



LOVELAND DOWNTOWN DEVELOPMENT AUTHORITY

Plan of Development
2017



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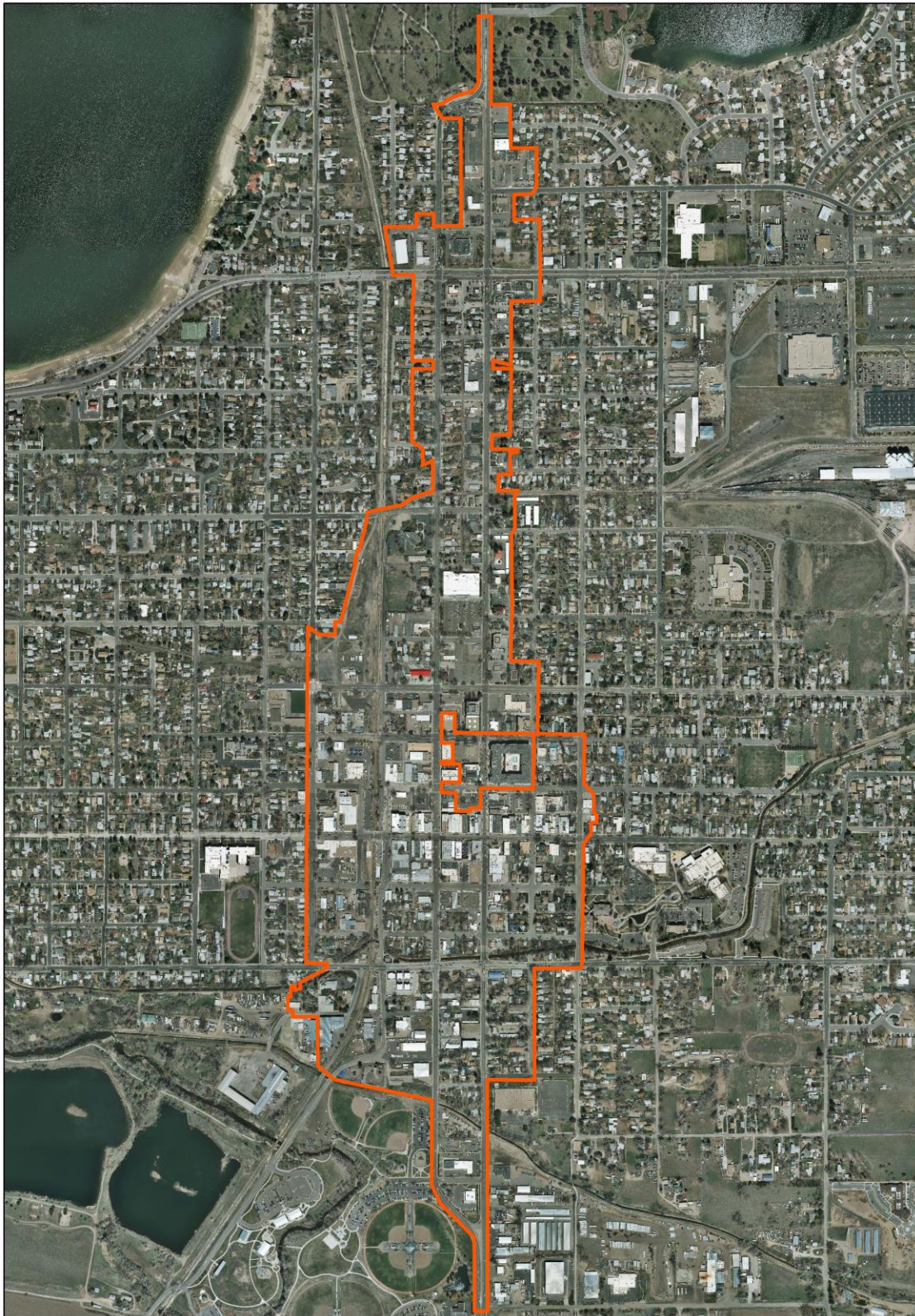
Foreword

The downtown (“Downtown”) of the City of Loveland (“Loveland”) serves as the heart of a city that from its beginnings in 1877 has defined the best of Colorado’s entrepreneurial spirit and sense of civic pride, with an emphasis on arts and cultural activities. Downtown Loveland residents, businesses and property owners believe that a strong economic foundation is critical to sustaining a vibrant community respectful of its history, committed to the full inclusion of all its citizens, and strategically positioned to thrive in a globally competitive marketplace.

This Plan of Development (the “Plan”) is an essential first legal step in creating a vibrant Downtown that provides a safe, dynamic environment to gather, live, educate, shop, work and play. The needs of the Downtown have been recognized over the past years in vision documents, comprehensive and strategic plans and master planning efforts. These documents have identified the need to have a strong Downtown for the economic health and future of Loveland.

