrates the demand for pedestrians that may be present at the two locations. On Saturday, September 11, 2021 there was a day-long event at The Foundry. Traffic counts were completed throughout the day, and the peak hour of volumes for pedestrian traffic and the corresponding vehicular traffic is shown in **Figure 6**. There were numerous hours with more than 100 pedestrians crossing each of the major streets (Cleveland and Lincoln). Details are in the Appendix.

**Figure 5.**  
**Weekday**  
**Peak Hour**  
**Turning**  
**Movement**  
**Counts**



**Figure 6.**  
**Special Event**  
**Traffic Counts**  
**Sept 11, 2021**



## Safety Data

Five years of reported crash data was reviewed in the area around the two study intersections. The data included crashes from 2016-2020. Details are included in the Appendix.

There were no reported pedestrian or bicycle crashes at either intersection during the five year period.

There were two reported crashes in the vicinity of Lincoln and 3<sup>rd</sup>. They occurred in 2016 and 2018. Only one was related to the intersection and it was a rear end crash. The other crash was a parking related hit and run. Neither crash involved an injury.

There were nine reported crashes in the vicinity of Cleveland and 3<sup>rd</sup>. This included five crashes in the past three years. The most prevalent type of crash (a total of three) was a right angle crash involving a westbound vehicle striking a southbound vehicle. Other crashes included a rear end, and an overtaking turn crash. Other crashes not related to the intersection included a parking related crash, a side swipe, and a vehicle backing. None of the crashes involved a serious injury.

As a part of the Citywide Roadway Safety Project a statistical review of intersection crashes across all of Loveland was completed to identify those locations that are experiencing more crashes than expected given the type of control, number of lanes, and traffic volumes. Neither of the two study intersections were identified as locations that have an unusually high number of crashes.

## Public Input

The City of Loveland is working on a Citywide Roadway Safety Project. The project is undertaking a comprehensive review of roadway safety across the city and identifying action items for safety improvements. One element of the project was a public input component that invited residents to identify locations and detail concerns that they experience regarding mobility in the city.

Among about 1,000 total comments in the city, there were five comments submitted regarding the study area.

At Cleveland and 3<sup>rd</sup>: A request for a dedicated crosswalk

At Lincoln and 3<sup>rd</sup>: A request for a crosswalk and curb extensions

A comment about lack of pedestrian facilities

A request for a crosswalk and visual cues to protect pedestrians

Along westside of Lincoln adjacent to The Foundry:

A comment that walking between The Foundry and Lincoln is uncomfortable and requesting more buffer than just a curb.

## **Operations Review**

### Vehicle Operations

The vehicular operations of the two intersections can be evaluated using the methodology in the Federal Highway Administration's (FHWA) *Highway Capacity Manual*. This evaluation uses volumes, control, geometry and more to determine a 'Level of Service' or LOS based on average seconds of delay

for each vehicle entering the intersection. The LOS is assigned a letter grade between A and F (including E). LOS A represents very limited delay while LOS F represents heavy congestion and stop and go traffic.

The LOS for the vehicles on Cleveland or Lincoln is LOS A with no delay because they are in a free flow condition. The LOS for vehicles on 3<sup>rd</sup> Street entering Cleveland or Lincoln during the busiest time (PM peak hour) is LOS C with an average delay of between 17 and 23 seconds. Using the overall weighted average delay, both intersections function at a LOS A during the peak hours. This is well within the standards for vehicle operations within the City of Loveland. Calculation sheets are included in the Appendix.

### **Pedestrian Operations**

Operations for pedestrians needing to cross Cleveland or Lincoln generally involve waiting for a gap in traffic. The flow of vehicles along both Cleveland and Lincoln is metered by upstream signals, meaning that traffic tends to arrive in distinct ‘ platoons’ of vehicles when released from a nearby upstream signal. These platoons arrive every 80 seconds (which is the length of the signal cycle of upstream signals). When a platoon of vehicles arrives, there are 15-20 vehicles that cross the intersection. Then there is typically about 40 seconds of time with very limited traffic on the main street (Cleveland or Lincoln). This is the ideal time each cycle for pedestrians to cross the state highway. The average wait time for an arriving pedestrian to have a gap in traffic to cross is less than 25 seconds. See example in **Figure 7** below.



*Platoon of Vehicles*

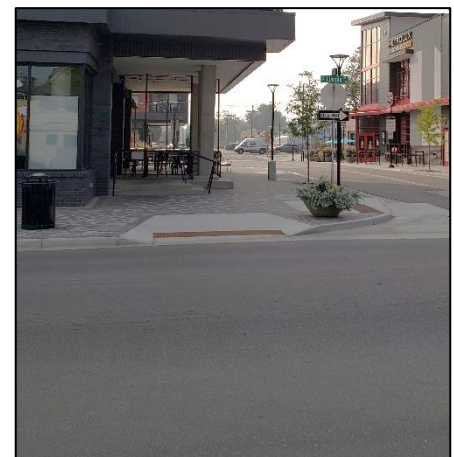


*Gaps in Traffic*

**Figure 7. Typical Vehicle Platoons Followed by Gaps in Traffic**

Although pedestrians typically have frequent gaps in traffic in which to cross the state highway, and traffic is only coming from one direction, the overall perspective of crossing is not comfortable. See **Figure 8**. There is no signage or markings to identify the area as a pedestrian area. The crossing distance is about 40 feet and involves crossing two travel lanes, and a parking lane.

**Figure 8. Pedestrian Crossing Experience**



## Backups from Downstream Signals

On occasion, there would be a backup (or queue) of vehicles from a downstream signal that would impact the study intersections. This occurred more frequently on Lincoln than on Cleveland. During the peak hour, if the northbound platoon of vehicles arrived on red for some reason at the signal at 4<sup>th</sup> Street, there were instances when the backup of vehicles would extend to the 3<sup>rd</sup> Street intersection. If pedestrians were waiting to cross, they would sometimes cross among the stopped cars. This is a concern, especially as vehicles begin moving when pedestrians are in the roadway.

## Approach Speeds

Approach speeds for vehicles on Lincoln were observed to be roughly 30 mph, having arrived from the signal at 1<sup>st</sup> Street and making their way into the downtown area. The majority of approach speeds for vehicles on Cleveland were also observed to be roughly 30 mph, although some vehicles in the very front of the platoon appeared to be accelerating in anticipation of leaving downtown, while some vehicles in the back of the platoon appeared to be 'hurrying' to make the green light at 1<sup>st</sup> Street. As is the case along all roadways, there are occasional vehicles traveling well in excess of the posted limit.

## Summary of Data Review

The following can be summarized about the data and operational analysis.

- During the peak travel hour, 30 – 35 pedestrians cross the state highway.
- During special events, there can be hours of time when more than 100 pedestrians cross every hour.
- The overall vehicular operation of the 3<sup>rd</sup> Street intersections is an excellent Level of Service 'A' with vehicles arriving in distinct platoons.
- There have been no reported bicycle or pedestrian crashes at the intersections in the past five year.
- For pedestrians crossing the state highway, there is typically a large gap in traffic during each cycle of vehicles in which to cross due to the metering of vehicles by upstream signals. The average pedestrian delay is less than 25 seconds.
- Backups from downstream signals can cause queues of vehicles across 3<sup>rd</sup> street.
- The crossing experience is not comfortable as there are no signs or markings, and the crossing distance includes both travel and parking lanes.
- The area is a priority location for the city for pedestrian improvements, and residents indicate a need and interest for improvements.







## **Pedestrian Crossing Warrant Analysis**

### Types of Pedestrian Crossings

There are a number of options when considering pedestrian crossing treatments. They are listed in **Table 1** in order of increasing scope, complexity and cost. Each type of device comes with advantages and disadvantages for both pedestrians and vehicles with potential safety implications for all users. A higher level device is not by definition the best or safest device. A pedestrian warrant analysis can provide guidance on the most appropriate type of device to use in a specific situation.



**Table 1. Types of Pedestrian Crossing Treatments**

Type of Treatment	Description	Example
<b>No crossing treatment</b>	At an intersection with adjacent sidewalks and curb ramps, the extension of the sidewalk is legally considered to be an unmarked crosswalk, even if there are no markings or signs. This is the type of crossing currently at the two study intersections.	
<b>Marked crosswalk</b>	Crosswalks that are marked with pavement markings. Legally this is the same as an unmarked crosswalk, but with guidance for pedestrians and warning for motorists.	
<b>Enhanced crosswalk (high visibility with enhanced geometrics)</b>	These treatments include markings, pedestrian signage, and other geometric features such as median refuge islands and/or curb extensions.	
<b>Enhanced crosswalk ('active when present' traffic control device)</b>	These treatments include pedestrian activated yellow warning strobes (Rectangular Rapid Flash Beacons or RRFBs) together with "Yield here to pedestrians" and yield lines. They provide service on-demand and cannot be coordinated with adjacent signals.	
<b>Red Signal or Beacon Device</b>	A pedestrian signal or Pedestrian Hybrid Beacon (PHB also sometimes called a HAWK signal) provides a red signal indication to vehicles to allow pedestrians to cross. It can be coordinated with nearby signals to maintain vehicular traffic flow.	
<b>Conventional Traffic Control Signal</b>	A conventional traffic signal controls both vehicular and pedestrian traffic on all approach legs for the intersection. There are specific criteria for the use of signals.	



## Pedestrian Warrant Analysis

There are several resource documents for the evaluation of pedestrian crossings. Each is discussed below.

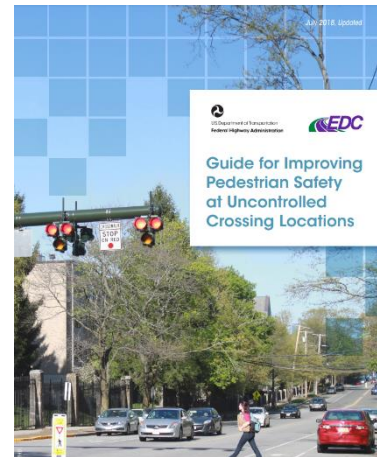
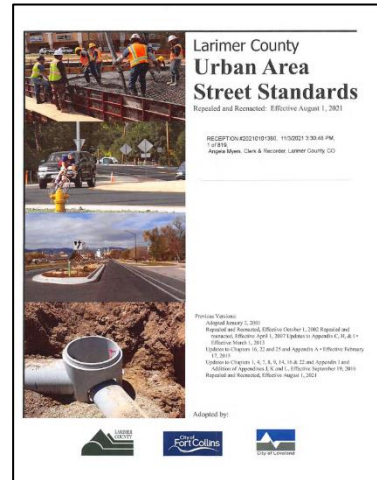
### Larimer County Urban Area Street Standards (LCUASS)

The LCUASS standards are the current engineering standards used by the City of Loveland. Chapter 4, Table 4-3 contains “Level of Service” (LOS) criteria for pedestrian crossings (much like level of service is applied to vehicular operations). However, for pedestrians, LOS is a qualitative measure intended to provide a general sense of the comfort level of pedestrians using a crossing location. The preferred LOS in a pedestrian oriented area (such as downtown Loveland) is LOS A and is defined as:

*Well-marked crosswalks, good lighting levels, standard curb ramps, street character suggests pedestrian crossings, and unobstructed views for motorists and pedestrians.*

### City of Loveland Pedestrian Plan (Part of *Connect Loveland – Transportation Master Plan*)

The city’s Pedestrian Plan references a 2006 Federal Highway Administration (FHWA) study that evaluated uncontrolled crossings to determine criteria where marked crosswalks may be beneficial and where additional, enhanced crossing features may be needed. The Criteria used in the evaluation include traffic volume, traffic speed and the number of travel lanes. The application is shown below in **Table 2**.



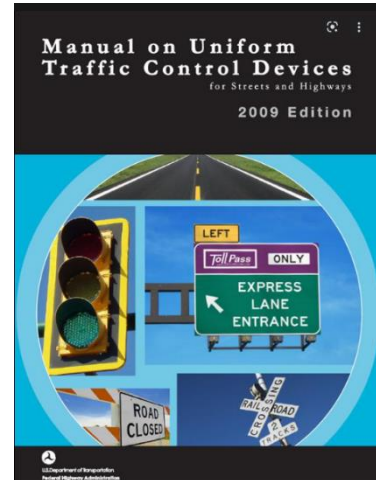
**Table 2. Application of FHWA Uncontrolled Crossing Guidance**

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 7 9	① 5 6 ⑦ ⑨	① 2 4 5 6	① 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> <li># Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.</li> <li>● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.</li> <li>○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*</li> </ul> <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>			<ul style="list-style-type: none"> <li>1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs</li> <li>2 Raised crosswalk</li> <li>3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line</li> <li>4 In-Street Pedestrian Crossing sign</li> <li>5 Curb extension</li> <li>6 Pedestrian refuge island</li> <li>7 Rectangular Rapid-Flashing Beacon (RRFB)**</li> <li>8 Road Diet</li> <li>9 Pedestrian Hybrid Beacon (PHB)**</li> </ul>						

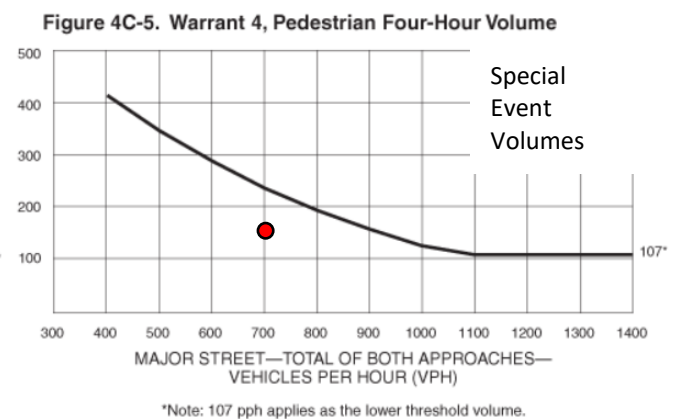
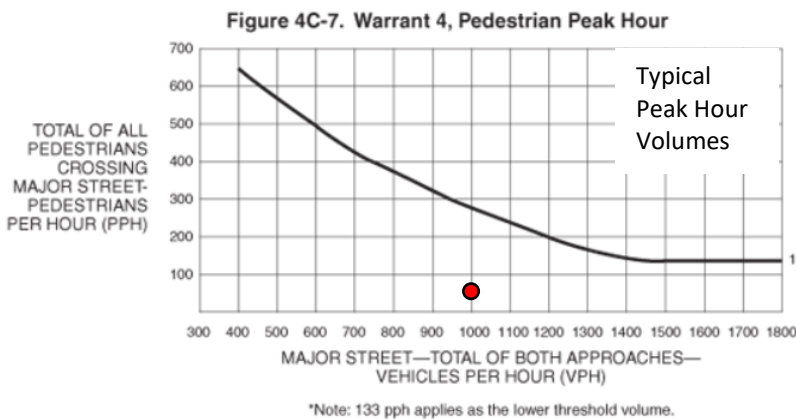
This guidance would recommend a high visibility crosswalk (including crosswalk markings, parking restrictions on the approach, adequate lights, and crossing warning signs) with considerations for enhancements such as curb extensions, an RRFB or Pedestrian Hybrid Beacon. This resource does not consider the number of pedestrians crossing a particular location.

### Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD is the governing document for traffic control devices in the United States. It includes specific legal criteria for the installation of traffic signals with a recognition that signals placed in locations where volumes do not warrant them may result in non-compliance and an increased number of crashes.



Section 4 of the MUTCD includes a Pedestrian Warrant that involves pedestrian volumes and vehicle volumes. The pedestrian signal warrant is intended for application where traffic volumes on the major street are so heavy that pedestrians experience excessive delay in finding a gap in traffic to cross. Locations above the curve would warrant a pedestrian signal. Application of the pedestrian signal warrant for the 3<sup>rd</sup> Street intersections of US 287 is shown in **Figure 9**. The typical peak hour volumes were used in the Peak Hour review, and the special event volumes were applied in the Four Hour review. A full pedestrian signal is not indicated as an appropriate choice in this location. The fact that average pedestrian delay to cross Cleveland or Lincoln is less than 30 seconds with gaps in traffic during each signal cycle also indicates that a full pedestrian signal is not appropriate at these locations.



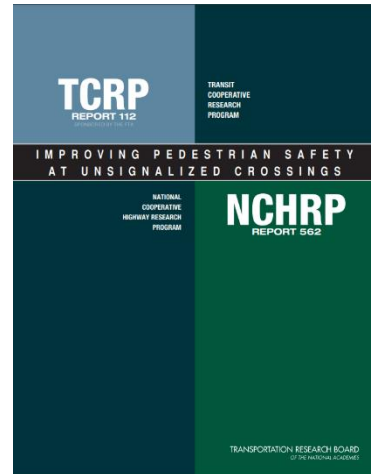
**Figure 9. Application of MUTCD Pedestrian Signal Warrant**

### NCHRP 562

The National Cooperative Highway Research Program (NCHRP) Report 562 -- *Improving Pedestrian Safety at Unsignalized Crossings* was published in 2006 and has become a well-respected resource for determining appropriate treatments at pedestrian crossings. The report provides a detailed, quantitative evaluation process with input variables including pedestrian volume, street crossing width, pedestrian delay, and traffic volume. It is the most robust of all the resources and forms the basis for

pedestrian crossing guidelines used by the City of Fort Collins, the City of Boulder and other Front Range communities.

The evaluation process for NCHRP 562 involves determination of minimum pedestrian crossings of more than 20 pedestrians per hour – which is met, and an evaluation of whether the crossing warrants a signal (based on the MUTCD warrant) – which is not met. For those locations where the minimum warrant is met and a signal warrant is not met, the evaluation then provides guidance for what type of crossing is most appropriate. The worksheets for the analysis at Cleveland / 3<sup>rd</sup> and Lincoln / 3<sup>rd</sup> are included in the Appendix.



In both locations, the evaluation points to an enhanced crosswalk (see **Table 1** for description).

It should be noted that the evaluation completed does not consider the fact that these are one way streets with upstream signals that meter traffic very effectively creating adequate gaps for crossing every signal cycle (every 80 seconds). Actual observations showed average pedestrian delay at less than 25 seconds – which, using the report criteria, would indicate a marked crosswalk without enhancement as a suitable crossing treatment.

### Summary of Warrant Studies

The compilation of the results of the warrant studies is shown in **Table 3**. The results are the same for both the Cleveland / 3<sup>rd</sup> crossing as well as the Lincoln / 3<sup>rd</sup> crossing

**Table 3. Summary of Warrant Study Results**

Resource	Recommendation	Notes
LCUASS Chapter 4	Well-marked crosswalk with curb ramps and unobstructed view	Qualitative recommendation based on level of comfort
City of Loveland Ped Plan (FHWA Uncontrolled Crossing Guidance)	High Visibility crosswalk with considerations for enhancements such as curb extensions or RRFB or PHB	Doesn't consider pedestrian volumes or review appropriateness of signals
MUTCD	The warrant for a pedestrian signal is NOT met	Does not speak to other options for pedestrian crosswalks
NCHRP 562	Marked and enhanced crosswalk	Most robust analysis. It overestimates pedestrian delay as it doesn't account for upstream signals that meter traffic. Given the actual delay, the recommendation could be just a marked crosswalk.

## Alternatives Analysis

The results of the warrant studies show a pattern towards a consistent recommendation for each of the crossing options shown in **Table 1**. **Table 4** below indicates which crossing types should be further evaluated.

**Table 4. Summary of Crossing Types For Further Consideration**

Type of Treatment	Result	Notes
No crossing treatment	Not Recommended	Pedestrian volumes too high, not a comfortable solution
Marked crosswalk	Warranted	This should be a minimum treatment
Enhanced crosswalk (high visibility with enhanced geometrics)	Should be considered	At the 3 <sup>rd</sup> Street intersections, this most likely includes additional bulbouts or curb extensions
Enhanced crosswalk ('active when present' traffic control device)	Should be considered	In order to be as effective as possible, this option would need to also include bulbouts or curb extensions
Red Signal or Beacon Device	Not Warranted	Not appropriate at these locations
Conventional Traffic Control Signal	Not Warranted	Not appropriate at these locations

The evaluation of the three treatments identified for further consideration against various criteria are discussed in **Table 5**. The shading represents general positive or negative outcomes for those criteria.

**Table 5. Summary of Crossing Types For Further Consideration**

Evaluation Criteria	Marked Crosswalk	Enhanced Crosswalk With Geometrics	Enhanced Crosswalk With RRFB
Alignment with Standards / Warrant Evaluation	Warranted	Recommended for Consideration	Recommended for Consideration
Feasibility	Minimal effort for installation	Curb extensions require concrete work	Would require curb extensions and RRFB assembly (including power)
Safety	Base level of safety	Enhanced awareness of pedestrians	Creates distinct rear-end crash potential, and increases veh/ped conflicts
Pedestrian Crossing Distance	40-45 ft	30-35 ft	30-35 ft
Pedestrian Perception and Comfort	Least comfort	Improved comfort	Variable comfort depending on when activated
Impact on US 287 Operations	Limited impact	Limited impact	Negatively impacts operations, emission, and safety
Cost	\$	\$\$	\$\$\$

### Discussion Regarding a Marked Crosswalk:

The pedestrian volumes that were counted during data collection clearly indicate a warrant for a marked crosswalk. It is easy to install. While it would improve the general sense of place for pedestrians, it would provide the least added comfort for pedestrians of any of the options.

### Discussion Regarding an Enhanced Crosswalk with Geometrics:

This option would involve the construction of curb extensions at those locations where there is currently room for parking: on the west side of Cleveland and the east side of Lincoln. This would have the effect of shortening the crossing distance from 40-45 ft to just over 30 ft for pedestrians as well as providing a prominent location for pedestrian signage on both sides of the street. The 30 ft width is a comfortable width and does not require the re-building of the curbs adjacent to The Foundry.

In this option, pedestrians are best suited to wait for the consistent available gaps in traffic before beginning their crossing. This can be communicated through a sign for the pedestrians (see example at right). The City of Longmont has successfully utilized this signage in their downtown area along US 287. The result is a greater awareness of pedestrians, a comfortable crossing, clear instructions for the most appropriate time to cross, and limited impact on the operations of the state highway.



### Discussion Regarding an Enhanced Crosswalk with RRFB:

The potential for the use of the pedestrian activated yellow warning strobes (Rectangular Rapid Flash Beacon (RRFB)) is enticing as it provides the highest result of immediate compliance. The challenge is that activation of the RRFB may have a detrimental effect on the level of exposure for pedestrians if the strobes are activated at a time when a vehicle platoon is approaching. Although most motorists will stop, some will not, and the assumption that the RRFB creates a fully safe crossing opportunity is not guaranteed. This option also increases the chance of rear end crashes and added congestion at downstream signals that may exacerbate crossing challenges. This is also most expensive option.

Knowing that an adequate gap occurs for pedestrians virtually every signal cycle, it makes more sense to maintain the platooning effect from the upstream signal while pedestrians wait for a gap, and then cross with fewer pedestrian/vehicle conflicts.

## Recommendation

The following are recommendations to address pedestrian crossings at Cleveland / 3<sup>rd</sup> and Lincoln / 3<sup>rd</sup> in downtown Loveland.

### Crossing Recommendation

- Provide a signed and marked crosswalk that is enhanced with curb extensions, signage on both sides of the street, and clear guidance to pedestrians on the most appropriate time to cross. See **Figure 10**.

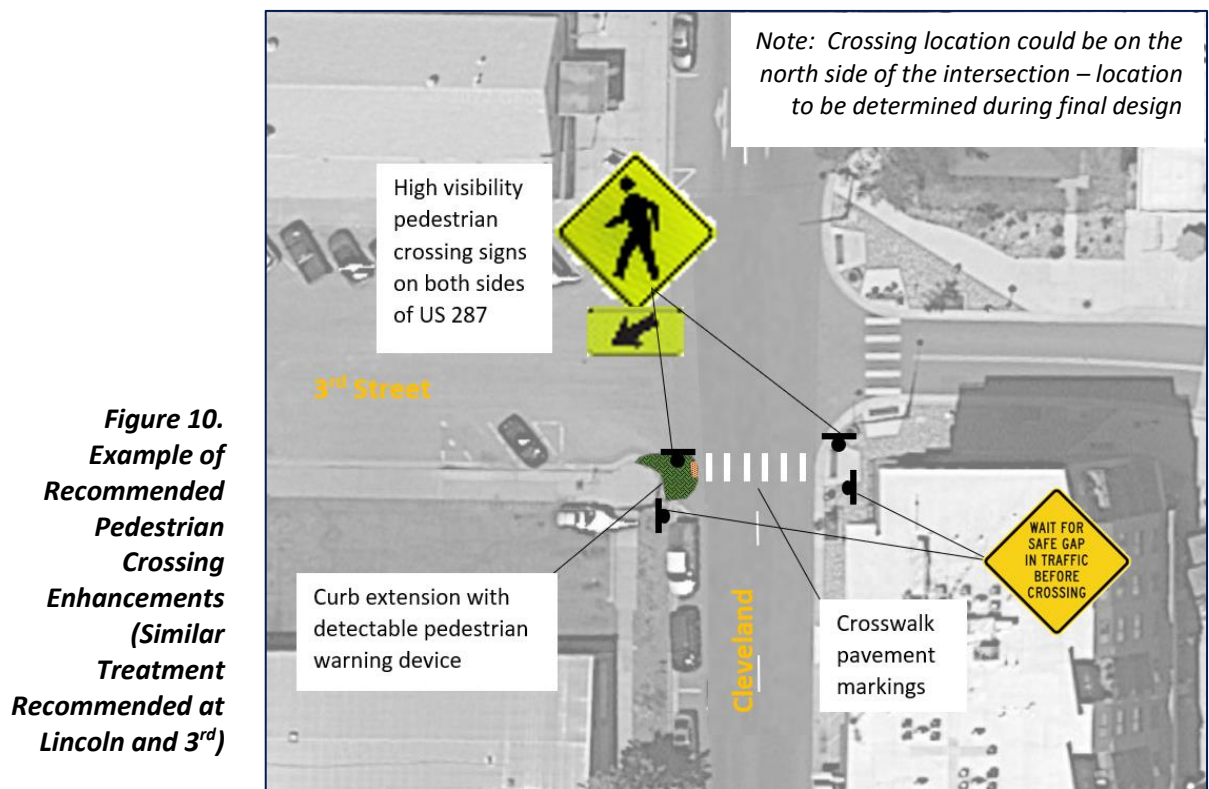


- The final location of the crosswalks (whether on the north or south side of the intersections) should be determined during design. Considerations include grades, drainage, concrete needs, adjacent property interests, pedestrian volumes, conflicting turns, potential for parking loss, etc.

From an initial review:

Along Cleveland, there's a higher pedestrian volume on the north side, and there are no conflicting turns to/from 3<sup>rd</sup>, but a north side crosswalk would result in the loss of at least one parking space. Either the north side or south side location seems feasible.

Along Lincoln, the likely preferable location is on the south side as there are higher pedestrian volumes, no conflicting turns, and there's already a striped bulbout roughly where the curb extension would be located – so there is no loss of parking.



### Signal Timing Recommendation

- Review the signal timing on both Cleveland and Lincoln through the downtown area. For the Lincoln corridor an evaluation of the signal timing at 4<sup>th</sup> Street could determine whether any changes can minimize the potential for backups from 4<sup>th</sup> Street to impact the 3<sup>rd</sup> Street pedestrian crossing. The review of the Cleveland corridor could identify whether a change in progression could reduce the number of vehicles increasing their speed late in the platoon.



### Follow Up Monitoring Recommendation

- Once the improvements are implemented, both locations should be monitored for safety, operations, and compliance. In future years, in case of significantly increased vehicular and/or pedestrian volumes that may warrant a different treatment, that treatment would be recommended to be a signalized option that can be coordinated with the other signals in the corridor.

### Next Steps

The recommended next steps are as follows:

1. Provide the report and recommendations to the DDA Board for discussion.
2. Coordinate with the City of Loveland Traffic Division and CDOT Region 4 Traffic Engineer for support and approval of the pedestrian crossing treatments.
3. Complete design process to determine crossing locations, engineering layout of the enhanced crossing treatments (curb extensions, markings, signage etc.), and a cost estimate.
4. Identify funding and move forward with implementation.

### Appendix:

1. CDOT volumes
2. Peak hour turning movement counts
3. Special event counts
4. Crash data
5. Level of Service Analysis
6. NCHRP 562 pedestrian crossing warrant calculations

# Appendix Material



ON SH 287, CLEVELAND AVE S/O 4TH ST, LOVELAND (Station Id: 105343)

[Daily](#)
[Monthly Summaries](#)
[Annual](#)

08/24/2017 ▾

Data is only available on select dates for Short Duration sites.

[View Entire Month](#)
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Dir	0h	1h	2h	3h	4h	5h	6h	7h	8h	9h	10h	11h	12h	13h	14h	15h	16h	17h	18h	19h	20h	21h	22h	23h
S	42	30	19	22	73	206	489	695	643	571	572	621	702	680	727	783	774	792	665	501	399	269	146	56

P = Primary direction S = Secondary direction C = Combined traffic counts

Total ADT: 10,477  
 Peak hour 1700 = 792  
 4% Trucks  
 360 single trucks / day  
 280 combined trucks / day  
 Projected growth factor 1.07 to 11,210 vpd in 2037

Counts also done in 2020  
 Total ADT: 10,125  
 Peak hour 1800 = 820

ON SH 287, LINCOLN AVE S/O 4TH ST, LOVELAND (Station Id: 105292)

[Daily](#)
[Monthly Summaries](#)
[Annual](#)

11/10/2021 ▾

Data is only available on select dates for Short Duration sites.

[View Entire Month](#)
[Export to Excel](#)

Dir	0h	1h	2h	3h	4h	5h	6h	7h	8h	9h	10h	11h	12h	13h	14h	15h	16h	17h	18h	19h	20h	21h	22h	23h
P	41	32	27	38	71	125	331	750	831	768	881	919	1,010	940	1,014	1,094	1,113	1,097	853	545	359	316	218	124

P = Primary direction S = Secondary direction C = Combined traffic counts

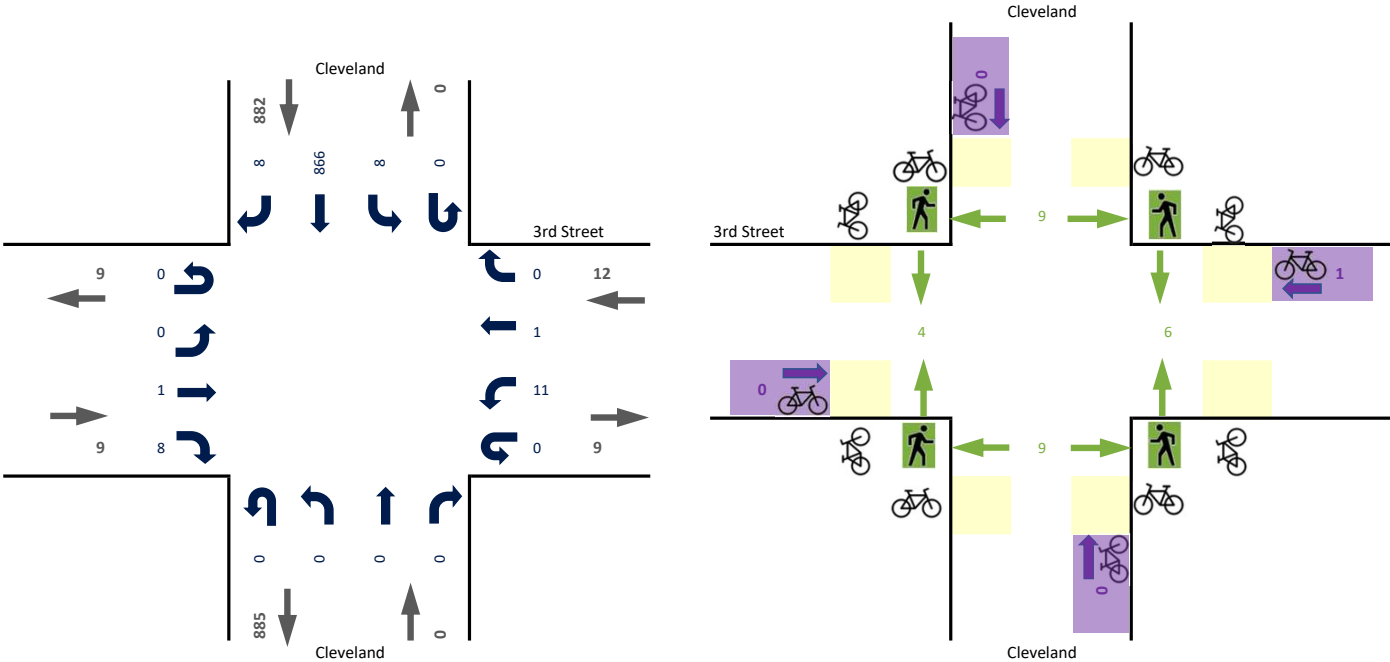
Total ADT: 10,497  
 Peak hour 1600 = 1,113  
 4% Trucks  
 270 single trucks / day  
 130 combined trucks / day  
 Projected growth factor 1.11 to 14,981 vpd in 2043



## Turning Movement Count Summary

Project: Loveland DDA - 3rd St Downtown Ped Study  
 Project #: 015-100  
 Date: 3/8/2022  
 Location: N/S Street: Cleveland  
 E/W Street: 3rd Street

Peak Hour: 7:15 to 8:15



### Two Hour Count Summary

Interval Start	3rd Street Eastbound				3rd Street Westbound				Cleveland Northbound				Cleveland Southbound				15 min Total	Rolling 1 hour
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		
7:15	0	0	0	1	0	0	0	0	0	0	0	0	0	4	181	2	188	
7:30	0	0	0	2	0	4	0	0	0	0	0	0	0	0	204	2	212	
7:45	0	0	1	4	0	2	0	0	0	0	0	0	0	3	258	4	272	
8:00	0	0	0	1	0	5	1	0	0	0	0	0	0	1	223	0	231	
8:15																	715	
8:30																	503	
8:45																	231	
9:00																	0	
Count Total	0	0	1	8	0	11	1	0	0	0	0	0	0	8	866	8		
Peak Hour	0	0	1	8	0	11	1	0	0	0	0	0	0	8	866	8		

Note: Volumes above include heavy vehicles but exclude bicycles and pedestrians

Interval Start	Heavy Vehicles				15 min Total	Bicycles				15 min Total	Pedestrians				15 min Total
	EB	WB	NB	SB		EB	WB	NB	SB		S leg	N leg	E leg	W leg	
7:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:30	0	0	0	2	2	0	0	0	0	0	1	4	0	1	6
7:45	0	0	0	2	2	0	0	0	0	0	5	2	4	2	13
8:00	0	0	0	0	0	0	1	0	0	1	3	0	2	1	6
8:15															
8:30															
8:45															
9:00															
Count Total	0	0	0	4	4	0	1	0	0	1	9	9	6	4	28
Peak Hour	0	0	0	4	4	0	1	0	0	1	9	9	6	4	28

	HV%	PHF
EB	0.0%	0.45
WB	0.0%	1.50
NB	#DIV/0!	#DIV/0!
SB	0.5%	0.83
<b>Total</b>	<b>0.4%</b>	<b>1.06</b>



# Turning Movement Count Summary

Project: Loveland DDA - 3rd St Downtown Ped Study

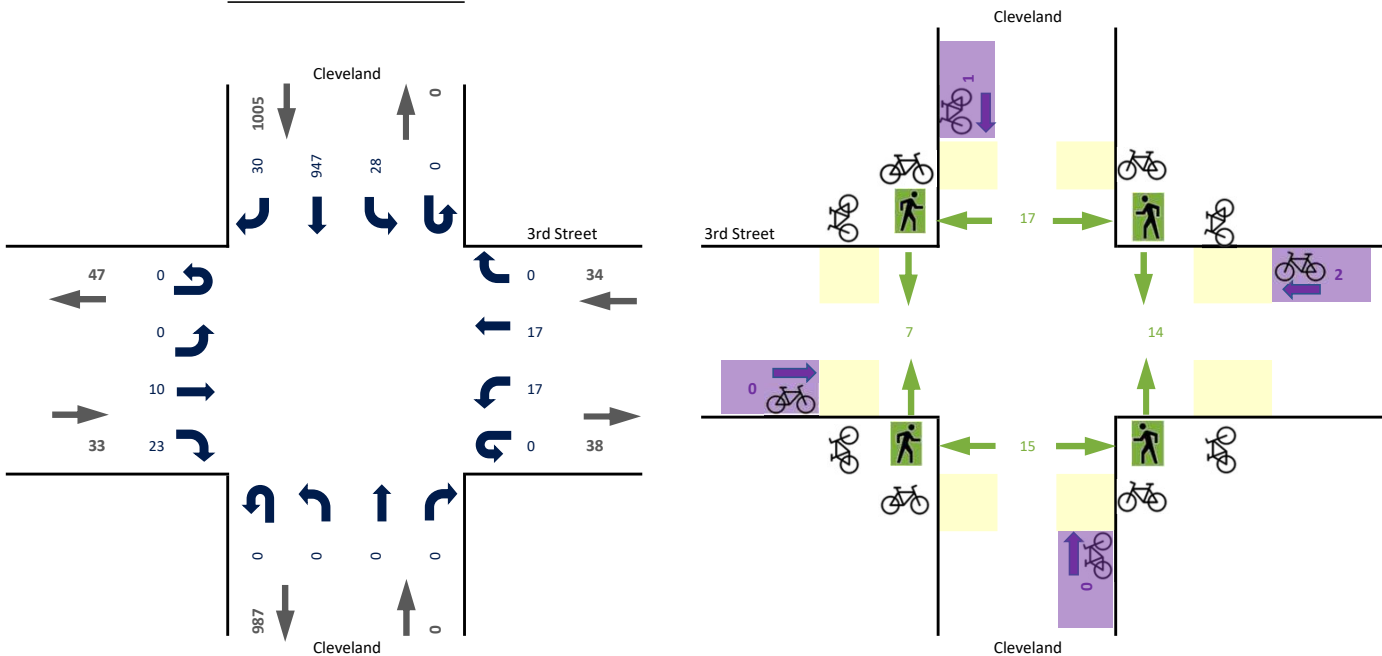
Peak Hour: 16:30 to 17:30

Project #: 015-100

Date: 3/8/2022

Location: N/S Street: Cleveland

E/W Street: 3rd Street



## Two Hour Count Summary

Interval	3rd Street								Cleveland								15 min Total	Rolling 1 hour
	Eastbound				Westbound				Northbound				Southbound					
Start	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		
16:30	0	0	3	6	0	6	2	0	0	0	0	0	0	5	252	6	280	
16:45	0	0	2	5	0	3	4	0	0	0	0	0	0	13	213	7	247	
17:00	0	0	4	9	0	4	8	0	0	0	0	0	0	8	265	3	301	
17:15	0	0	1	3	0	4	3	0	0	0	0	0	0	2	217	14	244	
17:30																	0	
17:45																	0	
18:00																	0	
18:15																	0	
Count Total	0	0	10	23	0	17	17	0	0	0	0	0	0	28	947	30		
Peak Hour	0	0	10	23	0	17	17	0	0	0	0	0	0	28	947	30		

Note: Volumes above include heavy vehicles but exclude bicycles and pedestrians

Interval	Heavy Vehicles				15 min Total	Bicycles				15 min Total	Pedestrians				15 min Total
	EB	WB	NB	SB		EB	WB	NB	SB		S leg	N leg	E leg	W leg	
16:30	0	0	0	0	0	0	0	0	1	1	3	3	3	1	10
16:45	0	0	0	0	0	0	0	0	0	0	2	5	2	1	10
17:00	0	0	0	0	0	0	1	0	0	1	6	5	5	0	16
17:15	0	0	0	0	0	0	1	0	0	1	4	4	4	5	17
17:30															
17:45															
18:00															
18:15															
Count Total	0	0	0	0	0	0	2	0	1	3	15	17	14	7	53
Peak Hour	0	0	0	0	0	0	2	0	1	3	15	17	14	7	53

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.71
NB	#DIV/0!	#DIV/0!
SB	0.0%	0.91
<b>Total</b>	<b>0.0%</b>	<b>1.09</b>







# Turning Movement Count Summary

Project: Loveland DDA - 3rd St Downtown Ped Study

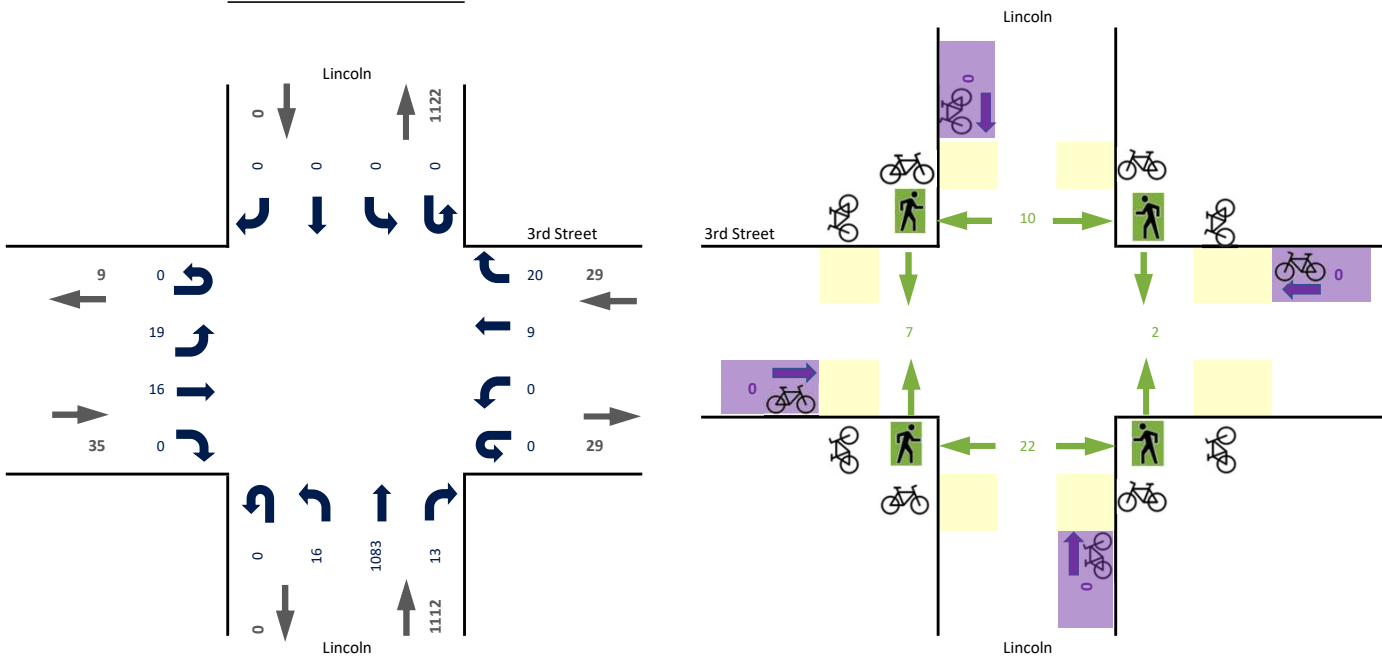
Peak Hour: 16:30 to 17:30

Project #: 015-100

Date: 3/8/2022

Location: N/S Street: Lincoln

E/W Street: 3rd Street



## Two Hour Count Summary

Interval Start	3rd Street								Cleveland								15 min Total	Rolling 1 hour
	Eastbound				Westbound				Northbound				Southbound					
	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right		
16:30	0	1	4	0	0	0	1	4	0	4	270	3	0	0	0	0	287	
16:45	0	8	5	0	0	0	3	5	0	2	267	2	0	0	0	0	292	
17:00	0	8	6	0	0	0	4	8	0	4	277	4	0	0	0	0	311	
17:15	0	2	1	0	0	0	1	3	0	6	269	4	0	0	0	0	286	1176
17:30																	0	889
17:45																	0	597
18:00																	0	286
18:15																	0	0
Count Total	0	19	16	0	0	0	9	20	0	16	1083	13	0	0	0	0		
Peak Hour	0	19	16	0	0	0	9	20	0	16	1083	13	0	0	0	0		

Note: Volumes above include heavy vehicles but exclude bicycles and pedestrians

Interval Start	Heavy Vehicles				15 min Total	Bicycles				15 min Total	Pedestrians				15 min Total
	EB	WB	NB	SB		EB	WB	NB	SB		S leg	N leg	E leg	W leg	
16:30	0	0	5	0	5	0	0	0	0	0	4	3	0	2	9
16:45	0	0	5	0	5	0	0	0	0	0	6	1	0	2	9
17:00	0	0	5	0	5	0	0	0	0	0	4	2	0	2	8
17:15	0	0	5	0	5	0	0	0	0	0	8	4	2	1	15
17:30															
17:45															
18:00															
18:15															
Count Total	0	0	20	0	20	0	0	0	0	0	22	10	2	7	41
Peak Hour	0	0	20	0	20	0	0	0	0	0	22	10	2	7	41

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.60
NB	1.8%	0.98
SB	#DIV/0!	#DIV/0!
<b>Total</b>	<b>1.7%</b>	<b>0.95</b>



Turning Movement Count Summary

Project: Loveland DDA - 3rd St Downtown Ped Study  
Date: 9/11/2021  
Location: Cleveland and 3rd

Percent Heavy Vehicle:  
Peak Hour Factor:

Roadway:		3rd Street						Cleveland						15 min	Rolling
Interval	Start	Eastbound			Westbound			Northbound			Southbound			Total	1 hour
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	14:30		0	14	0	0					0	284	6	304	
2	14:45		0	12	0	0					0	264	5	281	
3	15:00		0	5	0	0					0	284	6	295	
4	15:15		0	12	0	0					0	254	5	271	1151
5	15:30		0	4	0	0					0	281	3	288	1135
6	15:45		0	12	0	0					0	248	5	265	1119
7	16:00		0	11	0	0					0	236	7	254	1078
8	16:15		0	8	0	0					0	255	7	270	1077
9	16:30		0	10	road closed						0	259	5	274	1063
10	16:45		0	11	0	0					0	253	8	272	1070
11	17:00		0	23	0	0					0	233	7	263	1079
12	17:15		0	12	0	0					0	213	5	230	1039
13	17:30		0	17	0	0					0	215	8	240	1005
14	17:45		0	6	0	0					0		11	17	750
15	18:00		0	10	0	0					0	198	6	214	701
16	18:15		0	14	0	0					0	195	8	217	688
17	18:30		0	7	0	0					0	223	5	235	683
18	18:45		0	6	0	0					0	154	4	164	830
19	19:00		0	5	0	0					0	147	7	159	775
20	19:15		0	6	0	0					1	126	7	140	698
21	19:30		0	12	0	1					0	146	4	163	626
22	19:45		0	4	4	1					10	101	2	122	584
23	20:00														
24	20:15														
Count Total		0	0	221	4	2	0	0	0	0	11	4569	131		
Peak Hour															

pk hour  
peds

Interval	Start	Heavy Vehicle Totals				15 min Truck Total	Bicycles				15 min Bike Total	Pedestrians				15 min Ped total Cleveland	Rolling 1 hour
		EB	WB	NB	SB		EB	WB	NB	SB		South leg	North leg	East leg	West leg		
1	14:30	0	0	0	0	0	0	0	0	0	0	30	20	21	5	50	
2	14:45	0	0		8	8	0	3	0	1	4	7	15	13	1	22	
3	15:00	0	0		2	2	0	3	0	0	3	17	27	4	4	44	
4	15:15	0	0		3	3	1	1	0	0	2	17	18	12	4	35	
5	15:30	0	0		4	4	0	1	0	0	1	16	12	10	0	28	
6	15:45	0	0		2	2	1	0	0	1	2	14	15	7	4	29	
7	16:00	0	0		2	2	2	0	0	1	3	8	24	3	2	32	
8	16:15	0	0		3	3	2	1	0	0	3	9	12	11	2	21	
9	16:30	0	0		2	2	3	0	0	0	3	6	13	30	7	19	
10	16:45	0	0		2	2	1	0	0	0	1	6	25	26	12	31	
11	17:00	0	0		1	1	0	0	0	1	1	16	15	25	3	31	
12	17:15	0	0		2	2	0	0	0	1	1	14	19	11	7	33	
13	17:30	0	0		3	3	0	2	0	3	5	18	29	0	1	47	
14	17:45	0	0		1	1	0	1	0	0	1	4	14	8	0	18	
15	18:00	0	0		1	1	0	0	0	0	0	10	24	14	14	34	
16	18:15	0	0		0	0	0	0	0	1	1	29	25	1	3	54	
17	18:30	0	0		0	0	1	0	0	0	1	12	24	8	2	36	
18	18:45	0	0		1	1	2	1	0	1	4	18	23	5	5	41	
19	19:00	0	0		1	1	0	2	3	0	5	9	42	20	4	51	
20	19:15	0	0		0	0	5	3	2	0	10	17	34	18	4	51	
21	19:30	0	0		0	0	0	2	0	0	2	13	32	21	11	45	
22	19:45	0	0		0	0	0	0	1	0	1	7	20	41	4	27	
23	20:00															0	
24	20:15															0	
Count Total		0	0	0	38	38	18	20	6	10	54	297	482	309	99	779	
Peak Hour																	

pk hour  
peds



### Turning Movement Count Summary

Project: Loveland DDA - 3rd St Downtown Ped Study  
 Date: 9/11/2021  
 Location: Lincoln and 3rd

Percent Heavy Vehicle:  
 Peak Hour Factor:

Roadway:		3rd Street						Cleveland						15 min Total	Rolling 1 hour
Interval Start		Eastbound			Westbound			Northbound			Southbound				
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
1	14:30														
2	14:45														
3	15:00														
4	15:15														
5	15:30														
6	15:45														
7	16:00														
8	16:15														
9	16:30	0	0			0	12	0	224	3				239	239
10	16:45	0	0			0	9	0	240	10				259	498
11	17:00	0	0			0	2	0	230	15				247	745
12	17:15	0	0			0	5	0	239	8				252	997
13	17:30	road closed				0	6	0	216	15				237	995
14	17:45	0	0			0	7	0	203	10				220	956
15	18:00	0	0			0	9	0	187	5				201	910
16	18:15	0	0			0	4	0	195	2				201	859
17	18:30	0	0			0	6	0	152	5				163	785
18	18:45	0	0			0	7	0	186	3				196	761
19	19:00	1	0			0	8	0	180	4				193	753
20	19:15	0	0			0	11	0	185	4				200	752
21	19:30	3	1			0	11	0	169	6				190	779
22	19:45	8	2			4	9	1	136	1				161	744
23	20:00													0	551
24	20:15													0	351
Count Total Peak Hour		12	3	0	0	4	106	1	2742	91	0	0	0		

pk hr peds

Interval Start	Heavy Vehicle Totals				15 min Truck Total	Bicycles				15 min Bike Total	Pedestrians				15 min Ped total xing Lincoln	Rolling 1 hour
	EB	WB	NB	SB		EB	WB	NB	SB		South leg	North leg	East leg	West leg		
1	14:30				0					0					0	
2	14:45				0					0					0	
3	15:00				0					0					0	
4	15:15				0					0					0	0
5	15:30				0					0					0	0
6	15:45				0					0					0	0
7	16:00				0					0					0	0
8	16:15				0					0					0	0
9	16:30	0	0	1	1	0	0	0	0	0	16	7	14	18	23	23
10	16:45	0	0	3	3	2	0	0	0	2	18	7	4	7	25	48
11	17:00	0	0	2	2	0	0	1	0	1	10	10	0	23	20	68
12	17:15	0	0	2	2	0	0	1	1	2	20	10	3	19	30	98
13	17:30	0	0	1	1	0	1	0	0	1	14	9	5	20	23	98
14	17:45	0	0	0	0	0	1	1	2	4	17	14	3	27	31	104
15	18:00	0	0	0	0	0	0	1	1	2	16	4	4	16	20	104
16	18:15	0	0	1	1	0	0	0	1	1	17	8	3	14	25	99
17	18:30	0	0	0	0	4	0	1	0	5	25	8	5	22	33	109
18	18:45	0	0	1	1	2	0	3	0	5	13	8	6	10	21	99
19	19:00	0	0	0	0	0	2	0	0	2	31	5	3	15	36	115
20	19:15	0	0	1	1	4	2	1	2	9	21	22	3	27	43	133
21	19:30	0	0	1	1	6	3	0	4	13	20	2	9	13	22	122
22	19:45	0	0	1	1	0	0	3	1	4	12	11	9	19	23	124
23	20:00				0					0					0	88
24	20:15				0					0					0	45
Count Total Peak Hour		0	0	14	0	14	18	9	12	12	51	250	125	71	250	375

pk hr peds

Fyear	Type_Of_Collision_Calc	Accidentdate	Accidenttime	Fdayofweek	Primarystreet	Crossstreet	Calcseverity	VehicleType_V1	Dir_Trave	Vehiclemovement_V1	VehicleType_V2	Dir_Travel2	Vehiclemovement_V2	Age_D1	Age_D2	Roaddescription
<b>Lincoln at 3rd</b>																
2016	Rear End	5/24/2016	2:29 pm	Tuesday	LINCOLN AVE	3RD ST	Possible Injury	Passenger Car/Passenger	North	Going Straight	SUV	North	Stopped in Traffic	21	59	At Intersection
2018	Parking Related	12/14/2018	11:57 pm	Friday	LINCOLN AVE	3RD ST		Unknown Hit & Run Only			SUV		Parked			Non-intersection
<b>Cleveland at 3rd</b>																
2016	Right Angle	2/8/2016	9:38 am	Monday	CLEVELAND AVE	3RD ST	No Apparent Injury	Passenger Car/Passenger	West	Making Left Turn	Passenger Car/Passen	South	Going Straight	83	51	
2016	Right Angle	2/10/2016	2:25 pm	Wednesday	3RD ST	CLEVELAND AVE	No Apparent Injury	Pickup Truck/Utility Van	West	Going Straight	Passenger Car/Passen	South	Stopped in Traffic	79	35	
2016	Other	3/1/2016	2:57 pm	Tuesday	3RD ST	CLEVELAND AVE	No Apparent Injury	Other Vehicle Type	West	Backing	Passenger Car/Passen	West	Going Straight	34	57	
2018	Rear End	9/28/2018	1:20 pm	Friday	3RD ST	CLEVELAND AVE	No Apparent Injury	Pickup Truck/Utility Van	South	Changing lanes	Passenger Car/Passen	South	Going Straight	70	24	At Intersection
2019	Right Angle	6/19/2019	9:14 pm	Wednesday	N CLEVELAND AVE	E 3RD ST	No Apparent Injury	SUV	South	Making Right Turn	Passenger Car/Passen	South	Going Straight	17	25	At Intersection
2019	Overtaking Turn	11/11/2019	9:05 am	Monday	E 3RD ST	N CLEVELAND AVE	Possible Injury	SUV	South	Making Left Turn	Pickup Truck/Utility Var	South	Going Straight	25	46	At Intersection
2019	Side to Side-Same Directi	12/23/2019	6:27 pm	Monday	E 3RD ST	N CLEVELAND AVE	No Apparent Injury	SUV	South	Going Straight	Passenger Car/Passen	South	Going Straight		26	At Intersection
2020	Right Angle	9/25/2020	5:30 pm	Friday	N CLEVELAND AVE	E 3RD ST	Possible Injury	Passenger Car/Passenger	West	Going Straight	Motorcycle	South	Going Straight	88	51	At Intersection
2020	Parking Rel - Overturning	10/9/2020	2:00 pm	Friday	N CLEVELAND AVE	E 3RD ST	No Apparent Injury	Pickup Truck/Utility Van	North	Going Straight	SUV	North	Parked	69	32	Non-intersection

HCM 2010 TWSC  
181: Cleveland Ave

Cleveland at 3rd PM Peak  
05/04/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↑↑↑	
Traffic Vol, veh/h	0	10	23	17	17	0	0	0	0	28	947	30
Future Vol, veh/h	0	10	23	17	17	0	0	0	0	28	947	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	2
Mvmt Flow	0	11	25	18	18	0	0	0	0	30	1029	33

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	1106	531	477	1122	-	-	0	0	0
Stage 1	-	1106	-	0	0	-	-	-	-	-
Stage 2	-	0	-	477	1122	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	209	422	512	205	0	-	-	-	-
Stage 1	0	284	-	-	-	0	-	-	-	-
Stage 2	0	-	-	492	279	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	209	422	462	205	-	-	-	-	-
Mov Cap-2 Maneuver	-	209	-	462	205	-	-	-	-	-
Stage 1	-	284	-	-	-	-	-	-	-	-
Stage 2	-	-	-	445	279	-	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	16.9		19.6			
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	209	422	284	-	-	-
HCM Lane V/C Ratio	0.052	0.059	0.13	-	-	-
HCM Control Delay (s)	23.2	14.1	19.6	-	-	-
HCM Lane LOS	C	B	C	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	0.4	-	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↑↑				
Traffic Vol, veh/h	19	16	0	0	9	20	16	1083	13	0	0	0
Future Vol, veh/h	19	16	0	0	9	20	16	1083	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	17	0	0	10	22	17	1177	14	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	628	1225	-	-	1218	596	0	0	0	
Stage 1	0	0	-	-	1218	-	-	-	-	
Stage 2	628	1225	-	-	0	-	-	-	-	
Critical Hdwy	7.54	6.54	-	-	6.54	6.94	4.14	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	-	-	4.02	3.32	2.22	-	-	
Pot Cap-1 Maneuver	367	178	0	0	179	447	-	-	-	
Stage 1	-	-	0	0	251	-	-	-	-	
Stage 2	437	249	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	335	178	-	-	179	447	-	-	-	
Mov Cap-2 Maneuver	335	178	-	-	179	-	-	-	-	
Stage 1	-	-	-	-	251	-	-	-	-	
Stage 2	400	249	-	-	-	-	-	-	-	

Approach	EB		WB		NB		
HCM Control Delay, s	22.9		17.5				
HCM LOS	C		C				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	239	179	447
HCM Lane V/C Ratio	-	-	-	0.159	0.055	0.049
HCM Control Delay (s)	-	-	-	22.9	26.3	13.5
HCM Lane LOS	-	-	-	C	D	B
HCM 95th %tile Q(veh)	-	-	-	0.6	0.2	0.2



<b>WORKSHEET 1: PEAK-HOUR, 35 MPH (55 KM/H) OR LESS</b>		
Analyst and Site Information		
Analyst: <b>Joe Olson</b>	Major Street: <b>Cleveland Avenue</b>	
Analysis Date: <b>5-1-2022</b>	Minor Street or Location: <b>3rd Street</b>	
Data Collection Date: <b>3-8-2022</b>	Peak Hour: <b>PM Peak (4:30 - 5:30)</b>	
Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85 <sup>th</sup> percentile speed on the major street): <b>a) Worksheet 1 – 35 mph (55 km/h) or less</b> b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists		
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment? <b>YES</b>		
Peak-hour pedestrian volume (ped/h), $V_p$	2a	<b>32</b>
If $2a \geq 20$ ped/h, then go to Step 3.		
If $2a < 20$ ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj-s}$	3a	<b>1,072</b>
Minimum signal warrant volume for peak hour (use 3a for $V_{maj-s}$ ), SC $SC = (0.00021 V_{maj-s}^2 - 0.74072 V_{maj-s} + 734.125)/0.75$ OR $[(0.00021 3a^2 - 0.74072 3a + 734.125)/0.75]$	3b	<b>242</b>
If $3b < 133$ , then enter 133. If $3b \geq 133$ , then enter 3b.	3c	<b>242</b>
If 15 <sup>th</sup> percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50 percent; otherwise enter 3c.	3d	<b>242</b>
If $2a \geq 3d$ , then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.		<b>NO</b>
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	<b>46 ft</b>
Pedestrian walking speed (ft/s), $S_p$	4b	<b>3.5 ft/sec</b>
Pedestrian start-up time and end clearance time (s), $t_s$	4c	<b>3 sec</b>
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR $[(4a/4b) + 4c]$	4d	<b>16 sec</b>
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), $V_{maj-d}$	4e	<b>1,072</b>
Major road flow rate (veh/s), $v = V_{maj-d}/3600$ OR $[4e/3600]$	4f	<b>0.30</b>
Average pedestrian delay (s/person), $d_p = (e^{v t_c} - v t_c - 1) / v$ OR $[(e^{4f \times 4d} - 4f \times 4d - 1) / 4f]$	4g	<b>386</b>
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3,600$ OR $[(4g \times 2a)/3600]$ (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.	4h	<b>3.4</b>
Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region, Comp = high or <b>low</b>	5a	<b>Low</b>
<b>Total Pedestrian Delay, <math>D_p</math> (from 4h) and Motorist Compliance, Comp (from 5a)</b>	<b>Treatment Category</b> (see Descriptions of Sample Treatments for examples)	
$D_p \geq 21.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = low	RED	
<b>1.3 h <math>\leq D_p &lt; 5.3</math> h</b> (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = high	<b>ACTIVE</b> OR <b>ENHANCED</b>	
$D_p < 1.3$ h (Comp = high or low)	CROSSWALK	

Figure A-2. Worksheet 1.

<b>WORKSHEET 1: PEAK-HOUR, 35 MPH (55 KM/H) OR LESS</b>		
Analyst and Site Information		
Analyst: <b>Joe Olson</b>	Major Street: <b>Lincoln Avenue</b>	
Analysis Date: <b>5-1-2022</b>	Minor Street or Location: <b>3rd Street</b>	
Data Collection Date: <b>3-8-2022</b>	Peak Hour: <b>PM Peak (4:30 - 5:30)</b>	
Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85 <sup>th</sup> percentile speed on the major street):		
a) <b>Worksheet 1 – 35 mph (55 km/h) or less</b>		
b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists		
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment? <b>YES</b>		
Peak-hour pedestrian volume (ped/h), $V_p$	2a	<b>32</b>
If $2a \geq 20$ ped/h, then go to Step 3.		
If $2a < 20$ ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj-s}$	3a	<b>1,176</b>
Minimum signal warrant volume for peak hour (use 3a for $V_{maj-s}$ ), SC $SC = (0.00021 V_{maj-s}^2 - 0.74072 V_{maj-s} + 734.125)/0.75$ OR $[(0.00021 3a^2 - 0.74072 3a + 734.125)/0.75]$	3b	<b>205</b>
If $3b < 133$ , then enter 133. If $3b \geq 133$ , then enter 3b.	3c	<b>205</b>
If 15 <sup>th</sup> percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50 percent; otherwise enter 3c.	3d	<b>205</b>
If $2a \geq 3d$ , then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.		<b>NO</b>
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	<b>41 ft</b>
Pedestrian walking speed (ft/s), $S_p$	4b	<b>3.5 ft/sec</b>
Pedestrian start-up time and end clearance time (s), $t_s$	4c	<b>3 sec</b>
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR $[(4a/4b) + 4c]$	4d	<b>15 sec</b>
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), $V_{maj-d}$	4e	<b>1,176</b>
Major road flow rate (veh/s), $v = V_{maj-d}/3600$ OR $[4e/3600]$	4f	<b>0.33</b>
Average pedestrian delay (s/person), $d_p = (e^{v t_c} - v t_c - 1) / v$ OR $[(e^{4f \times 4d} - 4f \times 4d - 1) / 4f]$	4g	<b>410</b>
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3,600$ OR $[(4g \times 2a)/3600]$ (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.	4h	<b>3.6</b>
Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region, Comp = high or <b>low</b>	5a	<b>Low</b>
<b>Total Pedestrian Delay, <math>D_p</math> (from 4h) and Motorist Compliance, Comp (from 5a)</b>	<b>Treatment Category</b> (see Descriptions of Sample Treatments for examples)	
$D_p \geq 21.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = low	RED	
<b>1.3 h <math>\leq D_p &lt; 5.3</math> h</b> (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = high	<b>ACTIVE</b> OR <b>ENHANCED</b>	
$D_p < 1.3$ h (Comp = high or low)	CROSSWALK	

Figure A-2. Worksheet 1.

**ANDERSON  
ANALYTICS**

# THE COLLECTION @ 6<sup>TH</sup> ST. REVENUE PROJECTION SUMMARIES

MODEL VERSIONS: 1.1 – 1.2 – 1.3

Prepared for:  
**6<sup>th</sup> Street Library LLC**

**May 8, 2022**



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Colorado Springs, CO 80907  
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(719) 332-2125

#### **GENERAL LIMITING CONDITIONS**

**This report contains information believed to be reliable. No responsibility, however, is assumed for inaccuracies in reporting by any source. Market and economic conditions can change very rapidly. The data and conclusions contained in this report are valid for a short period of time following their publication. Caution should be used in relying on any information contained herein to make important decisions without verifying current market and economic conditions. The forecasts contained in this report represent a reasonable estimate of likely future activity. They are, however, subject to a variety of uncertainties. Consequently, anyone using them should realize their limitations and perform their own independent analysis of the assumptions contained herein. None of the material contained in this report may be used in any type of prospectus for any type of securities offering without prior written authorization.**

**Version 1.1**

**Real Property Values**

Biennial Inflation in Residential MV = 6.00%

Biennial Inflation in Commercial MV = 2.00%

	<b>Total (Impvt + Land) Market Value (\$ 2023)</b>
<b>Residential</b>	
Residential Condos - All	\$608.18 per sq. ft.

**Commercial - Condo A-1**

Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

**Commercial - Condo B-1**

Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

**Business Personal Property Values**

	<b>Initial Market Value (\$ 2024)</b>	<b>Rate of Depreciation &amp; Stabilization</b>	<b>Deprec. &amp; Stabilization Terms</b>
Residential Condo - HOA	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-

**Taxable Sales-Generating Space**

	gross sq. ft.	% sales- generating	total sales space sq. ft.
A-1	782		
B-1	2,000		
<b>Total =</b>	<b>2,782</b>	<b>66.67%</b>	<b>1,855</b>

<b>Annual Taxable Sales per Sq. Ft. (\$ 2022) = \$300.00</b>	3/
<b>Annual Inflation in Taxable Sales = 1.50%</b>	3/

3/ Assumptions, for purposes of modeling potential sales tax increment revenues. Commercial occupancies have not yet been finalized.

*ANDERSON ANALYTICS has compiled this information based upon key assumptions provided by others. We have not independently examined or evaluated those assumptions, and consequently disclaim any form of assurance or opinion on them. Actual results may differ materially from projected results.*

**Version 1.1**

**Summary of Potential Revenues Available**

	DDA Tax Increment - Inclusion in DDA			Loveland GID No. 1		Bldg. Mat. Use Tax
	Total Property Tax Increment - All Entities 1/	Loveland Sales Tax Increment @ 3.00%	Total DDA Tax Increment	"Base" Property Tax Revenues (to GID No. 1)	Total Property Tax Increment (to DDA)	Loveland Use Tax @ 3.00%
2022	\$0	\$0	\$0	\$0	\$0	\$99,878
2023	\$0	\$8,471	\$8,471	\$389	\$0	\$0
2024	\$42,032	\$17,197	\$59,229	\$360	\$1,398	\$0
2025	\$78,540	\$17,454	\$95,994	\$397	\$2,580	\$0
2026	\$84,849	\$17,716	\$102,565	\$405	\$2,827	\$0
2027	\$84,849	\$17,982	\$102,832	\$405	\$2,827	\$0
2028	\$89,429	\$18,252	\$107,680	\$413	\$2,998	\$0
2029	\$89,428	\$18,526	\$107,954	\$413	\$2,998	\$0
2030	\$94,302	\$18,803	\$113,105	\$421	\$3,179	\$0
2031	\$94,301	\$19,085	\$113,386	\$421	\$3,179	\$0
2032	\$99,484	\$19,372	\$118,855	\$430	\$3,370	\$0
2033	\$99,484	\$19,662	\$119,146	\$430	\$3,370	\$0
2034	\$104,992	\$19,957	\$124,950	\$438	\$3,574	\$0
2035	\$104,992	\$20,257	\$125,248	\$438	\$3,574	\$0
2036	\$110,843	\$20,560	\$131,404	\$447	\$3,789	\$0
2037	\$110,843	\$20,869	\$131,712	\$447	\$3,789	\$0
2038	\$117,054	\$21,182	\$138,236	\$456	\$4,018	\$0
2039	\$110,790	\$21,500	\$132,290	\$456	\$4,018	\$0
2040	\$117,249	\$21,822	\$139,072	\$465	\$4,260	\$0
2041	\$117,249	\$22,149	\$139,399	\$465	\$4,260	\$0
2042	\$124,100	\$22,482	\$146,582	\$474	\$4,517	\$0
2043	\$124,100	\$22,819	\$146,919	\$474	\$4,517	\$0
2044	\$131,365	\$23,161	\$154,526	\$484	\$4,789	\$0
2045	\$131,365	\$23,509	\$154,874	\$484	\$4,789	\$0
2046	\$139,069	\$23,861	\$162,930	\$493	\$5,078	\$0
2047	\$139,069	\$12,342	\$151,410	\$493	\$5,078	\$0
	\$2,539,777	\$488,991	\$3,028,768	\$10,996	\$88,774	\$99,878

1/ 100% of property tax increment from all eligible property taxing entities currently overlapping the project.

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**Version 1.2 – no taxable sales, 6% biennial residential inflation**

**Real Property Values**

Biennial Inflation in Residential MV = 6.00%

Biennial Inflation in Commercial MV = 2.00%

	<b>Total (Impvt + Land) Market Value (\$ 2023)</b>
<b>Residential</b>	
Residential Condos - All	\$608.18 per sq. ft.