The emphasis of this Plan is on the needs of the Downtown over a thirty (30) to fifty (50) year period and the type of projects and programs that are required to satisfy those needs, rather than dictating the physical location, dimensions and design which can only evolve through continual planning efforts.

District Map



**Loveland Downtown Development Authority
Established by Ordinance No. 5927
Revised May 16, 2017 by Ordinance No. 6115**

Boundaries of the DDA

The boundary of the Loveland Downtown Development Authority (the “DDA”), as shown on the preceding map, outlines the area in which the DDA will exercise its statutory powers (the “District”). The District was established based on the best information available at the time. It is intended that the boundaries may change given changing times and circumstances. Property owners adjoining the District are encouraged to petition for inclusion when the uses and purposes of their properties become compatible with the purposes of the District.

The legal description of the District is attached as Appendix I to this Plan.

Objective and Purposes

The primary objectives of the DDA are to promote the safety, prosperity, security and general welfare of the District and its inhabitants, to prevent deterioration of property values and structures within the District, to prevent the growth of blighted areas within the District, to assist Loveland in the development, redevelopment and planning of the economic and physical restoration and growth of the District, to improve the overall appearance, condition and function of the District, to encourage a variety of uses compatible with the artistic and cultural community, to sustain and improve the economic vitality of the District, to promote the historic, artistic and cultural elements of the District, and to encourage pedestrian traffic and security in the District. To achieve these objectives, the specific goals of the DDA include the following and any other activities, plans, and development and redevelopment authorized by law.

The Plan recognizes that this is a long-term revitalization strategy focused on implementing an entrepreneurial environment in which District products and services meet local demands and attract new residents and businesses to the area.

To achieve these objectives, the specific goals of the DDA include, but are not limited to the following:

1. Work with private entities, developers and property owners to promote positive investment in the District.
2. Work with business owners, and business entrepreneurs to promote retail growth, new job growth and other uses in the District.
3. Identify and help form collaborative public/private partnerships that promote economic growth in ways that honor and sustain strong community values.
4. Implement key elements of Loveland's approved infrastructure plan.
5. Increase residential and employment density as catalysts for enriching life for residents and visitors alike.
6. Assist emerging and existing businesses in navigating various local, county, and state regulations and taxing policies.
7. Identify and establish a communications process with current business and property owners within the District.
8. Establish multiple communication forums with emphasis on email, social media, and newspaper.
9. Work with Loveland in evaluating and potentially implementing a "One Stop" approach to Downtown development including identifying a potential organizational structure therefor.
10. Improve the visual attractiveness of the District including but not limited to façade renovations, public streets, alleys, curbs, gutters, sidewalks, lighting along with street furniture and landscaping.
11. Underground the utility systems.
12. Promote a diversity of activities in the District.

13. Promote and encourage the renovation and reuse of vacant and deteriorated structures within the District.
14. Encourage the creation and continuation of public events within the District.
15. Promote and market the District.
16. Promote Loveland's unique identity as a destination for arts and culture.

Plan of Development Projects

- A. Plan projects may include public facilities and other improvements to public or private property of all kinds consistent with the priorities of the DDA by all means permitted by federal, state and local laws and regulations, **including but not limited to**, land assemblage, demolition, removal, site preparation, construction, renovation, repair, remodeling, reconstruction purchase of property interests, rehabilitating, equipping, selling and leasing in connection with such public and private improvements.

Summary of Total Estimated Project Costs

Projects	City/DDA	Other Public/Non- Profit	Private
Redevelopment Projects	\$31,537,500	\$21,000,000	\$154,800,000
Infrastructure	\$27,144,000		
Other	\$2,000,000		
TOTAL ALL PROJECTS	\$60,681,500	\$21,000,000	\$154,800,000

*All costs and funding contributions identified in the Plan as either City, DDA, Public/Non-Profit or Private are estimates only recognizing the Plan of Development is a 25 to 30 year plan for improvements in the downtown.

- A. Descriptions of specific development projects that have been conceptually identified as potential key downtown **redevelopment projects** including, but not limited to, the following:

PLAN OF DEVELOPMENT PROJECTS				
PROJECT	CITY/DDA FUNDING	OTHER PUBLIC FUNDING	PRIVATE	DESCRIPTION
Redevelopment Projects				
The Foundry 1st to 3rd (Lincoln to Cleveland)	\$17,100,000	\$15,000,000	\$45,000,000	Amount includes the estimate on land plus the cost of redevelopment. Costs assume a parking structure, civic plaza and other public improvements. Other public funding may include Metro/Special Districts.
5th & Cleveland (Banner Medical Building & Retail Shop)	\$2,000,000		\$20,000,000	Assumes acquisition, demolition and redevelopment of medical office and retail buildings. Also assume public & public related improvements.
201 E 5th Street (Reporter Herald Building)	\$100,000		\$1,000,000	Assumes redevelopment and public & public related and façade improvements.
4th & Lincoln (Heartland Corner)	\$1,850,000		\$9,000,000	Assumes acquisition, demolition and redevelopment of site. Public & public-related and façade improvements. Project may include metro/special districts.