<b>Commercial - Condo A-1</b>	
Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

<b>Commercial - Condo B-1</b>	
Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

**Business Personal Property Values**

	<b>Initial Market Value (\$ 2024)</b>	<b>Rate of Depreciation &amp; Stabilization</b>	<b>Deprec. &amp; Stabilization Terms</b>
Residential Condo - HOA	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-

**Taxable Sales-Generating Space**

	gross sq. ft.	% sales- generating	total sales space sq. ft.
A-1	782		
B-1	2,000		
<b>Total =</b>	<b>2,782</b>	<b>0.00%</b>	<b>0</b>

<b>Annual Taxable Sales per Sq. Ft. (\$ 2022) =</b>	<b>\$0.00</b>
<b>Annual Inflation in Taxable Sales =</b>	<b>1.50%</b>

3/ Assumptions, for purposes of modeling potential sales tax increment revenues. Commercial occupancies have not yet been finalized.

ANDERSON ANALYTICS has compiled this information based upon key assumptions provided by others. We have not independently examined or evaluated those assumptions, and consequently disclaim any form of assurance or opinion on them. Actual results may differ materially from projected results.

**Version 1.2 – no taxable sales, 6% biennial residential inflation**

**Summary of Potential Revenues Available**

	DDA Tax Increment - Inclusion in DDA			Loveland GID No. 1		Bldg. Mat. Use Tax
	Total Property Tax Increment - All Entities 1/	Loveland Sales Tax Increment @ 3.00%	Total DDA Tax Increment	"Base" Property Tax Revenues (to GID No. 1)	Total Property Tax Increment (to DDA)	Loveland Use Tax @ 3.00%
2022	\$0	\$0	\$0	\$0	\$0	\$99,878
2023	\$0	\$0	\$0	\$389	\$0	\$0
2024	\$42,032	\$0	\$42,032	\$360	\$1,398	\$0
2025	\$78,540	\$0	\$78,540	\$397	\$2,580	\$0
2026	\$84,849	\$0	\$84,849	\$405	\$2,827	\$0
2027	\$84,849	\$0	\$84,849	\$405	\$2,827	\$0
2028	\$89,429	\$0	\$89,429	\$413	\$2,998	\$0
2029	\$89,428	\$0	\$89,428	\$413	\$2,998	\$0
2030	\$94,302	\$0	\$94,302	\$421	\$3,179	\$0
2031	\$94,301	\$0	\$94,301	\$421	\$3,179	\$0
2032	\$99,484	\$0	\$99,484	\$430	\$3,370	\$0
2033	\$99,484	\$0	\$99,484	\$430	\$3,370	\$0
2034	\$104,992	\$0	\$104,992	\$438	\$3,574	\$0
2035	\$104,992	\$0	\$104,992	\$438	\$3,574	\$0
2036	\$110,843	\$0	\$110,843	\$447	\$3,789	\$0
2037	\$110,843	\$0	\$110,843	\$447	\$3,789	\$0
2038	\$117,054	\$0	\$117,054	\$456	\$4,018	\$0
2039	\$110,790	\$0	\$110,790	\$456	\$4,018	\$0
2040	\$117,249	\$0	\$117,249	\$465	\$4,260	\$0
2041	\$117,249	\$0	\$117,249	\$465	\$4,260	\$0
2042	\$124,100	\$0	\$124,100	\$474	\$4,517	\$0
2043	\$124,100	\$0	\$124,100	\$474	\$4,517	\$0
2044	\$131,365	\$0	\$131,365	\$484	\$4,789	\$0
2045	\$131,365	\$0	\$131,365	\$484	\$4,789	\$0
2046	\$139,069	\$0	\$139,069	\$493	\$5,078	\$0
2047	\$139,069	\$0	\$139,069	\$493	\$5,078	\$0
	\$2,539,777	\$0	\$2,539,777	\$10,996	\$88,774	\$99,878

1/ 100% of property tax increment from all eligible property taxing entities currently overlapping the project.

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**Version 1.3 – no taxable sales, 2% biennial residential inflation**

**Real Property Values**

Biennial Inflation in Residential MV = 2.00%

Biennial Inflation in Commercial MV = 2.00%

	Total (Impvt + Land) Market Value (\$ 2023)
<b>Residential</b>	
Residential Condos - All	\$608.18 per sq. ft.

**Commercial - Condo A-1**

Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

**Commercial - Condo B-1**

Unoccupied	\$90.00 per sq. ft.
Finished & Occupied	\$175.00 per sq. ft.

**Business Personal Property Values**

	Initial Market Value (\$ 2024)	Rate of Depreciation & Stabilization	Deprec. & Stabilization Terms
Residential Condo - HOA	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-
Commercial Condo - A-1	< \$50,000	-	-
		-	-

**Taxable Sales-Generating Space**

	gross sq. ft.	% sales- generating	total sales space sq. ft.
A-1	782		
B-1	2,000		
<b>Total =</b>	2,782	<b>0.00%</b>	<b>0</b>

<b>Annual Taxable Sales per Sq. Ft. (\$ 2022) =</b>	<b>\$0.00</b>
<b>Annual Inflation in Taxable Sales =</b>	<b>1.50%</b>

3/ Assumptions, for purposes of modeling potential sales tax increment revenues. Commercial occupancies have not yet been finalized.

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**Version 1.3 – no taxable sales, 2% biennial residential inflation**

**Summary of Potential Revenues Available**

	DDA Tax Increment - Inclusion in DDA			Loveland GID No. 1		Bldg. Mat. Use Tax
	Total Property Tax Increment - All Entities 1/	Loveland Sales Tax Increment @ 3.00%	Total DDA Tax Increment	"Base" Property Tax Revenues (to GID No. 1)	Total Property Tax Increment (to DDA)	Loveland Use Tax @ 3.00%
2022	\$0	\$0	\$0	\$0	\$0	\$99,878
2023	\$0	\$0	\$0	\$389	\$0	\$0
2024	\$42,032	\$0	\$42,032	\$360	\$1,398	\$0
2025	\$78,540	\$0	\$78,540	\$397	\$2,580	\$0
2026	\$81,618	\$0	\$81,618	\$405	\$2,719	\$0
2027	\$81,618	\$0	\$81,618	\$405	\$2,719	\$0
2028	\$82,748	\$0	\$82,748	\$413	\$2,774	\$0
2029	\$82,748	\$0	\$82,748	\$413	\$2,774	\$0
2030	\$83,936	\$0	\$83,936	\$421	\$2,829	\$0
2031	\$83,936	\$0	\$83,936	\$421	\$2,829	\$0
2032	\$85,180	\$0	\$85,180	\$430	\$2,886	\$0
2033	\$85,180	\$0	\$85,180	\$430	\$2,886	\$0
2034	\$86,478	\$0	\$86,478	\$438	\$2,944	\$0
2035	\$86,477	\$0	\$86,477	\$438	\$2,944	\$0
2036	\$87,826	\$0	\$87,826	\$447	\$3,002	\$0
2037	\$87,826	\$0	\$87,826	\$447	\$3,002	\$0
2038	\$89,221	\$0	\$89,221	\$456	\$3,062	\$0
2039	\$84,447	\$0	\$84,447	\$456	\$3,062	\$0
2040	\$85,974	\$0	\$85,974	\$465	\$3,124	\$0
2041	\$85,974	\$0	\$85,974	\$465	\$3,124	\$0
2042	\$87,541	\$0	\$87,541	\$474	\$3,186	\$0
2043	\$87,541	\$0	\$87,541	\$474	\$3,186	\$0
2044	\$89,146	\$0	\$89,146	\$484	\$3,250	\$0
2045	\$89,146	\$0	\$89,146	\$484	\$3,250	\$0
2046	\$90,790	\$0	\$90,790	\$493	\$3,315	\$0
2047	\$90,790	\$0	\$90,790	\$493	\$3,315	\$0
	\$2,016,713	\$0	\$2,016,713	\$10,996	\$70,160	\$99,878

1/ 100% of property tax increment from all eligible property taxing entities currently overlapping the project.

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**ANDERSON  
ANALYTICS**

# THE COLLECTION @ 6<sup>TH</sup> ST. SUMMARY OF REVENUE MODELS

MODEL VERSION 1.1

Prepared for:  
**6<sup>th</sup> Street Library LLC**

**May 8, 2022**



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#### **GENERAL LIMITING CONDITIONS**

**This report contains information believed to be reliable. No responsibility, however, is assumed for inaccuracies in reporting by any source. Market and economic conditions can change very rapidly. The data and conclusions contained in this report are valid for a short period of time following their publication. Caution should be used in relying on any information contained herein to make important decisions without verifying current market and economic conditions. The forecasts contained in this report represent a reasonable estimate of likely future activity. They are, however, subject to a variety of uncertainties. Consequently, anyone using them should realize their limitations and perform their own independent analysis of the assumptions contained herein. None of the material contained in this report may be used in any type of prospectus for any type of securities offering without prior written authorization.**



## The Collection @ 6th St. Summary of Potential Revenues Available

	DDA Tax Increment - Inclusion in DDA			Loveland GID No. 1		Bldg. Mat. Use Tax
	Total Property Tax Increment - All Entities 1/	Loveland Sales Tax Increment @ 3.00%	Total DDA Tax Increment	"Base" Property Tax Revenues (to GID No. 1)	Total Property Tax Increment (to DDA)	Loveland Use Tax @ 3.00%
2022	\$0	\$0	\$0	\$0	\$0	\$99,878
2023	\$0	\$8,471	\$8,471	\$389	\$0	\$0
2024	\$42,032	\$17,197	\$59,229	\$360	\$1,398	\$0
2025	\$78,540	\$17,454	\$95,994	\$397	\$2,580	\$0
2026	\$84,849	\$17,716	\$102,565	\$405	\$2,827	\$0
2027	\$84,849	\$17,982	\$102,832	\$405	\$2,827	\$0
2028	\$89,429	\$18,252	\$107,680	\$413	\$2,998	\$0
2029	\$89,428	\$18,526	\$107,954	\$413	\$2,998	\$0
2030	\$94,302	\$18,803	\$113,105	\$421	\$3,179	\$0
2031	\$94,301	\$19,085	\$113,386	\$421	\$3,179	\$0
2032	\$99,484	\$19,372	\$118,855	\$430	\$3,370	\$0
2033	\$99,484	\$19,662	\$119,146	\$430	\$3,370	\$0
2034	\$104,992	\$19,957	\$124,950	\$438	\$3,574	\$0
2035	\$104,992	\$20,257	\$125,248	\$438	\$3,574	\$0
2036	\$110,843	\$20,560	\$131,404	\$447	\$3,789	\$0
2037	\$110,843	\$20,869	\$131,712	\$447	\$3,789	\$0
2038	\$117,054	\$21,182	\$138,236	\$456	\$4,018	\$0
2039	\$110,790	\$21,500	\$132,290	\$456	\$4,018	\$0
2040	\$117,249	\$21,822	\$139,072	\$465	\$4,260	\$0
2041	\$117,249	\$22,149	\$139,399	\$465	\$4,260	\$0
2042	\$124,100	\$22,482	\$146,582	\$474	\$4,517	\$0
2043	\$124,100	\$22,819	\$146,919	\$474	\$4,517	\$0
2044	\$131,365	\$23,161	\$154,526	\$484	\$4,789	\$0
2045	\$131,365	\$23,509	\$154,874	\$484	\$4,789	\$0
2046	\$139,069	\$23,861	\$162,930	\$493	\$5,078	\$0
2047	\$139,069	\$12,342	\$151,410	\$493	\$5,078	\$0
	\$2,539,777	\$488,991	\$3,028,768	\$10,996	\$88,774	\$99,878

1/ 100% of property tax increment from all eligible property taxing entities currently overlapping the project. Does not include Loveland GID No. 1.

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### Development Phasing and Buildout

Use Category	IBC Group	Sq. Ft. GBA	Total Units	Total Sq. Ft. GBA by Year Completed						
				2021	2022	2023	2024	2025	2026	2027
<b>Non-Residential</b>										
<b>Business - Commercial Condo</b>										
A-1	B	782	1	0	0	782	0	0	0	0
B-1	B	2,000	1	0	0	2,000	0	0	0	0
<b>Business Total</b>		<b>2,782</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2,782</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Residential</b>										
<b>2nd Floor - Condos</b>										
A-2	R-2	1,929	1	0	0	1,929	0	0	0	0
B-2	R-2	1,900	1	0	0	1,900	0	0	0	0
C-2	R-2	1,164	1	0	0	1,164	0	0	0	0
D-2	R-2	1,454	1	0	0	1,454	0	0	0	0
E-2	R-2	951	1	0	0	951	0	0	0	0
F-2	R-2	1,695	1	0	0	1,695	0	0	0	0
<b>3rd Floor - Condos</b>										
A-3	R-2	1,929	1	0	0	1,929	0	0	0	0
B-3	R-2	1,900	1	0	0	1,900	0	0	0	0
C-3	R-2	1,164	1	0	0	1,164	0	0	0	0
D-3	R-2	1,453	1	0	0	1,453	0	0	0	0
E-3	R-2	951	1	0	0	951	0	0	0	0
F-3	R-2	1,695	1	0	0	1,695	0	0	0	0
<b>4th Floor - Condos</b>										
A-4	R-2	1,929	1	0	0	1,929	0	0	0	0
B-4	R-2	1,900	1	0	0	1,900	0	0	0	0
F-4	R-2	1,517	1	0	0	1,517	0	0	0	0
<b>Condos - Total</b>		<b>23,531</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23,531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Ground Floor Parking, Storage, &amp; BOH</b>										
Private Garages	S-1	1,687	-	0	0	1687	0	0	0	0
Parking Garage	S-1	4,040	-	0	0	4040	0	0	0	0
Storage	S-1	555	-	0	0	555	0	0	0	0
Mech. & BOH	S-1	339	-	0	0	339	0	0	0	0
<b>Parking, Storage, BOH Total</b>		<b>6,621</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>6,621</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Development Phasing and Buildout - Continued**

Use Category	IBC Group	Sq. Ft. GBA	Total Units	Total Sq. Ft. GBA by Year Completed						
				2021	2022	2023	2024	2025	2026	2027
<b>Residential</b>										
<b>Condos - Common &amp; Circulation</b>										
1st Floor Circulation	R-2	637	-	0	0	637	0	0	0	0
1st Floor Lobby	R-2	655	-	0	0	655	0	0	0	0
2nd Floor Circulation	R-2	1,124	-	0	0	1124	0	0	0	0
3rd Floor Circulation	R-2	1,123	-	0	0	1123	0	0	0	0
4th Floor Circulation	R-2	919	-	0	0	919	0	0	0	0
4th - Gym	A-3	387	-	0	0	387	0	0	0	0
4th - Flex & R.R.	A-3	558	-	0	0	558	0	0	0	0
<b>Common &amp; Circulation Total</b>		<b>5,403</b>	-	<b>0</b>	<b>0</b>	<b>5,403</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Sources: Per information provided by 6th Street Library LLC, and Galloway plans (4 March 2022).

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## Project Timing, Metrics & Assumptions

### Residential Condominiums - Unit Mix & Anticipated Sales Prices

floor	unit	sq. ft. GBA				parking	total sales price	sales price per sq. ft. <sup>1/</sup>
		(less patio)	beds	baths				
2	A-2	1,929	2	2.5	space	\$1,152,400	\$597.41	
2	B-2	1,900	2	2.5	space	\$1,135,000	\$597.37	
2	C-2	1,164	1	1.5	space	\$693,900	\$596.13	
2	D-2	1,454	2	1.5	space	\$864,900	\$594.84	
2	E-2	951	1	1.5	space	\$561,100	\$590.01	
2	F-2	1,695	2.5	2.5	space	\$1,023,500	\$603.83	
3	A-3	1,929	2	2.5	garage	\$1,191,400	\$617.63	
3	B-3	1,900	2	2.5	garage	\$1,174,000	\$617.89	
3	C-3	1,164	1	1.5	space	\$703,900	\$604.73	
3	D-3	1,453	2	1.5	space	\$874,300	\$601.72	
3	E-3	951	1	1.5	space	\$572,100	\$601.58	
3	F-3	1,695	2.5	2.5	space	\$1,035,000	\$610.62	
4	A-4	1,929	2	2.5	garage	\$1,203,400	\$623.85	
4	B-4	1,900	2	2.5	garage	\$1,186,000	\$624.21	
4	F-4	1,517	2	2.5	space	\$940,200	\$619.78	
<b>Total =</b>		<b>23,531</b>				<b>\$14,311,100</b>	<b>\$608.18</b>	

### Business - Unit Mix & Anticipated Sales Prices

floor	unit	gross				parking	total sales price	sales price per sq. ft. <sup>1/</sup>
		sq. ft.	beds	baths				
Main	A-1	782	-	-	-	\$203,320	\$260.00	
Main	B-1	2,000	-	-	-	\$520,000	\$260.00	
<b>Total =</b>		<b>2,782</b>				<b>\$723,320</b>	<b>\$260.00</b>	

<sup>1/</sup> Unit mix per Galloway plans (4 March 2022), and data provided by 6th Street Library LLC.

### Inclusion in DDA

	inclusion start	TIF finish
Assumed Inclusion Date in DDA	summer/ fall 2022	7/5/2047

### Construction Timeline

	start	finish
Residential Condos	5/1/2022	5/1/2023
Business - 1st Floor	5/1/2022	5/1/2023

### Commercial Occupancy Timeline

	gross sq. ft.	occup.
A-1	782	6/1/2023
B-1	2,000	6/1/2023

Construction and occupancy timing as anticipated by 6th Street Library LLC.

### Taxable Sales-Generating Space

	gross sq. ft.	% sales-generating	total sales space sq. ft.
A-1	782		
B-1	2,000		
<b>Total =</b>	<b>2,782</b>	<b>66.67%</b>	<b>1,855</b> <sup>3/</sup>

<b>Annual Taxable Sales per Sq. Ft. (\$ 2022) =</b>	<b>\$300.00</b> <sup>3/</sup>
<b>Annual Inflation in Taxable Sales =</b>	<b>1.50%</b> <sup>3/</sup>

<sup>3/</sup> Assumptions, for purposes of modeling potential sales tax increment revenues. Commercial occupancies have not yet been finalized.

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## Project Timing, Metrics & Assumptions

### Estimated Construction Valuations - for Use Tax

	construction valuation per sq. ft. GBA	construction gross sq. ft. (less patio)	IBC group	IBC type	
Ground - Business	\$214.08	2,782	B	II-B	2/
Ground - Garage & Storage	\$114.76	6,621	S-1	II-B	2/
1st Floor - Residential Entrances	\$182.17	1,292	R-2	II-B	2/
2nd Floor - Residential	\$182.17	10,217	R-2	II-B	2/
3rd Floor - Residential	\$182.17	10,215	R-2	II-B	2/
4th Floor - Residential	\$182.17	6,265	R-2	II-B	2/
4th Floor - Assembly	\$216.29	945	A-3	II-B	2/

2/ Cost per International Code Council (ICC), Building Valuation Data, February 2022. Occupancy and square footage per Galloway plans (4 March 2022).

## Property Valuation Assumptions

### Real Property Values

Residential	Total (Impvt + Land) Market Value (\$ 2023)
Residential Condos - All	\$608.18 per sq. ft. 1/

Biennial Inflation in Residential MV = 6.00%

Commercial - Condo A-1	Total (Impvt + Land) Mkt Value (\$ 2023)
Unoccupied	\$90.00 per sq. ft. 2/
Finished & Occupied	\$175.00 per sq. ft. 2/

implied income approach:

Gross Rent = \$16.41 per sq. ft.  
 Operating Expense as % EGI = 14.00%  
 Vacancy = 7.00%  
 NOI = \$13.13 per sq. ft.  
 @ OAR = 7.50%

income approach value = \$175.00 per sq. ft.

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### Property Valuation Assumptions

Commercial - Condo B-1	Total (Impvt + Land) Mkt Value (\$ 2023)
Unoccupied	\$90.00 per sq. ft. 2/
Finished & Occupied	\$175.00 per sq. ft. 2/
implied income approach:	
Gross Rent =	\$16.41 per sq. ft.
Operating Expense as % EGI =	14.00%
Vacancy =	7.00%
NOI =	\$13.13 per sq. ft.
@ OAR =	7.50%
income approach value = \$175.00 per sq. ft.	

Biennial Inflation in Commercial MV = 2.00%

1/ Assumption, equal to average anticipated sales price of all residential condo units, per 6th Street Library LLC.

2/ Assumption, based on comparable properties in Larimer County. Implied rents consistent with recent TIF worksheet valuations prepared by the Larimer County Assessor's Office for commercial property in downtown Loveland.

### Business Personal Property Values

	Initial Market Value (\$ 2024)	Rate of Depreciation & Stabilization	Deprec. & Stabilization Terms
Residential Condo - HOA	< \$50,000	-	- 3/
Commercial Condo - A-1	< \$50,000	-	- 3/
Commercial Condo - A-1	< \$50,000	-	- 3/

3/ All occupancies assumed to have business personal properties below the \$50,000 MV tax exemption threshold.

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## Larimer County Single-Family Residential Appreciation Data - 1975 through 2020

**Assumed Inflation in Residential Real**

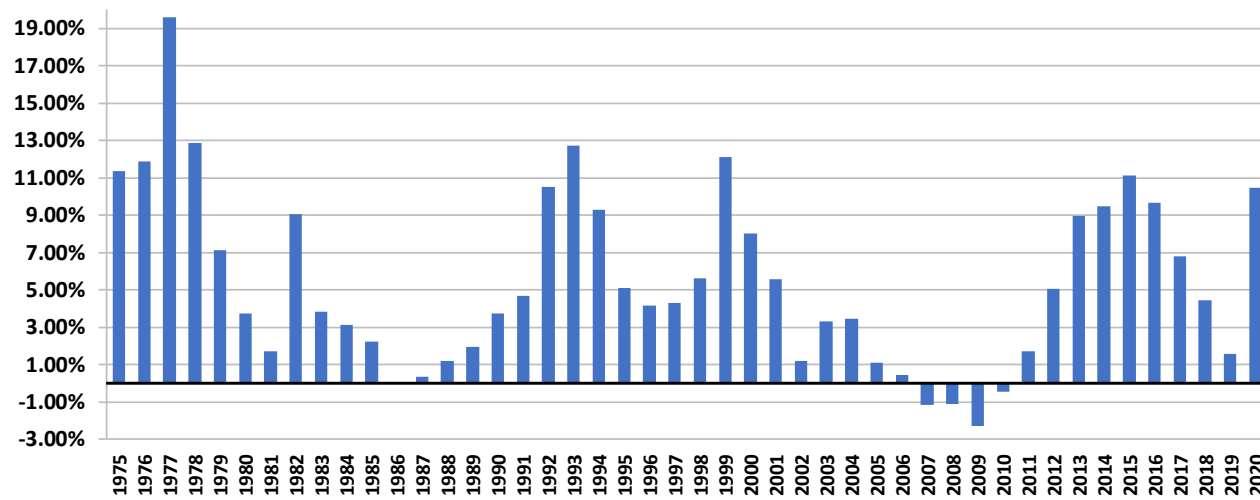
**Estate Market Values:**

Avg. Annual Appreciation = 2.96%

Assumed Biennial = 6.00%

All-Transactions House Price Index for Larimer County, CO	1/1/1981	39.82	1/1/1991	51.90	1/1/2001	108.02	1/1/2011	119.21
	1/1/2021	231.79	1/1/2021	231.79	1/1/2021	231.79	1/1/2021	231.79
Average Annual Appreciation	40-Yr: 4.5%		30-Yr: 5.1%		20-Yr: 3.9%		10-Yr: 6.9%	

**Annual Appreciation in Single-Family Home Sales Prices**  
(1 January to 31 December)  
**All-Transactions House Price Index for Larimer County, CO**



Source: U.S. Federal Housing Finance Agency, All-Transactions House Price Index for Larimer County, CO [ATNHPIUS08069A].

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**Larimer County - Residential Condominium Appreciation Data - Sales 2001 through Q1 2022**

**All Larimer County Sales -**

**Residential Condos 3+ Stories (all in Fort Collins)**

Calendar Year	Average, per Sq. Ft.		% Delta -	Implied CAGR:
	Actual Sales Price	TY 2021-22* Assessor's MV	Sale Price vs. '21-'22* MV	Sale Price to 2021* MV
Q1 2022	-	-	-	-
H2 2021	\$598.84	\$487.07	<b>22.9%</b>	-
H1 2021	\$604.31	\$480.65	<b>25.7%</b>	-
H2 2020	\$517.01	\$451.38	<b>14.5%</b>	-
H1 2020	\$509.16	\$484.65	5.1%	-
2019	\$432.52	\$432.20	0.1%	-
2018	\$387.55	\$404.83	-4.3%	<b>2.2%</b>
2017	\$360.09	\$383.75	-6.2%	<b>2.1%</b>
2016	\$350.49	\$404.41	-13.3%	<b>3.6%</b>
2015	\$312.70	\$403.12	-22.4%	<b>5.2%</b>
2014	\$298.61	\$380.94	-21.6%	<b>4.1%</b>
2013	\$246.08	\$389.69	-36.9%	<b>6.8%</b>
2012	\$210.39	\$338.27	-37.8%	<b>6.1%</b>
2011	\$213.78	\$371.03	-42.4%	<b>6.3%</b>
2010	\$195.94	\$358.55	-45.4%	<b>6.2%</b>
2009	\$215.98	\$389.85	-44.6%	<b>5.5%</b>
2008	\$301.34	\$442.08	-31.8%	<b>3.2%</b>
2007	\$284.56	\$423.17	-32.8%	<b>3.1%</b>
2006	\$234.53	\$410.24	-42.8%	<b>4.1%</b>
2005	\$246.02	\$410.31	-40.0%	<b>3.5%</b>
2004	\$153.00	\$340.65	-55.1%	<b>5.1%</b>
2003	\$151.12	\$320.14	-52.8%	<b>4.5%</b>
2002	\$144.91	\$323.11	-55.1%	<b>4.6%</b>
2001	\$125.56	\$337.49	-62.8%	<b>5.3%</b>

**All Sales in Loveland -**

**Residential Condos (3 or less stories)**

Calendar Year	Average, per Sq. Ft.		% Delta -	Implied CAGR:
	Actual Sales Price	TY 2021-22* Assessor's MV	Sale Price vs. '21-'22* MV	Sale Price to 2021* MV
Q1 2022	\$336.58	\$265.94	<b>26.6%</b>	-
H2 2021	\$293.81	\$262.78	<b>11.8%</b>	-
H1 2021	\$281.43	\$260.04	<b>8.2%</b>	-
H2 2020	\$256.01	\$255.86	<b>0.1%</b>	-
H1 2020	\$273.54	\$270.85	1.0%	-
2019	\$262.83	\$260.55	0.9%	-
2018	\$247.51	\$263.71	-6.1%	<b>3.2%</b>
2017	\$241.46	\$267.25	-9.6%	<b>3.4%</b>
2016	\$205.17	\$249.13	-17.6%	<b>5.0%</b>
2015	\$181.10	\$254.44	-28.8%	<b>7.0%</b>
2014	\$156.38	\$256.05	-38.9%	<b>8.6%</b>
2013	\$145.01	\$259.52	-44.1%	<b>8.7%</b>
2012	\$138.57	\$261.20	-46.9%	<b>8.2%</b>
2011	\$122.91	\$253.36	-51.5%	<b>8.4%</b>
2010	\$123.29	\$256.01	-51.8%	<b>7.6%</b>
2009	\$117.80	\$247.78	-52.5%	<b>7.0%</b>
2008	\$128.17	\$254.64	-49.7%	<b>5.9%</b>
2007	\$132.25	\$261.09	-49.3%	<b>5.4%</b>
2006	\$142.19	\$253.25	-43.9%	<b>4.2%</b>
2005	\$149.55	\$261.48	-42.8%	<b>3.8%</b>
2004	\$143.44	\$258.44	-44.5%	<b>3.7%</b>
2003	\$140.80	\$259.13	-45.7%	<b>3.7%</b>
2002	\$129.32	\$246.38	-47.5%	<b>3.6%</b>
2001	\$92.36	\$203.36	-54.6%	<b>4.2%</b>

\*Per statute, the Assessor's TY 2021-22 valuation is to reflect the fair market value of a property as of 30 June 2020. Residential properties may only be valued using the market approach (e.g. based on comparable sales)

Source: Larimer County Assessor's Office.

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## Comparable Real Property Values in Larimer County

### Commercial Condos - in Multifamily Properties

Account #	City	Property	Year Built	Land	Impvt.	Land	Impvt.	Land	Impvt.	Total	Most	Sales Price
				Market	Market			per Land	per Impvt.	per Impvt.		
				Value	Value	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sq. Ft.	Sale Date	Sq. Ft.
R1651624	Loveland	Lincoln Place Unit A	2005	\$54,700	\$1,467,300	4,980	10,172	\$10.98	\$144.25	<b>\$149.63</b>		
R1651625	Loveland	Lincoln Place Unit B	2005	\$53,100	\$1,632,400	4,837	9,786	\$10.98	\$166.81	<b>\$172.24</b>		
R1648181	Fort Collins	Penny Flats 101 (retail)	2008	\$90,600	\$160,300	1,209	1,127	\$74.94	\$142.24	<b>\$222.63</b>	12/5/2019	\$298.38
R1648182	Fort Collins	Penny Flats 102 (office)	2008	\$111,800	\$192,100	1,491	1,389	\$74.98	\$138.30	<b>\$218.79</b>	9/15/2020	\$557.96
R1648183	Fort Collins	Penny Flats 103 (office)	2008	\$110,400	\$189,600	1,472	1,370	\$75.00	\$138.39	<b>\$218.98</b>	9/15/2020	\$565.69
R1648184	Fort Collins	Penny Flats 104 (office)	2008	\$112,900	\$190,000	1,506	1,400	\$74.97	\$135.71	<b>\$216.36</b>	6/30/2010	\$239.46
R1648185	Fort Collins	Penny Flats 105 (office)	2008	\$103,200	\$144,700	1,377	1,282	\$74.95	\$112.87	<b>\$193.37</b>	6/30/2010	\$261.51
R1669547	Fort Collins	Myridium Condos 110 (office)	2017	\$43,900	\$416,100	1,756	2,043	\$25.00	\$203.67	<b>\$225.16</b>	3/12/2019	\$250.00
R1669548	Fort Collins	Myridium Condos 115 (office)	2017	\$35,300	\$267,600	1,326	1,388	\$26.62	\$192.80	<b>\$218.23</b>	3/12/2019	\$239.83
R1669549	Fort Collins	Myridium Condos 120 (office)	2017	\$29,500	\$220,400	1,128	1,128	\$26.15	\$195.39	<b>\$221.54</b>	3/12/2019	\$260.23

### First Floor Commercial Space - in Multifamily Properties

R1666201	Loveland	Foundry - East Restaurant	2017	\$509,800	\$610,900	3,399	11,957	\$149.99	\$51.09	<b>\$93.73</b>		
R1666233	Loveland	Foundry - West Restaurant	2017	\$406,600	\$1,429,400	2,711	19,591	\$149.98	\$72.96	<b>\$93.72</b>		
R1658452	Fort Collins	Block One Apts - Office	2014	\$430,000	\$745,700	8,600	6,532	\$50.00	\$114.16	<b>\$179.99</b>		
R1658454	Fort Collins	Block One Apts - Office	2014	\$85,900	\$97,000	1,719	1,307	\$49.97	\$74.22	<b>\$139.94</b>		
R1658455	Fort Collins	Block One Apts - Office	2014	\$502,700	\$1,297,400	14,363	10,910	\$35.00	\$118.92	<b>\$165.00</b>		
R1658453	Fort Collins	Block One Apts - Clubhouse	2014	\$268,600	\$500,400	5,373	4,273	\$49.99	\$117.11	<b>\$179.97</b>		
R1654641	Fort Collins	Max Flats - Retail Café	2013	\$44,500	\$333,200	297	700	\$149.83	\$476.00	<b>\$539.57</b>		

### Other Downtown Loveland Commercial Properties

R1663928	Loveland	Deskchair - Old First Nat. Bank	1927	\$140,000	\$1,991,200	7,003	17,064	\$19.99	\$116.69	<b>\$124.89</b>		
R0445991	Loveland	206 4th Street	1950	\$367,500	\$2,322,800	10,500	21,045	\$35.00	\$110.37	<b>\$127.84</b>	7/31/2015	\$102.16
R1652332	Loveland	Door 222 - Rialto Condos (F&B)	2011	\$81,200	\$893,700	2,321	3,459	\$34.98	\$258.37	<b>\$281.84</b>		
R1652335	Loveland	Youseeu - Rialto Condo (office)	2011	\$120,700	\$859,300	3,449	5,141	\$35.00	\$167.15	<b>\$190.62</b>		
R0445002	Loveland	544 N Cleveland	1906	\$39,100	\$433,400	4,608	4,250	\$8.49	\$101.98	<b>\$111.18</b>		
R0445029	Loveland	526 N Cleveland	1906	\$46,600	\$530,900	5,490	5,185	\$8.49	\$102.39	<b>\$111.38</b>		
R0444766	Loveland	First American Title Ins. Bldg.	1962	\$600,000	\$3,526,100	75,000	63,470	\$8.00	\$55.56	<b>\$65.01</b>	5/28/1999	\$55.14

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### Larimer County Condo Sales Price versus TY 2021 Assessor's Market Values - Condos 3+ Stories

Sale Date	Account #	Address	City	Year Built	Residential Sq. Ft.	Garage Sq. Ft.	Sale Price	Sale Price per Sq. Ft.	TY 2021	TY 2021	% Sales
									Assessor's MV	MV per Sq. Ft.	Price from MV
12/9/2021	R1676434	221 E MOUNTAIN AVE 321	FORT COLLINS	2019	2,269	0	\$1,025,000	\$451.74	\$849,900	\$374.57	20.6%
11/4/2021	R1637758	224 CANYON AVE 304	FORT COLLINS	2004	1,454	72	\$1,000,000	\$687.76	\$779,100	\$535.83	28.4%
10/14/2021	R1637775	224 CANYON AVE 627	FORT COLLINS	2004	2,973	100	\$2,300,000	\$773.63	\$1,108,500	\$372.86	107.5%
10/7/2021	R1648197	204 MAPLE ST 303	FORT COLLINS	2008	965	0	\$472,000	\$489.12	\$425,500	\$440.93	10.9%
9/30/2021	R1669149	302 N MELDRUM ST 310	FORT COLLINS	2017	1,262	0	\$678,000	\$537.24	\$564,500	\$447.31	20.1%
8/20/2021	R1676424	221 E MOUNTAIN AVE 311	FORT COLLINS	2019	957	0	\$679,000	\$709.51	\$539,700	\$563.95	25.8%
8/20/2021	R1676433	221 E MOUNTAIN AVE 320	FORT COLLINS	2019	1,030	0	\$655,000	\$635.92	\$560,500	\$544.17	16.9%
7/26/2021	R1637762	224 CANYON AVE 308	FORT COLLINS	2004	1,206	56	\$655,000	\$543.12	\$689,100	\$571.39	-4.9%
7/23/2021	R1676428	221 E MOUNTAIN AVE 315	FORT COLLINS	2019	740	0	\$499,000	\$674.32	\$472,900	\$639.05	5.5%
7/19/2021	R1669134	302 N MELDRUM ST 207	FORT COLLINS	2017	1,148	0	\$659,500	\$574.48	\$522,600	\$455.23	26.2%
7/6/2021	R1669138	302 N MELDRUM ST 211	FORT COLLINS	2017	1,156	0	\$632,000	\$546.71	\$524,500	\$453.72	20.5%
7/1/2021	R1669148	302 N MELDRUM ST 309	FORT COLLINS	2017	1,271	0	\$715,000	\$562.55	\$566,600	\$445.79	26.2%
<b>Average (H2 2021) =</b>								<b>\$598.84</b>		<b>\$487.07</b>	<b>22.9%</b>
6/28/2021	R1676425	221 E MOUNTAIN AVE 312	FORT COLLINS	2019	976	0	\$590,000	\$604.51	\$545,200	\$558.61	8.2%
6/23/2021	R1669153	302 N MELDRUM ST 314	FORT COLLINS	2017	1,868	0	\$1,067,000	\$571.20	\$1,036,700	\$554.98	2.9%
6/14/2021	R1676443	221 E MOUNTAIN AVE 418	FORT COLLINS	2019	982	0	\$676,600	\$689.00	\$546,900	\$556.92	23.7%
6/14/2021	R0772925	421 S HOWES ST S1001	FORT COLLINS	1965	850	0	\$340,000	\$400.00	\$269,100	\$316.59	26.3%
6/11/2021	R0772917	421 S HOWES ST S908	FORT COLLINS	1965	634	0	\$329,900	\$520.35	\$231,500	\$365.14	42.5%
6/11/2021	R1676436	221 E MOUNTAIN AVE 411	FORT COLLINS	2019	957	0	\$671,840	\$702.03	\$539,700	\$563.95	24.5%
6/11/2021	R1676423	221 E MOUNTAIN AVE 310	FORT COLLINS	2019	1,607	0	\$1,179,000	\$733.67	\$711,800	\$442.94	65.6%
6/2/2021	R1671812	401 LINDEN ST 3-331	FORT COLLINS	2019	1,344	0	\$695,000	\$517.11	\$649,200	\$483.04	7.1%
5/27/2021	R1676427	221 E MOUNTAIN AVE 314	FORT COLLINS	2019	1,623	0	\$1,189,000	\$732.59	\$715,400	\$440.79	66.2%
5/27/2021	R1676429	221 E MOUNTAIN AVE 316	FORT COLLINS	2019	740	0	\$499,000	\$674.32	\$472,900	\$639.05	5.5%
5/26/2021	R1676430	221 E MOUNTAIN AVE 317	FORT COLLINS	2019	1,394	0	\$849,132	\$609.13	\$661,600	\$474.61	28.3%
5/26/2021	R1676442	221 E MOUNTAIN AVE 417	FORT COLLINS	2019	1,746	0	\$1,253,327	\$717.83	\$735,300	\$421.13	70.5%
5/26/2021	R1676426	221 E MOUNTAIN AVE 313	FORT COLLINS	2019	932	0	\$639,000	\$685.62	\$532,400	\$571.24	20.0%
5/26/2021	R1671816	401 LINDEN ST 3-335	FORT COLLINS	2019	1,280	0	\$600,000	\$468.75	\$626,800	\$489.69	-4.3%
5/25/2021	R1676435	221 E MOUNTAIN AVE 410	FORT COLLINS	2019	1,607	0	\$1,337,150	\$832.08	\$711,800	\$442.94	87.9%
5/24/2021	R1676431	221 E MOUNTAIN AVE 318	FORT COLLINS	2019	869	0	\$530,000	\$609.90	\$513,600	\$591.02	3.2%
5/24/2021	R1676432	221 E MOUNTAIN AVE 319	FORT COLLINS	2019	982	0	\$549,000	\$559.06	\$546,900	\$556.92	0.4%
5/24/2021	R1676440	221 E MOUNTAIN AVE 415	FORT COLLINS	2019	1,406	0	\$989,000	\$703.41	\$657,800	\$467.85	50.3%
5/21/2021	R1676441	221 E MOUNTAIN AVE 416	FORT COLLINS	2019	1,434	0	\$995,800	\$694.42	\$671,300	\$468.13	48.3%
5/21/2021	R1676438	221 E MOUNTAIN AVE 413	FORT COLLINS	2019	932	0	\$668,630	\$717.41	\$532,400	\$571.24	25.6%
5/21/2021	R1676444	221 E MOUNTAIN AVE 419	FORT COLLINS	2019	1,030	0	\$1,393,394	\$1,352.81	\$560,500	\$544.17	148.6%

### Larimer County Condo Sales Price versus TY 2021 Assessor's Market Values - Condos 3+ Stories

Sale Date	Account #	Address	City	Year Built	Residential Sq. Ft.	Garage Sq. Ft.	Sale Price	Sale Price per Sq. Ft.	TY 2021 Assessor's MV	TY 2021 MV per Sq. Ft.	% Sales Price from MV
5/17/2021	R0771210	421 S HOWES ST S206	FORT COLLINS	1965	632	0	\$210,000	\$332.28	\$222,300	\$351.74	-5.5%
5/14/2021	R1648195	204 MAPLE ST 301	FORT COLLINS	2008	902	0	\$510,000	\$565.41	\$415,200	\$460.31	22.8%
5/12/2021	R1669135	302 N MELDRUM ST 208	FORT COLLINS	2017	1,148	0	\$615,000	\$535.71	\$522,600	\$455.23	17.7%
4/27/2021	R1648493	220 WILLOW ST 401	FORT COLLINS	2008	862	220	\$430,000	\$498.84	\$403,400	\$467.98	6.6%
4/7/2021	R1669151	302 N MELDRUM ST 312	FORT COLLINS	2017	1,266	0	\$697,500	\$550.95	\$565,500	\$446.68	23.3%
4/5/2021	R1671794	401 LINDEN ST 1-201	FORT COLLINS	2019	1,292	0	\$677,500	\$524.38	\$618,300	\$478.56	9.6%
4/1/2021	R1669136	302 N MELDRUM ST 209	FORT COLLINS	2017	1,312	0	\$684,700	\$521.88	\$565,400	\$430.95	21.1%
3/17/2021	R1671814	401 LINDEN ST 3-333	FORT COLLINS	2019	1,344	0	\$625,000	\$465.03	\$642,700	\$478.20	-2.8%
2/25/2021	R0771562	421 S HOWES ST S607	FORT COLLINS	1965	856	0	\$300,000	\$350.47	\$270,100	\$315.54	11.1%
2/22/2021	R1669131	302 N MELDRUM ST 204	FORT COLLINS	2017	1,119	0	\$613,800	\$548.53	\$515,800	\$460.95	19.0%
2/16/2021	R1637758	224 CANYON AVE 304	FORT COLLINS	2004	1,454	72	\$800,000	\$550.21	\$779,100	\$535.83	2.7%
2/8/2021	R1669150	302 N MELDRUM ST 311	FORT COLLINS	2017	1,156	0	\$660,000	\$570.93	\$539,600	\$466.78	22.3%
2/5/2021	R1637739	200 S COLLEGE AVE 201	FORT COLLINS	2005	811	0	\$448,500	\$553.02	\$386,500	\$476.57	16.0%
1/15/2021	R1671807	401 LINDEN ST 1-303	FORT COLLINS	2019	737	0	\$518,000	\$702.85	\$476,700	\$646.81	8.7%
1/5/2021	R0770787	415 S HOWES ST N810	FORT COLLINS	1970	963	0	\$375,000	\$389.41	\$298,700	\$310.18	25.5%
<b>Average (H1 2021) =</b>								<b>\$604.31</b>		<b>\$480.65</b>	<b>25.7%</b>
12/30/2020	R0771007	415 S HOWES ST N1101	FORT COLLINS	1970	988	0	\$285,000	\$288.46	\$302,600	\$306.28	-5.8%
12/29/2020	R0770124	415 S HOWES ST N301	FORT COLLINS	1970	988	0	\$315,000	\$318.83	\$340,400	\$344.53	-7.5%
12/23/2020	R0770876	415 S HOWES ST N909	FORT COLLINS	1970	957	0	\$310,000	\$323.93	\$297,700	\$311.08	4.1%
12/23/2020	R1669145	302 N MELDRUM ST 304	FORT COLLINS	2017	1,119	0	\$640,000	\$571.94	\$530,700	\$474.26	20.6%
12/18/2020	R1669125	302 N MELDRUM ST 101	FORT COLLINS	2017	982	0	\$495,000	\$504.07	\$487,100	\$496.03	1.6%
12/18/2020	R1671803	401 LINDEN ST 3-234	FORT COLLINS	2019	601	0	\$382,000	\$635.61	\$412,900	\$687.02	-7.5%
12/14/2020	R1669152	302 N MELDRUM ST 313	FORT COLLINS	2017	1,299	0	\$720,000	\$554.27	\$578,800	\$445.57	24.4%
11/9/2020	R1637761	224 CANYON AVE 307	FORT COLLINS	2004	1,689	80	\$845,000	\$500.30	\$824,600	\$488.22	2.5%
10/19/2020	R1669128	302 N MELDRUM ST 201	FORT COLLINS	2017	1,223	0	\$670,000	\$547.83	\$545,300	\$445.87	22.9%
10/16/2020	R1669141	302 N MELDRUM ST 214	FORT COLLINS	2017	1,194	0	\$642,000	\$537.69	\$533,300	\$446.65	20.4%
10/15/2020	R1669142	302 N MELDRUM ST 301	FORT COLLINS	2017	1,223	0	\$735,000	\$600.98	\$561,100	\$458.79	31.0%
10/15/2020	R1669146	302 N MELDRUM ST 305	FORT COLLINS	2017	1,262	0	\$707,400	\$560.54	\$564,500	\$447.31	25.3%
10/15/2020	R1669126	302 N MELDRUM ST 102	FORT COLLINS	2017	544	0	\$325,000	\$597.43	\$355,900	\$654.23	-8.7%
7/29/2020	R1671819	401 LINDEN ST 1-403	FORT COLLINS	2019	1,548	0	\$1,260,000	\$813.95	\$698,200	\$451.03	80.5%
7/27/2020	R0772968	421 S HOWES ST S1005	FORT COLLINS	1965	849	0	\$315,000	\$371.02	\$266,300	\$313.66	18.3%
6/30/2020	R1669144	302 N MELDRUM ST 303	FORT COLLINS	2017	1,238	0	\$675,000	\$545.23	\$559,000	\$451.53	20.8%
<b>Average (H2 2020) =</b>								<b>\$517.01</b>		<b>\$451.38</b>	<b>14.5%</b>