Redevelopment Projects (con't)				
Loveland Hotel	\$200,000	\$200,000	\$2,000,000	Estimates are for building improvements, public & public related and façade improvements, assumes historic grant funding if available.
Feed & Grain	\$31,250	\$2,300,000	\$2,000,000	Assumes historic/economic development grants; private investment, and façade improvements.
Safeway Redevelopment	\$3,000,000	\$-	\$30,000,000	Requires further investigation
Railroad Site	\$1,500,000	\$-	\$15,000,000	Land at 7th & Garfield
Banner Building - 320 N Cleveland	\$500,000		\$5,000,000	Redevelopment of entire corner
Project Cost Escalation (20%)	\$5,256,250	\$3,500,000	\$25,800,000	
Sub-Total Redevelopment	\$31,537,500	\$21,000,000	\$154,800,000	

- B. Descriptions of specific potential public facilities and improvements that have been conceptually identified to complement private developments including, but not limited to, the following:

PLAN OF DEVELOPMENT PROJECTS				
PROJECT	CITY/DDA FUNDING	OTHER PUBLIC FUNDING	PRIVATE	DESCRIPTION
Infrastructure Projects				
4th Street / Phase 1-3 blocks	\$5,860,000			(2009 HIP Streets Master Plan) 4th Street from Railroad to Jefferson
4th Street / Additional 2 blocks	\$2,500,000			(2009 HIP Streets Master Plan) - 4th Street to Garfield and Washington
3rd Street	\$2,250,000			(2009 Hip Streets Master Plan) 3rd Street west of Cleveland to Feed and Grain
5th Street	\$3,010,000			(2009 HIP Streets Master Plan) 5th Street from Lincoln to Railroad
Power (electric utilities)	\$5,000,000			Estimates are for \$300,000 per block to underground the power
Railroad Avenue - 1st to 5th	\$4,000,000			May include connectivity with the trail system.
Cost Escalation (20%)	\$4,524,000			Estimates were completed in 2009, the number is 20 percent of the cost of the street/streetscape improvements
Sub-Total Infrastructure	\$27,144,000			

C. **Other specific development projects and public facilities** currently contemplated are as follows:

PLAN OF DEVELOPMENT PROJECTS				
PROJECT	CITY/DDA FUNDING	OTHER PUBLIC FUNDING	PRIVATE	DESCRIPTION
Other Projects				
Trail Expansion / Bike-Pedestrian	\$1,000,000			
Railroad Quiet Zones	\$1,000,000	\$2,000,000		Includes four rail crossings located at 1st, 4th, 6th & 7th Streets
Sub-Total Other	\$2,000,000	\$2,000,000		

The DDA also may seek to support other projects not directly identified above including, but not limited to, the following:

1. Beautification programs;
2. Pedestrian facilities and circulation improvements;
3. Parking that is not otherwise included within specific projects (i.e., The Foundry); and
4. Downtown hotel or other convention facilities built in conjunction with a private development.

Strategic Downtown Plan

The DDA, acting in coordination with the Loveland Downtown Partnership and the City of Loveland, will need to establish short and long-term priorities based on adopted strategic plans and identified development projects as such plans and projects evolve. The current plans, which are referenced below and attached as Appendices II through V to this Plan, are as follows:

Appendix II: *A Strategic Plan for Revitalizing Downtown Loveland (2014)*

The plan, adopted by the Loveland City Council and the Loveland Downtown Partnership, provides the comprehensive outline for short and long-term success in Downtown Loveland.

A Strategic Plan for Revitalizing Downtown Loveland is driven by the following principles:

1. We are committed to a process driven by community stakeholders and supported by the City of Loveland.
2. We are committed to a long-term revitalization strategy (25-30 yrs.) that combines immediate action to improve communications and marketing with an ongoing responsibility to maintain and improve the downtown infrastructure.
3. We are committed to shaping policies and procedures that provide adequate flexibility for the organization to respond quickly and effectively to changing conditions at the local, state, national, and/or international levels.
4. We are committed to implementing an entrepreneurial environment in which Downtown products and services meet local demands and attract new residents and businesses to the area.
5. We are committed to shaping collaborative public/private partnerships that promote economic growth in ways that honor and sustain strong community values.

Appendix III: *Downtown Vision Book (2010)*

The purpose of the Downtown Vision Book is to highlight catalyst projects, and describe the context, character and the opportunity for revitalization. In addition, the Downtown Vision Book identifies ideas, opportunities and strategies to further benefit Downtown Loveland. The Private-Public projects are designed to capture not only the value of public participation, but to be a catalyst for private investment, enhanced connections and enrichment of the community experience for residents, businesses and visitors alike.

Appendix IV: *Destination Downtown: HIP Streets Master Plan (Infrastructure Plan) (2010) – to be updated in 2017.*

The Infrastructure Plan was completed in 2010, and highlights the streetscape, utility and other public infrastructure improvements in Downtown Loveland.

Appendix V: *Downtown Strategic Plan – Amendment to the City’s Comprehensive Plan (2009) /Create Loveland, City of Loveland Comprehensive Plan, adopted in June 2016.*

The Downtown Strategic Plan, adopted by the Loveland City Council as an amendment to the Comprehensive Plan, was the basis for the effort by the City and the Loveland Downtown Team to revitalize the Downtown.

Methods of Financing Projects and Commitment of Funds

In order to finance the projects and purposes of the DDA, the following financial sources and commitment of funds are authorized:

Methods of Financing Projects - The DDA is permitted to receive and utilize the following funding sources:

- A. Proceeds of bonds, loans or advances to, or indebtedness incurred by the City of Loveland secured by the pledge of the following tax revenues for the maximum period of time authorized by C.R.S. § 31-25-807(3):
 - 1. Property Tax Increment: All of that portion of property taxes in excess of such taxes which are produced by the levy at the rate fixed each year by or for any public body upon the valuation for assessment of taxable property within the boundaries of the District last certified prior to the effective date of approval by the City Council of Loveland of this Plan or, as to an area later added to the boundaries of the District, the effective date of the modification of this Plan.
 - 2. Municipal Sales Tax Increment: All of that portion of municipal sales tax in excess of such taxes collected within the boundaries of the District for the twelve-month period ending on the last day of the month prior to the effective date of approval by the City Council of Loveland of this Plan. For purposes of calculating the amount of municipal sales tax, "municipal sales tax" shall be as defined in Section 3.16.010 and Section 3.16.020A of the Loveland Municipal Code.
 - a. Municipal sales tax or property tax increment revenues that are obligated to be paid in accordance with the specific terms and conditions of any economic incentive agreement or financing plan committing said revenues in effect as of the approval date of this Plan shall be deducted from those sales or property tax increment revenues available for use for other approved DDA projects until said obligations are legally terminated.
 - 3. Other Sources: Such other sources of revenue for repayment of bonds, loans, advances or other indebtedness of Loveland as may be authorized by law.

All such taxes described in this Paragraph A shall be adjusted, collected, allocated and used as set forth in C.R.S. § 31-25-807(3), as amended from time to time.

- B. Membership fees;
- C. Private contributions;
- D. Proceeds of loans to the DDA;
- E. Fees and other charges imposed in connection with projects undertaken by the DDA;

- F. Grants and other funds made available by public agencies and other entities;
- G. All types of bond issues, including industrial development revenue and special assessment bonds; and
- H. All such other sources and methods as may be authorized by law from time to time, including but not limited to, C.R.S. § 31-25-801, *et seq.*

Commitment of Funds - Certain DDA eligible funds have been, or may be, committed to the following financial obligations.

- a. On January 27, 2015, the City of Loveland and Thornton Long Term Investments, L.L.C. entered into that certain Agreement for City Incentive, Fee Waiver, and Construction Materials Use Tax Waiver with Thornton Long Term Investments, L.L.C. for a Sprouts Farmers Market (the “Agreement”). Pursuant to the Agreement, a \$2,200,000 incentive was provided by the City of Loveland which is to be repaid at a rate of three percent (3%) interest, amortized over a ten (10) year period, in accordance with the terms and conditions of the Agreement.
- b. On March 14, 2017, the City of Loveland entered into those certain Certificates of Participation (the “COPs”) for the purpose of financing the construction costs of a parking structure and other public improvements associated with the Foundry development located north of 1st Street and south of Backstage Alley between Lincoln Avenue and Cleveland Avenue. Currently, tax increment revenue attributable to the Loveland Urban Renewal Authority (“LURA”) is intended to repay the COPs. It is anticipated that, assuming voter approval of the debt questions presented at the November 7, 2017 election, the LURA may be dissolved and the DDA will utilize both sales and property tax increment revenue generated from the development as provided above to assist with the repayment of the COPs.