### Larimer County Condo Sales Price versus TY 2021 Assessor's Market Values - Condos 3+ Stories

Sale Date	Account #	Address	City	Year Built	Residential Sq. Ft.	Garage Sq. Ft.	Sale Price	Sale Price per Sq. Ft.	TY 2021	TY 2021	% Sales
									Assessor's MV	MV per Sq. Ft.	Price from MV
6/24/2020	R1648194	204 MAPLE ST 209	FORT COLLINS	2008	1,196	0	\$480,000	\$401.34	\$466,500	\$390.05	2.9%
6/12/2020	R0770345	415 S HOWES ST N410	FORT COLLINS	1970	963	0	\$315,000	\$327.10	\$298,700	\$310.18	5.5%
6/10/2020	R1669140	302 N MELDRUM ST 213	FORT COLLINS	2017	1,235	0	\$670,000	\$542.51	\$548,100	\$443.81	22.2%
6/9/2020	R0770582	415 S HOWES ST N703	FORT COLLINS	1970	1,290	0	\$405,500	\$314.34	\$384,300	\$297.91	5.5%
5/28/2020	R1669147	302 N MELDRUM ST 306	FORT COLLINS	2017	527	0	\$335,000	\$635.67	\$335,000	\$635.67	0.0%
3/23/2020	R1669152	302 N MELDRUM ST 313	FORT COLLINS	2017	1,299	0	\$715,000	\$550.42	\$578,800	\$445.57	23.5%
3/23/2020	R1669127	302 N MELDRUM ST 103	FORT COLLINS	2017	1,060	0	\$499,900	\$471.60	\$506,700	\$478.02	-1.3%
3/13/2020	R1652264	712 CENTRE AVE 203	FORT COLLINS	2011	2,013	0	\$725,000	\$360.16	\$637,700	\$316.79	13.7%
3/11/2020	R1671805	401 LINDEN ST 3-236	FORT COLLINS	2019	520	0	\$335,000	\$644.23	\$387,200	\$744.62	-13.5%
3/9/2020	R0770027	415 S HOWES ST N202	FORT COLLINS	1970	984	0	\$295,000	\$299.80	\$293,500	\$298.27	0.5%
3/6/2020	R0771333	421 S HOWES ST S401	FORT COLLINS	1965	850	0	\$280,000	\$329.41	\$269,100	\$316.59	4.1%
3/5/2020	R1671818	401 LINDEN ST 1-401	FORT COLLINS	2019	1,695	0	\$1,068,782	\$630.55	\$731,500	\$431.56	46.1%
3/3/2020	R1671815	401 LINDEN ST 3-334	FORT COLLINS	2019	1,344	0	\$598,800	\$445.54	\$642,700	\$478.20	-6.8%
2/28/2020	R1637749	200 S COLLEGE AVE 304	FORT COLLINS	2005	769	0	\$325,000	\$422.63	\$383,100	\$498.18	-15.2%
2/7/2020	R1671817	401 LINDEN ST 3-336	FORT COLLINS	2019	1,280	0	\$655,900	\$512.42	\$633,200	\$494.69	3.6%
2/5/2020	R1671809	401 LINDEN ST 1-307	FORT COLLINS	2019	1,193	0	\$792,778	\$664.52	\$610,600	\$511.82	29.8%
2/5/2020	R1671795	401 LINDEN ST 1-203	FORT COLLINS	2019	909	0	\$500,000	\$550.06	\$515,900	\$567.55	-3.1%
2/4/2020	R1671808	401 LINDEN ST 1-305	FORT COLLINS	2019	1,362	0	\$807,500	\$592.88	\$653,700	\$479.96	23.5%
2/4/2020	R1671804	401 LINDEN ST 3-235	FORT COLLINS	2019	677	0	\$382,000	\$564.25	\$439,000	\$648.45	-13.0%
2/3/2020	R1671796	401 LINDEN ST 1-205	FORT COLLINS	2019	1,410	0	\$740,000	\$524.82	\$646,700	\$458.65	14.4%
2/3/2020	R1671821	401 LINDEN ST 2-422	FORT COLLINS	2019	1,388	0	\$652,000	\$469.74	\$660,100	\$475.58	-1.2%
2/3/2020	R0770116	415 S HOWES ST N210	FORT COLLINS	1970	958	0	\$255,000	\$266.18	\$289,500	\$302.19	-11.9%
1/31/2020	R1671820	401 LINDEN ST 2-421	FORT COLLINS	2019	1,589	0	\$803,500	\$505.66	\$707,600	\$445.31	13.6%
1/30/2020	R1671819	401 LINDEN ST 1-403	FORT COLLINS	2019	1,548	0	\$1,275,000	\$823.64	\$698,200	\$451.03	82.6%
1/30/2020	R1671806	401 LINDEN ST 1-301	FORT COLLINS	2019	1,205	0	\$722,700	\$599.75	\$613,800	\$509.38	17.7%
1/28/2020	R1671800	401 LINDEN ST 3-231	FORT COLLINS	2019	732	0	\$402,000	\$549.18	\$461,600	\$630.60	-12.9%
1/23/2020	R1671813	401 LINDEN ST 3-332	FORT COLLINS	2019	1,344	0	\$632,000	\$470.24	\$642,700	\$478.20	-1.7%
1/22/2020	R1671801	401 LINDEN ST 3-232	FORT COLLINS	2019	520	0	\$362,000	\$696.15	\$383,300	\$737.12	-5.6%
1/21/2020	R1671802	401 LINDEN ST 3-233	FORT COLLINS	2019	732	0	\$392,000	\$535.52	\$457,000	\$624.32	-14.2%
1/21/2020	R1671803	401 LINDEN ST 3-234	FORT COLLINS	2019	601	0	\$360,000	\$599.00	\$412,900	\$687.02	-12.8%
1/16/2020	R0770698	415 S HOWES ST N802	FORT COLLINS	1970	988	0	\$439,900	\$445.24	\$344,200	\$348.38	27.8%
1/9/2020	R1669139	302 N MELDRUM ST 212	FORT COLLINS	2018	720	0	\$395,000	\$548.61	\$412,700	\$573.19	-4.3%
<b>Average (H1 2020) =</b>								<b>\$509.16</b>		<b>\$484.65</b>	<b>5.1%</b>

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**DDA "Base" Property Value**

Account # R1582365  
 Parcel 9513318013  
 Address 205 E 6TH ST, LOVELAND  
 Owner 6TH STREET LIBRARY LLC

Sq. Ft. GBA	28,000
Building Type	Office
Year Built	1967
Tax Area	22180
Land Sq. Ft.	14,000

Historical Assessor's Valuations

Tax Year	Total Market Value	Total Assessed Value	Total MV per Sq. Ft. GBA
2022 - prelim.	\$510,000	\$147,900	\$18.21
2021	\$510,000	\$147,900	\$18.21
2020	\$154,800	\$44,892	\$5.53
2019	\$1,821,800	\$0	\$65.06
2018	\$1,717,000	\$0	\$61.32
2017	\$1,717,000	\$0	\$61.32
2016	\$1,708,400	\$0	\$61.01

**DDA "Base" Assessed Value**

<b>Base Valuation - Certified Tax Year =</b>	<b>2021</b>
<b>Commercial - Market Value =</b>	<b>\$510,000</b>
<b>Commercial - Assessed Value =</b>	<b>\$147,900</b>
<b>Assumed Biennial Inflation in "Base" =</b>	<b>2.00%</b>

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## Input Sheet

### INFLATION ASSUMPTIONS

Biennial Inflation in Real Estate Market Values - Residential	6.00%
Biennial Inflation in Real Estate Market Values - Non-Residential	2.00%
Annual Inflation in Retail Sales	1.50%
Long-Term General Annual CPI Inflation	2.00%

TOTAL MILL LEVIES - 2021 PAYABLE IN 2022	Mills 1/	Treasurer's Fee 2/	Variable Mill Levy?	Sunset?	Tax Area(s)
City of Loveland	9.564	2.00%	constant		22180 3/
Larimer County - General Operating	21.675	2.00%	semi-var.		22180 4/
Larimer County - Foothills Gateway	0.750	2.00%	constant		22180 5/
Thompson R-2J School District - Total Program	23.360	0.25%	adjusted		22180 6/
Thompson R-2J School District - Abatement	0.123	0.25%	semi-var.		22180
Thompson R-2J School District - Override	13.315	0.25%	variable		22180 7/
Thompson R-2J School District - Bond	7.790	1.00%	variable	2038	22180 8/
Thompson Valley Health Services District	1.757	2.00%	semi-var.		22180 9/
Northern Colorado Water Conservancy District - Contract	1.000	2.00%	constant		22180 10/
Larimer County Pest Control Weed District	0.142	2.00%	constant		22180 11/
Loveland Urban Renewal Authority - Block 41 Finley Addition URA	-	-			22180
Loveland Downtown Development Authority	0.000	2.00%			not currently in
Loveland General Improvement District No. 1	2.684	2.00%	semi-var.		not currently in 12/

### SALES & USE TAX RATES

	Rate	Vendor's Fee	Sunset?
City of Loveland Sales Tax	3.00%	0.00%	13/
City of Loveland Use Tax	3.00%	0.00%	14/
Larimer County Sales Tax - Open Space	0.25%	2.22%	2043 15/ 16/
Larimer County Sales Tax - Jail	0.15%	2.22%	2039 16/ 17/
Larimer County Sales Tax - Fairgrounds	0.15%	2.22%	2039 16/ 18/
Larimer County Sales Tax - Behavioral Health	0.25%	2.22%	2038 16/ 19/
Larimer County Use Tax - Open Space	0.25%	0.00%	2043 15/ 20/
Larimer County Use Tax - Jail	0.15%	0.00%	2039 17/ 20/
Larimer County Use Tax - Fairgrounds	0.15%	0.00%	2039 18/ 20/
Larimer County Use Tax - Behavioral Health	0.25%	0.00%	2038 19/ 20/

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## Input Sheet - Continued

<b>LODGING TAX RATES</b>	<b>Rate</b>	<b>Vendor's Fee</b>	<b>Sunset?</b>		
City of Loveland Lodging Excise Tax	3.00%	3.33%	21/		

<b>PROPERTY TAX INCREMENT AVAILABLE FOR TIF - DDA</b>	<b>Mill Levy (2021/22)</b>	<b>% Share for TIF</b>	<b>TIF Start</b>	<b>TIF End</b>	<b>22/</b>
City of Loveland	9.564	100.0%	9/1/2022	7/5/2047	
Larimer County - General Operating	21.675	100.0%	9/1/2022	7/5/2047	
Larimer County - Foothills Gateway	0.750	100.0%	9/1/2022	7/5/2047	
Thompson R-2J School District - Total Program	23.360	100.0%	9/1/2022	7/5/2047	
Thompson R-2J School District - Abatement	0.123	100.0%	9/1/2022	7/5/2047	
Thompson R-2J School District - Override	13.315	100.0%	9/1/2022	7/5/2047	
Thompson R-2J School District - Bond	7.790	100.0%	9/1/2022	7/5/2047	
Thompson Valley Health Services District	1.757	100.0%	9/1/2022	7/5/2047	
Northern Colorado Water Conservancy District - Contract	1.000	100.0%	9/1/2022	7/5/2047	
Larimer County Pest Control Weed District	0.142	100.0%	9/1/2022	7/5/2047	
Loveland Downtown Development Authority	0.000	0%			

<b>SALES TAX INCREMENT AVAILABLE FOR TIF - DDA</b>	<b>Rate</b>	<b>% Share for TIF</b>	<b>TIF Start</b>	<b>TIF End</b>	<b>22/</b>
City of Loveland Sales Tax	3.00%	100.0%	9/1/2022	7/5/2047	

1/ Total levies for tax year 2021 (payable in 2022), per Larimer County Assessor and Larimer County Treasurer. With information from: Colorado Department of Education (CDE); and Colorado Department of Local Affairs (DOLA) Local Government Information System.

2/ Treasurer's fees established by § 30-1-102, C.R.S. Larimer County is a county of the third class, per § 30-1-101, C.R.S.

3/ The levy has been set at 9.564 mills since 1992.

4/ Includes abatement of 0.104 mills. The total General Operating Expenses levy, excluding abatement, has been set at 21.571 mills since 1992. Over the past decade, there have been a temporary credit levy reductions of 0.540 mills in taxable year 2019, and of 0.529 mills in taxable year 2015.

5/ Levy set per 2001 ballot issue.

6/ Per HB 20-1418 mill levy reset, the District's total program levy was reset to 27.000 mills. Per HB 21-1164, the tax credit levies will be restored back to 27.000 mills as soon as possible, by no more than 1.000 mill per year.

7/ The 1999 override allows for maximum annual revenues of \$7.50 million, with a levy cap of 8.500 mills. The 2006 override allows for maximum annual revenues of \$6.54 million, with a levy cap of 4.150 mills. The 2018 override authorized a constant levy of 7.600 mills.

8/ Current outstanding bonds include: Series 2012 General Obligation Refunding Bonds, scheduled to amortize by the end of 2025; and Series 2019 General Obligation Bonds, scheduled to amortize by the end of 2038. The District issued its full bond capacity authorized by 2018 ballot issue with the Series 2019 General Obligation Bonds.

9/ Authorized levy of 1.757 mills, plus an abatement levy of 0.0004 mills (which rounds to 1.757). Levy has been authorized at 1.757 mills, plus abatement, since taxable year 2014, immediately prior to which it was authorized at 1.712 mills.

10/ The District is currently limited to a total levy of 1.000 mills, per § 37-45-122, C.R.S., and has set the levy at 1.000 mills since 1957. The District's repayment contract with the Bureau of Reclamation is perpetual.

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## Input Sheet - Continued

11/ Levy set by resolution of the Board of County Commissioners. Levy has been set at 0.142 mills, with no abatement, since at least 2013

12/ Total authorized levy has been set at constant 2.684 mills since at least 2003. There was a temporary credit levy reduction of 0.091 mills in taxable year 2018.

13/ Rate as established in §3.16.020, Loveland Municipal Code (LMC). Taxable categories include: groceries; electricity, gas, etc. for residential uses; and industrial machinery and machine tools. Otherwise, exemptions are per Part 7 of Article 26, Title 39, C.R.S., and motor vehicles sold to nonresidents.

14/ Rate as established in §3.16.040, LMC. Includes registered motor vehicles purchased by residents, and building materials. Per §3.16.060, LMC, a use tax deposit calculated at 50% of the estimated construction valuation on a building permit is first paid, but actual records and receipts of all building material purchases must be recorded and submitted, with the difference between the estimated use tax deposit and the use tax due on actual building material costs either paid or refunded.

15/ Sunsets 31 December 2043, per 2014 ballot issue 1A.

16/ Larimer County sales tax exemption categories include: groceries; electricity, gas, etc. for residential uses; industrial machinery and machine tools; and low-volume sales by charitable organizations.

17/ Sunsets 31 December 2039, per 2014 ballot issue 1B.

18/ Sunsets 31 December 2039, per 2018 ballot issue 1A.

19/ Sunsets 31 December 2038, per 2018 ballot issue 1A.

20/ Use tax applies to registered motor vehicles, and building materials.

21/ Rate as established in §3.24.020, LMC. Monthly vendor's fee allowance is the lesser of \$300 or 3.33% of monthly lodging tax receipts, per §3.24.110, LMC. Revenues pledged to tourism promotion, per §3.24.105, LMC.

22/ Loveland DDA Plan of Development on 5 July 2017, per Loveland City Council Resolution #R-52-2017. Tax increment capture enabled by 2017 ballot Issue 5C.

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**Thompson R-2J School District: Projection of Variable Mill Levies**

Payable Year =		2022	2024	2026	2028	2030	2032	2034
Total Assessed Valuation	1/	\$2,626,903,422	\$2,770,997,307	\$2,915,091,191	\$3,059,185,076	\$3,203,278,961	\$3,347,372,845	\$3,491,466,730
Total Program Funding	2/	\$140,680,513	\$147,283,505	\$153,886,497	\$160,489,489	\$167,092,481	\$173,695,474	\$180,298,466
2001/2002 Cost of Living Adjustment	3/	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064
Max. Allowable Override Revenues	4/	\$38,481,192	\$40,131,940	\$41,782,688	\$43,433,436	\$45,084,184	\$46,734,932	\$48,385,680
<b>2018 Override Mill Levy</b>	5/	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>
2018 Override Revenues		\$19,964,466	\$21,059,580	\$22,154,693	\$23,249,807	\$24,344,920	\$25,440,034	\$26,535,147
<b>1999 &amp; 2006 Override Mill Levies</b>	6/	<b>5.715</b>	<b>5.067</b>	<b>4.816</b>	<b>4.589</b>	<b>4.383</b>	<b>4.194</b>	<b>4.021</b>
1999 & 2006 Override Revenues	7/	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000
<b>Total Projected Override Mill Levies</b>		<b>13.315</b>	<b>12.667</b>	<b>12.416</b>	<b>12.189</b>	<b>11.983</b>	<b>11.794</b>	<b>11.621</b>
Total Projected Override Revenues		\$34,004,466	\$35,099,580	\$36,194,693	\$37,289,807	\$38,384,920	\$39,480,034	\$40,575,147
<b>Projected Bond Levies</b>	8/	<b>7.790</b>	<b>6.885</b>	<b>5.369</b>	<b>5.117</b>	<b>4.886</b>	<b>4.676</b>	<b>4.484</b>
Total Bond Debt Service Payments	9/	\$19,041,800	\$19,049,437	\$15,621,750	\$15,622,500	\$15,621,250	\$15,619,250	\$15,621,500
Fiscal Agent Payments	10/	\$26,928	\$28,016	\$29,148	\$30,325	\$31,550	\$32,825	\$34,151
Total Bond Levy Revenues		\$19,068,728	\$19,077,453	\$15,650,898	\$15,652,825	\$15,652,800	\$15,652,075	\$15,655,651
<b>Total Program Levy</b>	11/	<b>23.360</b>	<b>25.360</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>

1/ 2021 valuation from Colorado Department of Education (including AV in Boulder and Weld Counties). Subsequent assessed valuations projected by *ANDERSON ANALYTICS* from regression analysis of historical District assessed valuations from 1995 to 2021, per data from: Colorado Department of Education; Thompson School District.

2/ Before application of negative factor. 2021 funding per data from: Colorado Department of Education. Subsequent funding amounts projected by *ANDERSON ANALYTICS* from regression analysis of historical District total program funding amounts from 2001 to 2021, per data from: Colorado Department of Education.

3/ For Thompson School District, according to Colorado Department of Education.

4/ Per current statute, equal to 25.0% of the District's annual total program funding (before negative factor) plus the District's FY 2001/2002 cost of living adjustment.

5/ Set at constant 7.600 mills, per ballot issue.

6/ 2021 rate as set by Board of Education. Future levies projected based on projected assessed valuations and projected annual 1999 & 2006 override revenue targets.

7/ Target revenues are assumed to be set at the maximum annual authorized revenues, per the 1999 (\$7.50 million) and 2006 (\$6.54 million) ballot issues, unless that amount exceeds the projected difference between the statutory maximum allowable override revenues and the projected 2018 override revenues.

8/ 2021 rate as set by Board of Education. Future levies based on total projected bond levy revenues and projected assessed valuations.

9/ Scheduled annual combined debt service payments, per offering statement for Series 2019 General Obligation Bonds, from: Municipal Securities Rulemaking Board (MSRB), Electronic Municipal Market Access (EMMA).

10/ Based on 2020-2021 fees of \$26,400, per Thompson School District 2019-2020 Adopted Budget, adjusted by the assumed annual rate of general CPI inflation.

11/ Assumes 1.000 mill annual increases, until the levy reaches the 27.000 mills established by HB 20-1418 for the District. HB 21-1164 requires that the levy be restored for each district as fast as practicable, but by no more than 1.000 mills per year.

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**Thompson R-2J School District: Projection of Variable Mill Levies - Continued**

Payable Year =		2036	2038	2040	2042	2044	2046	2047
Total Assessed Valuation	1/	\$3,635,560,614	\$3,779,654,499	\$3,923,748,384	\$4,067,842,268	\$4,211,936,153	\$4,356,030,038	\$4,500,123,922
Total Program Funding	2/	\$186,901,458	\$193,504,450	\$200,107,442	\$206,710,434	\$213,313,426	\$219,916,419	\$223,217,915
2001/2002 Cost of Living Adjustment	3/	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064	\$3,311,064
Max. Allowable Override Revenues	4/	\$50,036,428	\$51,687,176	\$53,337,924	\$54,988,672	\$56,639,420	\$58,290,168	\$59,115,542
<b>2018 Override Mill Levy</b>	5/	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>	<b>7.600</b>
2018 Override Revenues		\$27,630,261	\$28,725,374	\$29,820,488	\$30,915,601	\$32,010,715	\$33,105,828	\$33,105,828
<b>1999 &amp; 2006 Override Mill Levies</b>	6/	<b>3.862</b>	<b>3.715</b>	<b>3.578</b>	<b>3.451</b>	<b>3.333</b>	<b>3.223</b>	<b>3.223</b>
1999 & 2006 Override Revenues	7/	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000	\$14,040,000
<b>Total Projected Override Mill Levies</b>		<b>11.462</b>	<b>11.315</b>	<b>11.178</b>	<b>11.051</b>	<b>10.933</b>	<b>10.823</b>	<b>10.823</b>
Total Projected Override Revenues		\$41,670,261	\$42,765,374	\$43,860,488	\$44,955,601	\$46,050,715	\$47,145,828	\$47,145,828
<b>Projected Bond Levies</b>	8/	<b>4.307</b>	<b>4.142</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
Total Bond Debt Service Payments	9/	\$15,622,000	\$15,618,750	\$0	\$0	\$0	\$0	\$0
Fiscal Agent Payments	10/	\$35,531	\$36,966	\$0	\$0	\$0	\$0	\$0
Total Bond Levy Revenues		\$15,657,531	\$15,655,716	\$0	\$0	\$0	\$0	\$0
<b>Total Program Levy</b>	11/	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>	<b>27.000</b>

1/ 2021 valuation from Colorado Department of Education (including AV in Boulder and Weld Counties). Subsequent assessed valuations projected by *ANDERSON ANALYTICS* from regression analysis of historical District assessed valuations from 1995 to 2021, per data from: Colorado Department of Education; Thompson School District.

2/ Before application of negative factor. 2021 funding per data from: Colorado Department of Education. Subsequent funding amounts projected by *ANDERSON ANALYTICS* from regression analysis of historical District total program funding amounts from 2001 to 2021, per data from: Colorado Department of Education.

3/ For Thompson School District, according to Colorado Department of Education.

4/ Per current statute, equal to 25.0% of the District's annual total program funding (before negative factor) plus the District's FY 2001/2002 cost of living adjustment.

5/ Set at constant 7.600 mills, per ballot issue.

6/ 2021 rate as set by Board of Education. Future levies projected based on projected assessed valuations and projected annual 1999 & 2006 override revenue targets.

7/ Target revenues are assumed to be set at the maximum annual authorized revenues, per the 1999 (\$7.50 million) and 2006 (\$6.54 million) ballot issues, unless that amount exceeds the projected difference between the statutory maximum allowable override revenues and the projected 2018 override revenues.

8/ 2021 rate as set by Board of Education. Future levies based on total projected bond levy revenues and projected assessed valuations.

9/ Scheduled annual combined debt service payments, per offering statement for Series 2019 General Obligation Bonds, from: Municipal Securities Rulemaking Board (MSRB), Electronic Municipal Market Access (EMMA).

10/ Based on 2020-2021 fees of \$26,400, per Thompson School District 2019-2020 Adopted Budget, adjusted by the assumed annual rate of general CPI inflation.

11/ Assumes 1.000 mill annual increases, until the levy reaches the 27.000 mills established by HB 20-1418 for the District. HB 21-1164 requires that the levy be restored for each district as fast as practicable, but by no more than 1.000 mills per year.