Appendices

Appendix I: *Legal Description of Downtown Development District*

Beginning at the point of intersection of the south right-of-way (ROW) line of E. 4th Street and the east ROW line of N. Washington Avenue;
Thence southerly along said east ROW line to its point of intersection with the north ROW line of E. 3rd Street;
Thence continuing southerly to the point of intersection of the south ROW line of E. 3rd Street and the east ROW line of N. Washington Avenue;
Thence continuing southerly along said east ROW line to its point of intersection with the north ROW line of E. 1st Street;
Thence southwesterly to the point of intersection of the south ROW line of E. 1st Street and the east ROW line of S. Washington Avenue;
Thence westerly to the point of intersection with the south ROW line of E. 1st Street and the west ROW line of S. Washington Avenue;
Thence westerly along said south ROW line of E. 1st Street to the point of intersection of the east ROW line of South Jefferson Avenue and the south ROW line of E. 1st Street;
Thence southerly along said east ROW line of South Jefferson Avenue to the point of intersection of the north ROW line of 3rd Street S.E. and the east ROW line of South Jefferson Avenue,
Thence southerly along the east ROW line extended of South Jefferson Avenue to the point of intersection of the south ROW line of 3rd Street S.E.;
Thence continuing westerly along said south ROW line to its point of intersection with the east ROW line of S. Lincoln Avenue;
Thence southerly along said east ROW line to its point of intersection with the north line extended of the 5th Street S.E. ROW;
Thence continuing southerly along said east ROW line to its point of intersection with the south line of the 5th Street S.E. ROW line;
Thence southerly along said east ROW line to its point of intersection with the north line of the 8th Street S.E. ROW;
Thence continuing southerly along said east ROW line to its point of intersection with the south line of the 8th Street S.E. ROW;
Thence westerly along the south line extended of the 8th Street S.E. ROW to the west line of the S. Lincoln Avenue ROW;
Thence northerly along the west ROW line of S. Lincoln Avenue to its point of intersection with the southwest line of the S. Cleveland Avenue ROW;
Thence continuing northwesterly along said southwest ROW line to its point of intersection with the south line of the 5th Street S.E. ROW;
Thence northerly along the west line of the S. Cleveland Avenue ROW to its point of intersection with the north line of the 5th Street S.E. ROW;
Thence continuing northerly along said west ROW line of S. Cleveland Avenue to its intersection with the north bank of the Farmer's Ditch;
Thence northwesterly along said bank to its point of intersection with the west ROW line of the Burlington Northern/Santa Fe Railroad and the south line of Henrikson Addition;
Thence continuing northwesterly along said south line to the southwest corner of Henrikson Addition;
Thence northerly along the west line of said Henrikson Addition to its point of intersection with the south ROW line of 2nd Street S.W.;
Thence westerly along said south ROW line to the NW corner of Mill First Addition;
Thence northerly perpendicular to said ROW line to a point on the south line of Mill Second Addition;
Thence westerly along said south line to the SW corner of Mill Second Addition;
Thence northerly and easterly along the west line of said Mill Second Addition to the NW corner thereof;
Thence easterly and southerly along the north line of Mill Second Addition to the NE corner thereof;
Thence northeasterly to the SE corner of Riverside Addition;
Thence northerly along the east line of Riverside Addition to its point of intersection with the south ROW line of W. 1st Street;

Thence continuing northwesterly to the point of intersection of the north ROW line of W. 1st Street and the west ROW line of the N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 2nd Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 2nd Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 3rd Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 3rd Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly to the point of intersection of the south ROW line of the alley between W. 3rd Street and W. 4th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly to the point of intersection of the north ROW line of said alley and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 4th Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 4th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of the alley between W. 4th Street and W. 5th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly to the point of intersection of the north ROW line of said alley and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 5th Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 5th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 6th Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 6th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 7th Street;

Thence continuing northerly to the point of intersection of the north ROW line of W. 7th Street and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line its point of intersection with the south ROW line of the alley between W. 7th Street and W. 8th Street;

Thence continuing northerly to the point of intersection of the north ROW line of said alley and the west ROW line of N. Garfield Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of W. 8th Street;

Thence southeasterly to the point of intersection of the east ROW line of N. Garfield Avenue and the north ROW line of W. 8th Street, which is the southwest corner of lot 14 of Block 3 of the original Loveland town plat;

Thence easterly along said north ROW line of W. 8th Street to the southeast corner of lot 10 of Block 3 of the original Loveland town plat;

Thence northerly along the east property line of said lot 10 to a point of intersection with the south boundary of lot 19 of block 5 of the Amended Plat of Lakeside Addition;

Thence easterly to the southeast corner of lot 19 of block 5 of the Amended Plat of Lakeside Addition;

Thence northeasterly to a point along said east boundary of the Amended Plat of Lakeside Addition located 50 feet north of the south lot line of lot 17 of the Amended Plat of Lakeside Addition;