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### Projection of Market and Assessed Property Values

	Residential Condominiums					Total Residential Assessed Value				
	biennial MV inflation = 6.00%					MV acct. exempt 2/	Total MV exempt	Total MV after Exempt.	Assess. Rate 2/	Residential AV
	units	sq. ft. added 1/	total sq. ft.	MV per sq. ft.	Total MV					
<b>2021</b>	0	0	0	\$0	\$0	\$0	\$0	\$0	7.15%	<b>\$0</b>
<b>2022</b>	0	0	0	\$0	\$0	\$0	\$0	\$0	6.95%	<b>\$0</b>
<b>2023</b>	15	15,687	15,687	\$608.18	\$9,540,733	(\$15,000)	(\$225,000)	\$9,315,733	6.765%	<b>\$630,209</b>
<b>2024</b>	15	7,844	23,531	\$608.18	\$14,311,100	\$0	\$0	\$14,311,100	6.922%	<b>\$990,614</b>
<b>2025</b>	15	0	23,531	\$644.67	\$15,169,766	\$0	\$0	\$15,169,766	7.15%	<b>\$1,084,638</b>
<b>2026</b>	15	0	23,531	\$644.67	\$15,169,766	\$0	\$0	\$15,169,766	7.15%	<b>\$1,084,638</b>
<b>2027</b>	15	0	23,531	\$683.35	\$16,079,952	\$0	\$0	\$16,079,952	7.15%	<b>\$1,149,717</b>
<b>2028</b>	15	0	23,531	\$683.35	\$16,079,952	\$0	\$0	\$16,079,952	7.15%	<b>\$1,149,717</b>
<b>2029</b>	15	0	23,531	\$724.35	\$17,044,749	\$0	\$0	\$17,044,749	7.15%	<b>\$1,218,700</b>
<b>2030</b>	15	0	23,531	\$724.35	\$17,044,749	\$0	\$0	\$17,044,749	7.15%	<b>\$1,218,700</b>
<b>2031</b>	15	0	23,531	\$767.81	\$18,067,434	\$0	\$0	\$18,067,434	7.15%	<b>\$1,291,822</b>
<b>2032</b>	15	0	23,531	\$767.81	\$18,067,434	\$0	\$0	\$18,067,434	7.15%	<b>\$1,291,822</b>
<b>2033</b>	15	0	23,531	\$813.88	\$19,151,480	\$0	\$0	\$19,151,480	7.15%	<b>\$1,369,331</b>
<b>2034</b>	15	0	23,531	\$813.88	\$19,151,480	\$0	\$0	\$19,151,480	7.15%	<b>\$1,369,331</b>
<b>2035</b>	15	0	23,531	\$862.72	\$20,300,569	\$0	\$0	\$20,300,569	7.15%	<b>\$1,451,491</b>
<b>2036</b>	15	0	23,531	\$862.72	\$20,300,569	\$0	\$0	\$20,300,569	7.15%	<b>\$1,451,491</b>
<b>2037</b>	15	0	23,531	\$914.48	\$21,518,603	\$0	\$0	\$21,518,603	7.15%	<b>\$1,538,580</b>
<b>2038</b>	15	0	23,531	\$914.48	\$21,518,603	\$0	\$0	\$21,518,603	7.15%	<b>\$1,538,580</b>
<b>2039</b>	15	0	23,531	\$969.35	\$22,809,719	\$0	\$0	\$22,809,719	7.15%	<b>\$1,630,895</b>
<b>2040</b>	15	0	23,531	\$969.35	\$22,809,719	\$0	\$0	\$22,809,719	7.15%	<b>\$1,630,895</b>
<b>2041</b>	15	0	23,531	\$1,027.51	\$24,178,302	\$0	\$0	\$24,178,302	7.15%	<b>\$1,728,749</b>
<b>2042</b>	15	0	23,531	\$1,027.51	\$24,178,302	\$0	\$0	\$24,178,302	7.15%	<b>\$1,728,749</b>
<b>2043</b>	15	0	23,531	\$1,089.16	\$25,629,000	\$0	\$0	\$25,629,000	7.15%	<b>\$1,832,474</b>
<b>2044</b>	15	0	23,531	\$1,089.16	\$25,629,000	\$0	\$0	\$25,629,000	7.15%	<b>\$1,832,474</b>
<b>2045</b>	15	0	23,531	\$1,154.51	\$27,166,740	\$0	\$0	\$27,166,740	7.15%	<b>\$1,942,422</b>
<b>2046</b>	15	0	23,531	\$1,154.51	\$27,166,740	\$0	\$0	\$27,166,740	7.15%	<b>\$1,942,422</b>
<b>2047</b>	15	0	23,531	\$1,223.78	\$28,796,745	\$0	\$0	\$28,796,745	7.15%	<b>\$2,058,967</b>

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2/ Assessment rates and account MV exemptions, as set per SB 22-238. TY 2024 estimated residential rate per Legislative Council projection. Future changes in assessment could occur via acts of the General Assembly, or via initiative and referendum.

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**Projection of Market and Assessed Property Values - Continued**

	Non-Residential Commercial Condo: A-1					Non-Residential Commercial Condo: B-1					Non-Residential Existing Building - 205 E. 6th St.			
	biennial MV inflation = 2.00%					biennial MV inflation = 2.00%					biennial MV inflation = 2.00%			
	sq. ft.	total	MV per	Total MV		sq. ft.	total	MV per	Total MV		sq. ft.	total	MV per	Total MV
	units	added 1/ sq. ft.	sq. ft.			sq. ft.	units	added 1/ sq. ft.			sq. ft.	sq. ft.	added 1/ sq. ft.	
<b>2021</b>	0	0	0	\$0	\$0	0	0	0	\$0	\$0	0	28,000	\$18.21	\$510,000
<b>2022</b>	0	0	0	\$0	\$0	0	0	0	\$0	\$0	0	28,000	\$18.21	\$510,000
<b>2023</b>	1	521	521	\$90.00	\$46,920	1	1,333	1,333	\$90.00	\$120,000	(28,000)	0	\$0	\$0
<b>2024</b>	1	261	782	\$175.00	\$136,850	1	667	2,000	\$175.00	\$350,000	0	0	\$0	\$0
<b>2025</b>	1	0	782	\$178.50	\$139,587	1	0	2,000	\$178.50	\$357,000	0	0	\$0	\$0
<b>2026</b>	1	0	782	\$178.50	\$139,587	1	0	2,000	\$178.50	\$357,000	0	0	\$0	\$0
<b>2027</b>	1	0	782	\$182.07	\$142,379	1	0	2,000	\$182.07	\$364,140	0	0	\$0	\$0
<b>2028</b>	1	0	782	\$182.07	\$142,379	1	0	2,000	\$182.07	\$364,140	0	0	\$0	\$0
<b>2029</b>	1	0	782	\$185.71	\$145,226	1	0	2,000	\$185.71	\$371,423	0	0	\$0	\$0
<b>2030</b>	1	0	782	\$185.71	\$145,226	1	0	2,000	\$185.71	\$371,423	0	0	\$0	\$0
<b>2031</b>	1	0	782	\$189.43	\$148,131	1	0	2,000	\$189.43	\$378,851	0	0	\$0	\$0
<b>2032</b>	1	0	782	\$189.43	\$148,131	1	0	2,000	\$189.43	\$378,851	0	0	\$0	\$0
<b>2033</b>	1	0	782	\$193.21	\$151,093	1	0	2,000	\$193.21	\$386,428	0	0	\$0	\$0
<b>2034</b>	1	0	782	\$193.21	\$151,093	1	0	2,000	\$193.21	\$386,428	0	0	\$0	\$0
<b>2035</b>	1	0	782	\$197.08	\$154,115	1	0	2,000	\$197.08	\$394,157	0	0	\$0	\$0
<b>2036</b>	1	0	782	\$197.08	\$154,115	1	0	2,000	\$197.08	\$394,157	0	0	\$0	\$0
<b>2037</b>	1	0	782	\$201.02	\$157,198	1	0	2,000	\$201.02	\$402,040	0	0	\$0	\$0
<b>2038</b>	1	0	782	\$201.02	\$157,198	1	0	2,000	\$201.02	\$402,040	0	0	\$0	\$0
<b>2039</b>	1	0	782	\$205.04	\$160,342	1	0	2,000	\$205.04	\$410,081	0	0	\$0	\$0
<b>2040</b>	1	0	782	\$205.04	\$160,342	1	0	2,000	\$205.04	\$410,081	0	0	\$0	\$0
<b>2041</b>	1	0	782	\$209.14	\$163,548	1	0	2,000	\$209.14	\$418,282	0	0	\$0	\$0
<b>2042</b>	1	0	782	\$209.14	\$163,548	1	0	2,000	\$209.14	\$418,282	0	0	\$0	\$0
<b>2043</b>	1	0	782	\$213.32	\$166,819	1	0	2,000	\$213.32	\$426,648	0	0	\$0	\$0
<b>2044</b>	1	0	782	\$213.32	\$166,819	1	0	2,000	\$213.32	\$426,648	0	0	\$0	\$0
<b>2045</b>	1	0	782	\$217.59	\$170,156	1	0	2,000	\$217.59	\$435,181	0	0	\$0	\$0
<b>2046</b>	1	0	782	\$217.59	\$170,156	1	0	2,000	\$217.59	\$435,181	0	0	\$0	\$0
<b>2047</b>	1	0	782	\$221.94	\$173,559	1	0	2,000	\$221.94	\$443,885	0	0	\$0	\$0

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**Projection of Market and Assessed Property Values - Continued**

	Total Non-Residential Assessed Value					Non-Residential "Base" 205 E. 6th St.	DDA "Base" Assessed Value					
	MV acct. exempt 2/	Total MV exempt	Total MV after Exempt.	Assess. Rate 2/	Commercial AV	biennial infl. = 2.00%	Commercial MV	MV acct. exempt 2/	Total MV exempt	Total MV after Exempt.	Assess. Rate 2/	"Base" AV
<b>2021</b>	\$0	\$0	\$510,000	29.00%	<b>\$147,900</b>	base year:	\$510,000	\$0	\$0	\$510,000	29.00%	<b>\$147,900</b>
<b>2022</b>	\$0	\$0	\$510,000	29.00%	<b>\$147,900</b>		\$510,000	\$0	\$0	\$510,000	29.00%	<b>\$147,900</b>
<b>2023</b>	(\$30,000)	(\$30,000)	\$136,920	27.90%	<b>\$38,201</b>		\$520,200	(\$30,000)	(\$30,000)	\$490,200	27.90%	<b>\$136,766</b>
<b>2024</b>	\$0	\$0	\$486,850	29.00%	<b>\$141,187</b>		\$520,200	\$0	\$0	\$520,200	29.00%	<b>\$150,858</b>
<b>2025</b>	\$0	\$0	\$496,587	29.00%	<b>\$144,010</b>		\$530,604	\$0	\$0	\$530,604	29.00%	<b>\$153,875</b>
<b>2026</b>	\$0	\$0	\$496,587	29.00%	<b>\$144,010</b>		\$530,604	\$0	\$0	\$530,604	29.00%	<b>\$153,875</b>
<b>2027</b>	\$0	\$0	\$506,519	29.00%	<b>\$146,890</b>		\$541,216	\$0	\$0	\$541,216	29.00%	<b>\$156,953</b>
<b>2028</b>	\$0	\$0	\$506,519	29.00%	<b>\$146,890</b>		\$541,216	\$0	\$0	\$541,216	29.00%	<b>\$156,953</b>
<b>2029</b>	\$0	\$0	\$516,649	29.00%	<b>\$149,828</b>		\$552,040	\$0	\$0	\$552,040	29.00%	<b>\$160,092</b>
<b>2030</b>	\$0	\$0	\$516,649	29.00%	<b>\$149,828</b>		\$552,040	\$0	\$0	\$552,040	29.00%	<b>\$160,092</b>
<b>2031</b>	\$0	\$0	\$526,982	29.00%	<b>\$152,825</b>		\$563,081	\$0	\$0	\$563,081	29.00%	<b>\$163,294</b>
<b>2032</b>	\$0	\$0	\$526,982	29.00%	<b>\$152,825</b>		\$563,081	\$0	\$0	\$563,081	29.00%	<b>\$163,294</b>
<b>2033</b>	\$0	\$0	\$537,522	29.00%	<b>\$155,881</b>		\$574,343	\$0	\$0	\$574,343	29.00%	<b>\$166,559</b>
<b>2034</b>	\$0	\$0	\$537,522	29.00%	<b>\$155,881</b>		\$574,343	\$0	\$0	\$574,343	29.00%	<b>\$166,559</b>
<b>2035</b>	\$0	\$0	\$548,272	29.00%	<b>\$158,999</b>		\$585,830	\$0	\$0	\$585,830	29.00%	<b>\$169,891</b>
<b>2036</b>	\$0	\$0	\$548,272	29.00%	<b>\$158,999</b>		\$585,830	\$0	\$0	\$585,830	29.00%	<b>\$169,891</b>
<b>2037</b>	\$0	\$0	\$559,238	29.00%	<b>\$162,179</b>		\$597,546	\$0	\$0	\$597,546	29.00%	<b>\$173,288</b>
<b>2038</b>	\$0	\$0	\$559,238	29.00%	<b>\$162,179</b>		\$597,546	\$0	\$0	\$597,546	29.00%	<b>\$173,288</b>
<b>2039</b>	\$0	\$0	\$570,422	29.00%	<b>\$165,422</b>		\$609,497	\$0	\$0	\$609,497	29.00%	<b>\$176,754</b>
<b>2040</b>	\$0	\$0	\$570,422	29.00%	<b>\$165,422</b>		\$609,497	\$0	\$0	\$609,497	29.00%	<b>\$176,754</b>
<b>2041</b>	\$0	\$0	\$581,831	29.00%	<b>\$168,731</b>		\$621,687	\$0	\$0	\$621,687	29.00%	<b>\$180,289</b>
<b>2042</b>	\$0	\$0	\$581,831	29.00%	<b>\$168,731</b>		\$621,687	\$0	\$0	\$621,687	29.00%	<b>\$180,289</b>
<b>2043</b>	\$0	\$0	\$593,467	29.00%	<b>\$172,106</b>		\$634,121	\$0	\$0	\$634,121	29.00%	<b>\$183,895</b>
<b>2044</b>	\$0	\$0	\$593,467	29.00%	<b>\$172,106</b>		\$634,121	\$0	\$0	\$634,121	29.00%	<b>\$183,895</b>
<b>2045</b>	\$0	\$0	\$605,337	29.00%	<b>\$175,548</b>		\$646,803	\$0	\$0	\$646,803	29.00%	<b>\$187,573</b>
<b>2046</b>	\$0	\$0	\$605,337	29.00%	<b>\$175,548</b>		\$646,803	\$0	\$0	\$646,803	29.00%	<b>\$187,573</b>
<b>2047</b>	\$0	\$0	\$617,444	29.00%	<b>\$179,059</b>		\$659,739	\$0	\$0	\$659,739	29.00%	<b>\$191,324</b>

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**Projection of "Base" and Incremental Assessed Value**

	Residential AV	Commercial AV	Personal Property AV	Less DDA "Base" AV	Total AV Increment
<b>2021</b>	\$0	\$147,900	\$0	(\$147,900)	<b>\$0</b>
<b>2022</b>	\$0	\$147,900	\$0	(\$147,900)	<b>\$0</b>
<b>2023</b>	\$630,209	\$38,201	\$0	(\$136,766)	<b>\$531,644</b>
<b>2024</b>	\$990,614	\$141,187	\$0	(\$150,858)	<b>\$980,943</b>
<b>2025</b>	\$1,084,638	\$144,010	\$0	(\$153,875)	<b>\$1,074,773</b>
<b>2026</b>	\$1,084,638	\$144,010	\$0	(\$153,875)	<b>\$1,074,773</b>
<b>2027</b>	\$1,149,717	\$146,890	\$0	(\$156,953)	<b>\$1,139,654</b>
<b>2028</b>	\$1,149,717	\$146,890	\$0	(\$156,953)	<b>\$1,139,654</b>
<b>2029</b>	\$1,218,700	\$149,828	\$0	(\$160,092)	<b>\$1,208,436</b>
<b>2030</b>	\$1,218,700	\$149,828	\$0	(\$160,092)	<b>\$1,208,436</b>
<b>2031</b>	\$1,291,822	\$152,825	\$0	(\$163,294)	<b>\$1,281,353</b>
<b>2032</b>	\$1,291,822	\$152,825	\$0	(\$163,294)	<b>\$1,281,353</b>
<b>2033</b>	\$1,369,331	\$155,881	\$0	(\$166,559)	<b>\$1,358,653</b>
<b>2034</b>	\$1,369,331	\$155,881	\$0	(\$166,559)	<b>\$1,358,653</b>
<b>2035</b>	\$1,451,491	\$158,999	\$0	(\$169,891)	<b>\$1,440,599</b>
<b>2036</b>	\$1,451,491	\$158,999	\$0	(\$169,891)	<b>\$1,440,599</b>
<b>2037</b>	\$1,538,580	\$162,179	\$0	(\$173,288)	<b>\$1,527,471</b>
<b>2038</b>	\$1,538,580	\$162,179	\$0	(\$173,288)	<b>\$1,527,471</b>
<b>2039</b>	\$1,630,895	\$165,422	\$0	(\$176,754)	<b>\$1,619,563</b>
<b>2040</b>	\$1,630,895	\$165,422	\$0	(\$176,754)	<b>\$1,619,563</b>
<b>2041</b>	\$1,728,749	\$168,731	\$0	(\$180,289)	<b>\$1,717,190</b>
<b>2042</b>	\$1,728,749	\$168,731	\$0	(\$180,289)	<b>\$1,717,190</b>
<b>2043</b>	\$1,832,474	\$172,106	\$0	(\$183,895)	<b>\$1,820,684</b>
<b>2044</b>	\$1,832,474	\$172,106	\$0	(\$183,895)	<b>\$1,820,684</b>
<b>2045</b>	\$1,942,422	\$175,548	\$0	(\$187,573)	<b>\$1,930,397</b>
<b>2046</b>	\$1,942,422	\$175,548	\$0	(\$187,573)	<b>\$1,930,397</b>
<b>2047</b>	\$2,058,967	\$179,059	\$0	(\$191,324)	<b>\$2,046,701</b>

Assessed value projection prepared with assessment rates as set per SB 22-238. TY 2024 estimated residential rate per Legislative Council projection. Future changes in assessment could occur via acts of the General Assembly, or via initiative and referendum.

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### Projection of Property Tax Increment Revenues

	Total AV Increment	<u>City of Loveland</u>			<u>Larimer County</u>			<u>Thompson R2-J School District</u>			<u>Thompson Valley Health Services District</u>			<u>Northern Colo. Water Conservancy District</u>		
		less Treas. mills	Fees	Prop. Tax Increment	less Treas. mills	Fees	Prop. Tax Increment	less Treas. mills 1/	Fees	Prop. Tax Increment	less Treas. mills	Fees	Prop. Tax Increment	less Treas. mills	Fees	Prop. Tax Increment
<b>2022</b>	\$0	9.564	2.00%	<b>\$0</b>	22.425	2.00%	<b>\$0</b>	44.588	0.38%	<b>\$0</b>	1.757	2.00%	<b>\$0</b>	1.000	2.00%	<b>\$0</b>
<b>2023</b>	\$531,644	9.564	2.00%	<b>\$0</b>	22.425	2.00%	<b>\$0</b>	45.588	0.38%	<b>\$0</b>	1.757	2.00%	<b>\$0</b>	1.000	2.00%	<b>\$0</b>
<b>2024</b>	\$980,943	9.564	2.00%	<b>\$4,983</b>	22.425	2.00%	<b>\$11,684</b>	45.034	0.36%	<b>\$23,855</b>	1.757	2.00%	<b>\$915</b>	1.000	2.00%	<b>\$521</b>
<b>2025</b>	\$1,074,773	9.564	2.00%	<b>\$9,194</b>	22.425	2.00%	<b>\$21,558</b>	46.042	0.36%	<b>\$45,001</b>	1.757	2.00%	<b>\$1,689</b>	1.000	2.00%	<b>\$961</b>
<b>2026</b>	\$1,074,773	9.564	2.00%	<b>\$10,074</b>	22.425	2.00%	<b>\$23,620</b>	44.908	0.34%	<b>\$48,102</b>	1.757	2.00%	<b>\$1,851</b>	1.000	2.00%	<b>\$1,053</b>
<b>2027</b>	\$1,139,654	9.564	2.00%	<b>\$10,074</b>	22.425	2.00%	<b>\$23,620</b>	44.909	0.34%	<b>\$48,103</b>	1.757	2.00%	<b>\$1,851</b>	1.000	2.00%	<b>\$1,053</b>
<b>2028</b>	\$1,139,654	9.564	2.00%	<b>\$10,682</b>	22.425	2.00%	<b>\$25,046</b>	44.429	0.34%	<b>\$50,464</b>	1.757	2.00%	<b>\$1,962</b>	1.000	2.00%	<b>\$1,117</b>
<b>2029</b>	\$1,208,436	9.564	2.00%	<b>\$10,682</b>	22.425	2.00%	<b>\$25,046</b>	44.429	0.34%	<b>\$50,463</b>	1.757	2.00%	<b>\$1,962</b>	1.000	2.00%	<b>\$1,117</b>
<b>2030</b>	\$1,208,436	9.564	2.00%	<b>\$11,326</b>	22.425	2.00%	<b>\$26,557</b>	43.993	0.33%	<b>\$52,985</b>	1.757	2.00%	<b>\$2,081</b>	1.000	2.00%	<b>\$1,184</b>
<b>2031</b>	\$1,281,353	9.564	2.00%	<b>\$11,326</b>	22.425	2.00%	<b>\$26,557</b>	43.992	0.33%	<b>\$52,984</b>	1.757	2.00%	<b>\$2,081</b>	1.000	2.00%	<b>\$1,184</b>
<b>2032</b>	\$1,281,353	9.564	2.00%	<b>\$12,010</b>	22.425	2.00%	<b>\$28,160</b>	43.593	0.33%	<b>\$55,674</b>	1.757	2.00%	<b>\$2,206</b>	1.000	2.00%	<b>\$1,256</b>
<b>2033</b>	\$1,358,653	9.564	2.00%	<b>\$12,010</b>	22.425	2.00%	<b>\$28,160</b>	43.593	0.33%	<b>\$55,674</b>	1.757	2.00%	<b>\$2,206</b>	1.000	2.00%	<b>\$1,256</b>
<b>2034</b>	\$1,358,653	9.564	2.00%	<b>\$12,734</b>	22.425	2.00%	<b>\$29,858</b>	43.228	0.33%	<b>\$58,540</b>	1.757	2.00%	<b>\$2,339</b>	1.000	2.00%	<b>\$1,331</b>
<b>2035</b>	\$1,440,599	9.564	2.00%	<b>\$12,734</b>	22.425	2.00%	<b>\$29,858</b>	43.228	0.33%	<b>\$58,539</b>	1.757	2.00%	<b>\$2,339</b>	1.000	2.00%	<b>\$1,331</b>
<b>2036</b>	\$1,440,599	9.564	2.00%	<b>\$13,502</b>	22.425	2.00%	<b>\$31,659</b>	42.892	0.33%	<b>\$61,589</b>	1.757	2.00%	<b>\$2,481</b>	1.000	2.00%	<b>\$1,412</b>
<b>2037</b>	\$1,527,471	9.564	2.00%	<b>\$13,502</b>	22.425	2.00%	<b>\$31,659</b>	42.892	0.33%	<b>\$61,589</b>	1.757	2.00%	<b>\$2,481</b>	1.000	2.00%	<b>\$1,412</b>
<b>2038</b>	\$1,527,471	9.564	2.00%	<b>\$14,317</b>	22.425	2.00%	<b>\$33,568</b>	42.580	0.32%	<b>\$64,829</b>	1.757	2.00%	<b>\$2,630</b>	1.000	2.00%	<b>\$1,497</b>
<b>2039</b>	\$1,619,563	9.564	2.00%	<b>\$14,317</b>	22.425	2.00%	<b>\$33,568</b>	38.438	0.25%	<b>\$58,566</b>	1.757	2.00%	<b>\$2,630</b>	1.000	2.00%	<b>\$1,497</b>
<b>2040</b>	\$1,619,563	9.564	2.00%	<b>\$15,180</b>	22.425	2.00%	<b>\$35,592</b>	38.301	0.25%	<b>\$61,876</b>	1.757	2.00%	<b>\$2,789</b>	1.000	2.00%	<b>\$1,587</b>
<b>2041</b>	\$1,717,190	9.564	2.00%	<b>\$15,180</b>	22.425	2.00%	<b>\$35,592</b>	38.301	0.25%	<b>\$61,876</b>	1.757	2.00%	<b>\$2,789</b>	1.000	2.00%	<b>\$1,587</b>
<b>2042</b>	\$1,717,190	9.564	2.00%	<b>\$16,095</b>	22.425	2.00%	<b>\$37,738</b>	38.174	0.25%	<b>\$65,389</b>	1.757	2.00%	<b>\$2,957</b>	1.000	2.00%	<b>\$1,683</b>
<b>2043</b>	\$1,820,684	9.564	2.00%	<b>\$16,095</b>	22.425	2.00%	<b>\$37,738</b>	38.174	0.25%	<b>\$65,389</b>	1.757	2.00%	<b>\$2,957</b>	1.000	2.00%	<b>\$1,683</b>
<b>2044</b>	\$1,820,684	9.564	2.00%	<b>\$17,065</b>	22.425	2.00%	<b>\$40,012</b>	38.056	0.25%	<b>\$69,115</b>	1.757	2.00%	<b>\$3,135</b>	1.000	2.00%	<b>\$1,784</b>
<b>2045</b>	\$1,930,397	9.564	2.00%	<b>\$17,065</b>	22.425	2.00%	<b>\$40,012</b>	38.056	0.25%	<b>\$69,115</b>	1.757	2.00%	<b>\$3,135</b>	1.000	2.00%	<b>\$1,784</b>
<b>2046</b>	\$1,930,397	9.564	2.00%	<b>\$18,093</b>	22.425	2.00%	<b>\$42,423</b>	37.946	0.25%	<b>\$73,068</b>	1.757	2.00%	<b>\$3,324</b>	1.000	2.00%	<b>\$1,892</b>
<b>2047</b>	\$2,046,701	9.564	2.00%	<b>\$18,093</b>	22.425	2.00%	<b>\$42,423</b>	37.946	0.25%	<b>\$73,068</b>	1.757	2.00%	<b>\$3,324</b>	1.000	2.00%	<b>\$1,892</b>
				<b>\$316,331</b>			<b>\$741,710</b>			<b>\$1,385,852</b>			<b>\$58,113</b>			<b>\$33,075</b>

1/ Total program levy adjustments, per HB 21-1164. Override levies projected by *ANDERSON ANALYTICS* based on historical District total program funding amounts and total assessed valuations. Bond levies projected by *ANDERSON ANALYTICS* based on on current anticipated debt service schedule according to Series 2019 Bonds offering statement. After issuance of Series 2019 General Obligation Bonds, the maximum debt issuance authorized by 2018 ballot issue was reached. All current outstanding bonds scheduled to amortize by end of 2038. Treasurer's fees as established by § 30-1-102, C.R.S. Larimer County is a county of the third class, per § 30-1-101, C.R.S.

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**Projection of Property Tax Increment Revenues - Continued**

	Total AV Increment	<u>Larimer County Pest Control Weed District</u>		Prop. Tax Increment	Total Property Tax Increment Revenues (less Treas. Fees)
		less Treas. mills	Fees %		
<b>2022</b>	\$0	0.142	2.00%	<b>\$0</b>	<b>\$0</b>
<b>2023</b>	\$531,644	0.142	2.00%	<b>\$0</b>	<b>\$0</b>
<b>2024</b>	\$980,943	0.142	2.00%	<b>\$74</b>	<b>\$42,032</b>
<b>2025</b>	\$1,074,773	0.142	2.00%	<b>\$137</b>	<b>\$78,540</b>
<b>2026</b>	\$1,074,773	0.142	2.00%	<b>\$150</b>	<b>\$84,849</b>
<b>2027</b>	\$1,139,654	0.142	2.00%	<b>\$150</b>	<b>\$84,849</b>
<b>2028</b>	\$1,139,654	0.142	2.00%	<b>\$159</b>	<b>\$89,429</b>
<b>2029</b>	\$1,208,436	0.142	2.00%	<b>\$159</b>	<b>\$89,428</b>
<b>2030</b>	\$1,208,436	0.142	2.00%	<b>\$168</b>	<b>\$94,302</b>
<b>2031</b>	\$1,281,353	0.142	2.00%	<b>\$168</b>	<b>\$94,301</b>
<b>2032</b>	\$1,281,353	0.142	2.00%	<b>\$178</b>	<b>\$99,484</b>
<b>2033</b>	\$1,358,653	0.142	2.00%	<b>\$178</b>	<b>\$99,484</b>
<b>2034</b>	\$1,358,653	0.142	2.00%	<b>\$189</b>	<b>\$104,992</b>
<b>2035</b>	\$1,440,599	0.142	2.00%	<b>\$189</b>	<b>\$104,992</b>
<b>2036</b>	\$1,440,599	0.142	2.00%	<b>\$200</b>	<b>\$110,843</b>
<b>2037</b>	\$1,527,471	0.142	2.00%	<b>\$200</b>	<b>\$110,843</b>
<b>2038</b>	\$1,527,471	0.142	2.00%	<b>\$213</b>	<b>\$117,054</b>
<b>2039</b>	\$1,619,563	0.142	2.00%	<b>\$213</b>	<b>\$110,790</b>
<b>2040</b>	\$1,619,563	0.142	2.00%	<b>\$225</b>	<b>\$117,249</b>
<b>2041</b>	\$1,717,190	0.142	2.00%	<b>\$225</b>	<b>\$117,249</b>
<b>2042</b>	\$1,717,190	0.142	2.00%	<b>\$239</b>	<b>\$124,100</b>
<b>2043</b>	\$1,820,684	0.142	2.00%	<b>\$239</b>	<b>\$124,100</b>
<b>2044</b>	\$1,820,684	0.142	2.00%	<b>\$253</b>	<b>\$131,365</b>
<b>2045</b>	\$1,930,397	0.142	2.00%	<b>\$253</b>	<b>\$131,365</b>
<b>2046</b>	\$1,930,397	0.142	2.00%	<b>\$269</b>	<b>\$139,069</b>
<b>2047</b>	\$2,046,701	0.142	2.00%	<b>\$269</b>	<b>\$139,069</b>
				<b>\$4,697</b>	<b>\$2,539,777</b>

Treasurer's fees as established by § 30-1-102, C.R.S. Larimer County is a county of the third class, per § 30-1-101, C.R.S.

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### Projection of Potential Property Tax Revenues to Loveland GID No. 1

	Total AV Increment	Total "Base" AV	Loveland GID No. 1				
			less Treas. Fees mills	Property Tax Increment	"Base" Property Tax	Total Property Tax	
2022	\$0	\$147,900	2.684	2.00%	\$0	\$0	\$0
2023	\$531,644	\$136,766	2.684	2.00%	\$0	\$389	\$389
2024	\$980,943	\$150,858	2.684	2.00%	\$1,398	\$360	\$1,758
2025	\$1,074,773	\$153,875	2.684	2.00%	\$2,580	\$397	\$2,977
2026	\$1,074,773	\$153,875	2.684	2.00%	\$2,827	\$405	\$3,232
2027	\$1,139,654	\$156,953	2.684	2.00%	\$2,827	\$405	\$3,232
2028	\$1,139,654	\$156,953	2.684	2.00%	\$2,998	\$413	\$3,410
2029	\$1,208,436	\$160,092	2.684	2.00%	\$2,998	\$413	\$3,410
2030	\$1,208,436	\$160,092	2.684	2.00%	\$3,179	\$421	\$3,600
2031	\$1,281,353	\$163,294	2.684	2.00%	\$3,179	\$421	\$3,600
2032	\$1,281,353	\$163,294	2.684	2.00%	\$3,370	\$430	\$3,800
2033	\$1,358,653	\$166,559	2.684	2.00%	\$3,370	\$430	\$3,800
2034	\$1,358,653	\$166,559	2.684	2.00%	\$3,574	\$438	\$4,012
2035	\$1,440,599	\$169,891	2.684	2.00%	\$3,574	\$438	\$4,012
2036	\$1,440,599	\$169,891	2.684	2.00%	\$3,789	\$447	\$4,236
2037	\$1,527,471	\$173,288	2.684	2.00%	\$3,789	\$447	\$4,236
2038	\$1,527,471	\$173,288	2.684	2.00%	\$4,018	\$456	\$4,474
2039	\$1,619,563	\$176,754	2.684	2.00%	\$4,018	\$456	\$4,474
2040	\$1,619,563	\$176,754	2.684	2.00%	\$4,260	\$465	\$4,725
2041	\$1,717,190	\$180,289	2.684	2.00%	\$4,260	\$465	\$4,725
2042	\$1,717,190	\$180,289	2.684	2.00%	\$4,517	\$474	\$4,991
2043	\$1,820,684	\$183,895	2.684	2.00%	\$4,517	\$474	\$4,991
2044	\$1,820,684	\$183,895	2.684	2.00%	\$4,789	\$484	\$5,273
2045	\$1,930,397	\$187,573	2.684	2.00%	\$4,789	\$484	\$5,273
2046	\$1,930,397	\$187,573	2.684	2.00%	\$5,078	\$493	\$5,571
2047	\$2,046,701	\$191,324	2.684	2.00%	\$5,078	\$493	\$5,571
					<b>\$88,774</b>	<b>\$10,996</b>	<b>\$99,770</b>

The Project property is not currently included in Loveland GID No. 1. This model is for hypothetical planning.

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**Projection of Building Material Use Tax Revenues**

	Group B - II-B			Group S-1 - II-B			Group A-3 - II-B			Group R-2 - II-B			Total Taxable Building Materials	City of Loveland	
	sq. ft. GBA Added	const. value per sq. ft.	Bldg. Materials @ 50%	sq. ft. GBA Added	const. value per sq. ft.	Bldg. Materials @ 50%	sq. ft. GBA Added	const. value per sq. ft.	Bldg. Materials @ 50%	sq. ft. GBA Added	const. value per sq. ft.	Bldg. Materials @ 50%		Use Tax Rate	Loveland City Use Tax @ 3.00%
<b>2022</b>	2,782	\$214.08	\$297,785	6,621	\$114.76	\$379,913	945	\$216.29	\$102,197	27,989	\$182.17	\$2,549,378	\$3,329,273	3.00%	\$99,878
<b>2023</b>	0	\$218.36	\$0	0	\$117.06	\$0	0	\$220.62	\$0	0	\$185.81	\$0	\$0	3.00%	\$0
<b>2024</b>	0	\$222.73	\$0	0	\$119.40	\$0	0	\$225.03	\$0	0	\$189.53	\$0	\$0	3.00%	\$0
<b>2025</b>	0	\$227.18	\$0	0	\$121.78	\$0	0	\$229.53	\$0	0	\$193.32	\$0	\$0	3.00%	\$0
<b>2026</b>	0	\$231.73	\$0	0	\$124.22	\$0	0	\$234.12	\$0	0	\$197.19	\$0	\$0	3.00%	\$0
<b>2027</b>	0	\$236.36	\$0	0	\$126.70	\$0	0	\$238.80	\$0	0	\$201.13	\$0	\$0	3.00%	\$0
<b>2028</b>	0	\$241.09	\$0	0	\$129.24	\$0	0	\$243.58	\$0	0	\$205.15	\$0	\$0	3.00%	\$0
<b>2029</b>	0	\$245.91	\$0	0	\$131.82	\$0	0	\$248.45	\$0	0	\$209.26	\$0	\$0	3.00%	\$0
<b>2030</b>	0	\$250.83	\$0	0	\$134.46	\$0	0	\$253.42	\$0	0	\$213.44	\$0	\$0	3.00%	\$0
<b>2031</b>	0	\$255.85	\$0	0	\$137.15	\$0	0	\$258.49	\$0	0	\$217.71	\$0	\$0	3.00%	\$0
<b>2032</b>	0	\$260.96	\$0	0	\$139.89	\$0	0	\$263.66	\$0	0	\$222.06	\$0	\$0	3.00%	\$0
<b>2033</b>	0	\$266.18	\$0	0	\$142.69	\$0	0	\$268.93	\$0	0	\$226.51	\$0	\$0	3.00%	\$0
<b>2034</b>	0	\$271.51	\$0	0	\$145.54	\$0	0	\$274.31	\$0	0	\$231.04	\$0	\$0	3.00%	\$0
<b>2035</b>	0	\$276.94	\$0	0	\$148.45	\$0	0	\$279.79	\$0	0	\$235.66	\$0	\$0	3.00%	\$0
<b>2036</b>	0	\$282.47	\$0	0	\$151.42	\$0	0	\$285.39	\$0	0	\$240.37	\$0	\$0	3.00%	\$0
<b>2037</b>	0	\$288.12	\$0	0	\$154.45	\$0	0	\$291.10	\$0	0	\$245.18	\$0	\$0	3.00%	\$0
<b>2038</b>	0	\$293.89	\$0	0	\$157.54	\$0	0	\$296.92	\$0	0	\$250.08	\$0	\$0	3.00%	\$0
<b>2039</b>	0	\$299.76	\$0	0	\$160.69	\$0	0	\$302.86	\$0	0	\$255.08	\$0	\$0	3.00%	\$0
<b>2040</b>	0	\$305.76	\$0	0	\$163.91	\$0	0	\$308.92	\$0	0	\$260.18	\$0	\$0	3.00%	\$0
<b>2041</b>	0	\$311.87	\$0	0	\$167.18	\$0	0	\$315.09	\$0	0	\$265.39	\$0	\$0	3.00%	\$0
<b>2042</b>	0	\$318.11	\$0	0	\$170.53	\$0	0	\$321.40	\$0	0	\$270.70	\$0	\$0	3.00%	\$0
<b>2043</b>	0	\$324.47	\$0	0	\$173.94	\$0	0	\$327.82	\$0	0	\$276.11	\$0	\$0	3.00%	\$0
<b>2044</b>	0	\$330.96	\$0	0	\$177.42	\$0	0	\$334.38	\$0	0	\$281.63	\$0	\$0	3.00%	\$0
<b>2045</b>	0	\$337.58	\$0	0	\$180.96	\$0	0	\$341.07	\$0	0	\$287.26	\$0	\$0	3.00%	\$0
<b>2046</b>	0	\$344.33	\$0	0	\$184.58	\$0	0	\$347.89	\$0	0	\$293.01	\$0	\$0	3.00%	\$0
<b>2047</b>	0	\$351.22	\$0	0	\$188.28	\$0	0	\$354.85	\$0	0	\$298.87	\$0	\$0	3.00%	\$0
			<b>\$297,785</b>			<b>\$379,913</b>			<b>\$102,197</b>			<b>\$2,549,378</b>	<b>\$3,329,273</b>		<b>\$99,878</b>

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### Projection of Sales Tax Increment Revenues

assumed average sales per sq. ft. (\$ 2022) = **\$300.00**  
 assumed annual inflation in retail sales = **1.50%**

	Sales-Generating Sq. Ft.						Taxable Sales					City of Loveland		
	Total			Annual	% Sales	Total	Annual	assumed	%	"Base"	Total	Sales Tax	less	Loveland City
	A-1	B-1	Commercial	Occupancy	Space	Annual Sales Sq. Ft.	Sales per Sq. Ft.	annual inflation	Taxable	Taxable Sales	Taxable Sales	Rate	vendor fee	Sales Tax @ 3.00%
<b>2021</b>	0	0	0	0%	0	0	\$0	0	0	\$0		3.00%	0%	
<b>2022</b>	0	0	0	0%	0	0	\$300.00	1.50%	100%	\$0	\$0	3.00%	0%	\$0
<b>2023</b>	782	2,000	2,782	50%	66.7%	927	\$304.50	1.50%	100%	\$0	\$282,373	3.00%	0%	\$8,471
<b>2024</b>	782	2,000	2,782	100%	66.7%	1,855	\$309.07	1.50%	100%	\$0	\$573,217	3.00%	0%	\$17,197
<b>2025</b>	782	2,000	2,782	100%	66.7%	1,855	\$313.70	1.50%	100%	\$0	\$581,815	3.00%	0%	\$17,454
<b>2026</b>	782	2,000	2,782	100%	66.7%	1,855	\$318.41	1.50%	100%	\$0	\$590,543	3.00%	0%	\$17,716
<b>2027</b>	782	2,000	2,782	100%	66.7%	1,855	\$323.19	1.50%	100%	\$0	\$599,401	3.00%	0%	\$17,982
<b>2028</b>	782	2,000	2,782	100%	66.7%	1,855	\$328.03	1.50%	100%	\$0	\$608,392	3.00%	0%	\$18,252
<b>2029</b>	782	2,000	2,782	100%	66.7%	1,855	\$332.95	1.50%	100%	\$0	\$617,518	3.00%	0%	\$18,526
<b>2030</b>	782	2,000	2,782	100%	66.7%	1,855	\$337.95	1.50%	100%	\$0	\$626,780	3.00%	0%	\$18,803
<b>2031</b>	782	2,000	2,782	100%	66.7%	1,855	\$343.02	1.50%	100%	\$0	\$636,182	3.00%	0%	\$19,085
<b>2032</b>	782	2,000	2,782	100%	66.7%	1,855	\$348.16	1.50%	100%	\$0	\$645,725	3.00%	0%	\$19,372
<b>2033</b>	782	2,000	2,782	100%	66.7%	1,855	\$353.38	1.50%	100%	\$0	\$655,411	3.00%	0%	\$19,662
<b>2034</b>	782	2,000	2,782	100%	66.7%	1,855	\$358.69	1.50%	100%	\$0	\$665,242	3.00%	0%	\$19,957
<b>2035</b>	782	2,000	2,782	100%	66.7%	1,855	\$364.07	1.50%	100%	\$0	\$675,221	3.00%	0%	\$20,257
<b>2036</b>	782	2,000	2,782	100%	66.7%	1,855	\$369.53	1.50%	100%	\$0	\$685,349	3.00%	0%	\$20,560
<b>2037</b>	782	2,000	2,782	100%	66.7%	1,855	\$375.07	1.50%	100%	\$0	\$695,629	3.00%	0%	\$20,869
<b>2038</b>	782	2,000	2,782	100%	66.7%	1,855	\$380.70	1.50%	100%	\$0	\$706,064	3.00%	0%	\$21,182
<b>2039</b>	782	2,000	2,782	100%	66.7%	1,855	\$386.41	1.50%	100%	\$0	\$716,655	3.00%	0%	\$21,500
<b>2040</b>	782	2,000	2,782	100%	66.7%	1,855	\$392.20	1.50%	100%	\$0	\$727,404	3.00%	0%	\$21,822
<b>2041</b>	782	2,000	2,782	100%	66.7%	1,855	\$398.09	1.50%	100%	\$0	\$738,315	3.00%	0%	\$22,149
<b>2042</b>	782	2,000	2,782	100%	66.7%	1,855	\$404.06	1.50%	100%	\$0	\$749,390	3.00%	0%	\$22,482
<b>2043</b>	782	2,000	2,782	100%	66.7%	1,855	\$410.12	1.50%	100%	\$0	\$760,631	3.00%	0%	\$22,819
<b>2044</b>	782	2,000	2,782	100%	66.7%	1,855	\$416.27	1.50%	100%	\$0	\$772,040	3.00%	0%	\$23,161
<b>2045</b>	782	2,000	2,782	100%	66.7%	1,855	\$422.51	1.50%	100%	\$0	\$783,621	3.00%	0%	\$23,509
<b>2046</b>	782	2,000	2,782	100%	66.7%	1,855	\$428.85	1.50%	100%	\$0	\$795,375	3.00%	0%	\$23,861
<b>2047</b>	782	2,000	2,782	100%	66.7%	1,855	\$435.28	1.50%	100%	\$0	\$807,306	3.00%	0%	\$24,219
										<b>\$0</b>	<b>\$16,695,599</b>			<b>\$500,868</b>

ANDERSON ANALYTICS has compiled this information based upon key assumptions provided by others. We have not independently examined or evaluated those assumptions, and consequently disclaim any form of assurance or opinion on them. Actual results may differ materially from projected results.

### Summary of Potential Revenues Available

	DDA Tax Increment - Inclusion in DDA			Loveland GID No. 1		Bldg. Mat. Use Tax
	Total Property Tax Increment - All Entities 1/	Loveland Sales Tax Increment @ 3.00%	Total DDA Tax Increment	"Base" Property Tax Revenues (to GID No. 1)	Total Property Tax Increment (to DDA)	Loveland Use Tax @ 3.00%
2022	\$0	\$0	\$0	\$0	\$0	\$99,878
2023	\$0	\$8,471	\$8,471	\$389	\$0	\$0
2024	\$42,032	\$17,197	\$59,229	\$360	\$1,398	\$0
2025	\$78,540	\$17,454	\$95,994	\$397	\$2,580	\$0
2026	\$84,849	\$17,716	\$102,565	\$405	\$2,827	\$0
2027	\$84,849	\$17,982	\$102,832	\$405	\$2,827	\$0
2028	\$89,429	\$18,252	\$107,680	\$413	\$2,998	\$0
2029	\$89,428	\$18,526	\$107,954	\$413	\$2,998	\$0
2030	\$94,302	\$18,803	\$113,105	\$421	\$3,179	\$0
2031	\$94,301	\$19,085	\$113,386	\$421	\$3,179	\$0
2032	\$99,484	\$19,372	\$118,855	\$430	\$3,370	\$0
2033	\$99,484	\$19,662	\$119,146	\$430	\$3,370	\$0
2034	\$104,992	\$19,957	\$124,950	\$438	\$3,574	\$0
2035	\$104,992	\$20,257	\$125,248	\$438	\$3,574	\$0
2036	\$110,843	\$20,560	\$131,404	\$447	\$3,789	\$0
2037	\$110,843	\$20,869	\$131,712	\$447	\$3,789	\$0
2038	\$117,054	\$21,182	\$138,236	\$456	\$4,018	\$0
2039	\$110,790	\$21,500	\$132,290	\$456	\$4,018	\$0
2040	\$117,249	\$21,822	\$139,072	\$465	\$4,260	\$0
2041	\$117,249	\$22,149	\$139,399	\$465	\$4,260	\$0
2042	\$124,100	\$22,482	\$146,582	\$474	\$4,517	\$0
2043	\$124,100	\$22,819	\$146,919	\$474	\$4,517	\$0
2044	\$131,365	\$23,161	\$154,526	\$484	\$4,789	\$0
2045	\$131,365	\$23,509	\$154,874	\$484	\$4,789	\$0
2046	\$139,069	\$23,861	\$162,930	\$493	\$5,078	\$0
2047	\$139,069	\$12,342	\$151,410	\$493	\$5,078	\$0
	\$2,539,777	\$488,991	\$3,028,768	\$10,996	\$88,774	\$99,878

1/ 100% of property tax increment from all eligible property taxing entities currently overlapping the project.

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