Thence west to the southeast corner of the Lakeside 9th Subdivision;

Thence northeasterly along the east boundary of the Lakeside 9th Subdivision to the northeast corner of the Lakeside 9th Subdivision;

Thence easterly along the south boundary to the southeast corner of the Lakeside 9th Subdivision;

Thence easterly along the south boundary line of lot 16 of Block 5 of the Amended Plat of Lakeside Addition to the southeast corner of said lot 16;

Thence northeasterly to the northeast corner of said lot 16 of Block 5 of the Amended Plat of Lakeside Addition;

Thence northeasterly along the east boundary of the Amended Plat of Lakeside Addition to the intersection of the south ROW line of W. 10th Street;

Thence northeasterly to a point of intersection of the north ROW line of W. 10th Street and the west ROW line of the Burlington Northern/Santa Fe Railroad;

Thence northeasterly to the point of intersection of the north ROW line of E. 10th Street and the east ROW line of Bartholf Court;

Thence easterly along the north ROW line of E. 10th Street to the intersection of the west ROW line of N. Cleveland Avenue and the north ROW line of E. 10th Street;

Thence northerly along the west ROW line of N. Cleveland Avenue to its point of intersection with the south line of the Little Barnes Ditch;

Thence continuing northerly to the point of intersection of the north line of the Little Barnes Ditch and the west ROW line of N. Cleveland Avenue;

Thence southwesterly along the north line of the Little Barnes Ditch to a point 75 feet west of the west ROW line N. Cleveland Avenue;

Thence northerly to the point on the south ROW line of E. 11th Street, 75 feet west of the west ROW line of N. Cleveland Avenue;

Thence northwesterly to the point of intersection of the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue and the north ROW line of E. 11th Street;

Thence northerly along said west alley ROW line to its point of intersection with the south ROW line of the alley between E. 11th Street and E. 12th Street;

Thence continuing northerly to the point of intersection of the north ROW line of the alley between E. 11th Street and E. 12th Street and the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue;

Thence continuing northerly along said west alley ROW line to its point of intersection with the south ROW line of E. 12th Street;

Thence continuing northerly to the point of intersection of the north ROW line of E. 12th Street and the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue;

Thence continuing northerly along said west alley ROW line to its point of intersection with the south ROW line of the alley between E. 12th Street and E. 13th Street;

Thence easterly to the point of intersection of the east ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue and the midpoint of the westerly Lot line of Lot 8 of Block 5 of Loveland Heights Addition;

Thence easterly through the east-west centerline of said Lot 8, to a point of intersection of west ROW line of N. Cleveland Avenue and the midpoint of the easterly lot line of Lot 8 of Block 5 of Loveland Heights Addition;

Thence continuing northerly along the west ROW line of N. Cleveland Avenue to the northeast corner of Lot 10 of Block 5 of Loveland Heights Addition;

Thence westerly along the north property line of said Lot 10 to the point of intersection of the east ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue and the northwest corner of Lot 10, Block 5 of Loveland Heights Addition;

Thence westerly across said alley ROW along the north property line extended of Lot 10, Block 5 of Loveland Heights Addition to its intersection with the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of E. 13th Street;

Thence continuing northerly to the point of intersection of the north ROW line of E. 13th Street and the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue;

Thence continuing northerly along said west ROW line to its point of intersection with the south ROW line of the alley between E. 13th Street and E. Eisenhower Boulevard;

Thence continuing northerly to the point of intersection of the north ROW line of said alley between E. 13th Street and E. Eisenhower Boulevard and the west ROW line of the alley between N. Railroad Avenue and N. Cleveland Avenue;

Thence continuing northerly along said west ROW line to the point of intersection of the east line of Lot 21, Block 4, Loveland Heights Addition and the south line of the vacated alley ROW;

Thence easterly along said south line to the centerline of the vacated alley ROW;

Thence northerly along said centerline to its point of intersection with the south ROW line of E. Eisenhower Boulevard;

Thence continuing northerly along the west line extended of said Lots to its point of intersection with the centerline of E. Eisenhower Avenue;

Thence westerly along said centerline, to its point of intersection with the west ROW line of the Burlington Northern/Santa Fe Railroad;

Thence northwesterly along said west ROW line to its point of intersection with the north line extended of the E. 15th Street ROW;

Thence easterly along said north line extended to its point of intersection with the west ROW line of Jackson Avenue;

Thence easterly along said north line extended of the East 15th Street ROW to its point of intersection with the east ROW line of Jackson Avenue;

Thence continuing easterly along the north ROW of E. 15th Street to its point of intersection with the east ROW line of the alley between Jackson Avenue and N. Cleveland Avenue;

Thence northerly along said east ROW of the alley to a point at the intersection of the said east ROW of the alley and the southwest corner of lot 8 of the Capitol Hill Addition;

Thence easterly along the south lot line of lot 8 of the Capitol Hill Addition to the intersection of the west ROW line of N. Cleveland Avenue and the south lot line of said lot 8;

Thence southerly along the west ROW line of N. Cleveland Avenue to the point of intersection of the north ROW line of E. 15th Street and the west ROW line of N. Cleveland Avenue;

Thence easterly to the intersection of the north ROW line of E. 15th Street and the east ROW line of N. Cleveland Avenue;

Thence easterly along the north ROW line of E. 15th Street to a point at the intersection of the west ROW line of the alley between N. Cleveland Avenue and N. Lincoln Avenue;

Thence northerly along the west ROW line of said alley to a point of intersection of the south ROW line of E. 16th Street and the alley between N. Cleveland Avenue and N. Lincoln Avenue;

Thence northerly to a point of intersection of the north ROW line of E. 16th Street, and the west ROW line of the alley between N. Cleveland Avenue and N. Lincoln Avenue;

Thence northerly along the west ROW line of said alley to the northeast corner of Lot 6 of Cleveland of North End Addition;

Thence westerly along the north boundary of lot 6 of the Cleveland of North End Addition to the northwest corner of said Lot 6;

Thence northwesterly to the point of intersection of the west ROW line of N. Cleveland Avenue and the southern property line of the Loveland Burial Park Cemetery;

Thence easterly along said southern property line to its point of intersection with the west ROW line of N. Cleveland Avenue;

Thence northeasterly along the northwestern ROW line of N. Cleveland Avenue to its point of intersection with the west ROW line of N. Lincoln Avenue;

Thence northerly along said west ROW line to its point of intersection with the south line extended of the E. 20th Street ROW;

Thence easterly along said south line extended to its intersection with the east ROW line of N. Lincoln Avenue;

Thence southerly along said east ROW line to its point of intersection with the south boundary line of the Stephenson 1st Subdivision;

Thence easterly along said south boundary line to its point of intersection with the west boundary of the Conger Subdivision of the North End Addition;

Thence southerly along said west boundary line to its intersection with the south boundary of the Conger Subdivision of the North End Addition;

Thence easterly along said south boundary to its intersection with the west boundary line of the Grandview Subdivision of North End Addition;

Thence southerly along said west boundary line to its intersection with the north ROW line of E. 16th Street;

Thence southerly along said west boundary line to its intersection with the south ROW line of E. 16th Street;

Thence westerly along the south ROW line of E. 16th Street to the point of intersection of the south ROW line of E. 16th Street and the west ROW line of N. Jefferson Avenue;

Thence westerly along the south ROW line of E. 16th Street to the east ROW line of the alley between N. Jefferson Avenue and N. Lincoln Avenue;

Thence southerly along the east ROW line of said alley to a point at the intersection of the Turney Briggs 2nd Subdivision and the east ROW line of the alley between N. Jefferson Avenue and N. Lincoln Avenue;

Thence easterly along the north boundary of Turney Briggs 2nd Subdivision to the intersection of the northeast corner of the Turney Briggs 2nd Subdivision and the west ROW line of N. Jefferson Avenue;

Thence easterly across N. Jefferson Avenue to the intersection of the east ROW line of N. Jefferson Avenue and the southwest corner of Lot 29, Block 3 of Turney Briggs Addition;

Thence southerly along said east ROW line of N. Jefferson Avenue to its point of intersection with the north ROW line of E. Eisenhower Blvd.;

Thence southerly along said east ROW line to its point of intersection with the south ROW line of E. Eisenhower Blvd.;

Thence continuing southerly along said east ROW line to its point of intersection with the south boundary line extended of the WARNOCK ADD AMD L1-4 35-39 & POR L40 & VACATED ALLEY Subdivision;

Thence westerly along said south boundary line extended to its intersection with the west ROW line of N. Jefferson Avenue;

Thence westerly along said south boundary line to its point of intersection with the west ROW line extended of the alley between N. Lincoln Avenue and N. Jefferson Avenue;

Thence southerly along said west alley ROW line to its point of intersection with the north ROW line of E. 13th Street;

Thence continuing southerly to the point of intersection of said west alley ROW line and the south ROW line of E. 13th Street;

Thence continuing southerly along said west alley ROW line to its point of intersection with north bank of the Big Lateral Ditch;

Thence northwesterly along north bank of said ditch to its intersection with the east ROW line of N. Lincoln Avenue;

Thence southerly along the east ROW line of N. Lincoln Avenue to a point 50 feet north of the southwest corner of Lot 6, Block 1 of the McKee Meadows Addition;

Thence easterly along a line 50 feet north of the southern property line of said Lot 6, Block 1 to its intersection with the west ROW line of the alley between N. Lincoln Avenue and N. Jefferson Avenue;

Thence continuing southerly along said west alley line to its point of intersection with the north ROW line of E. 12th Street;

Thence continuing southerly to the point of intersection of said west alley line with the south ROW line of E. 12th Street;

Thence continuing southerly along said west alley ROW line to its point of intersection with the north line of Lot 17, Block 2 of the McKee Meadows Addition;

Thence continuing westerly along north line of said Lot 17 to its point of intersection with the east ROW line of N. Lincoln Avenue;

Thence continuing southerly along the east ROW line of N. Lincoln Avenue to its point of intersection with the centerline of the alley ROW vacated via Ordinance 3317 and recorded at Reception Number 86051452 adjoining Block 2, Lincoln Place Addition;

Thence easterly along the centerline of said vacated alley to its point of intersection with the east line of Lot 10, Block 2, Lincoln Place Addition;

Thence southerly along said east line 20 feet to a point; Thence westerly perpendicular to said east line to a point on the east line of Lot 11, Block 2, Lincoln Place Addition;

Thence southerly along the east line of said Lot 11 to its point of intersection with the north ROW line of E. 11th Street;

Thence continuing southerly to the point of intersection of the east line of Lot 11, Block 3, Lincoln Place Addition and the south ROW line of E. 11th Street;

Thence westerly along said south ROW line to its point of intersection with the east line of Lot 13, Block 3, Lincoln Place Addition;

Thence southerly along said east line to its point of intersection with the north ROW line of the Great Western/Omni Railroad;

Thence easterly along said north ROW line to its point of intersection with the east line of Lot 10, Block 3, Lincoln Place Addition;

Thence southwestly to the point of intersection of the east line of Lot 2, Block 5, Orchard Park Addition and the south ROW line of said Railroad;

Thence continuing southerly along the east line of said Lot 2 to the NE corner of Lot 1, Block 5, Orchard Park;

Thence continuing south along the east line of said Lot 1 to its point of intersection with the north ROW line of E. 10th Street;

Thence southwestly to the point of intersection of the south ROW line of E. 10th Street and the east ROW line of the alley between N. Jefferson Avenue and N. Lincoln Avenue;

Thence southerly along said east ROW line to its point of intersection with the north ROW line of E. 8th Street;
 Thence continuing southerly to the point of intersection of the south ROW line of E. 8th Street and the east ROW line of the alley between N. Jefferson Avenue and N. Lincoln Avenue;
 Thence southerly along said east ROW line to its point of intersection with the north ROW line of the alley between E. 8th Street and E. 7th Street;
 Thence easterly along said north ROW line to its point of intersection with the west ROW line of N. Jefferson Avenue;
 Thence continuing easterly to the point of intersection of said north ROW line and the east ROW line of N. Jefferson Avenue;
 Thence southerly to the point of intersection of the south ROW line of said alley and the east ROW line of N. Jefferson Avenue;
 Thence continuing southerly along said east line to its point of intersection with the north ROW line of E. 7th Street;
 Thence continuing southerly to the point of intersection of the south ROW line of E. 7th Street and the east ROW line of E. Jefferson Avenue;
 Thence continuing southerly along said east line to its point of intersection with the north ROW line of the alley between E. 7th Street and E. 6th Street;
 Thence continuing southerly to the point of intersection of the south ROW line of said alley and the east ROW line of N. Jefferson Avenue;
 Thence continuing southerly along said east line to its point intersection with the north ROW line of E. 6th Avenue;
 Thence easterly along said north line to its point intersection with the west ROW line of N. Washington Avenue;
 Thence continuing easterly to the point intersection of the north ROW line of E. 6th Avenue and the east ROW line of N. Washington Avenue;
 Thence southerly to the point of intersection of the south ROW line of E. 6th Avenue and the east ROW line of N. Washington Avenue;
 Thence southerly along said east ROW line to its point of intersection with the north ROW line of the alley between E. 6th Street and E. 5th Street;
 Thence continuing southerly to the point of intersection of the south ROW line of said alley and the east ROW line of N. Washington Avenue;
 Thence continuing southerly along said east line to its point of intersection with the north ROW line of E. 5th Street;
 Thence southeasterly across E. 5th Street to the intersection of the south ROW line of E. 5th Street and the northeast corner of Harris Subdivision;
 Thence southerly along the east boundary of Harris Subdivision to the north ROW line of the alley between E. 5th Street and E. 4th Street;
 Thence southeasterly across said alley to a point along the south ROW line of the alley between E. 5th Street and E. 4th Street at 100 feet west of the N. Washington ROW;
 Thence southerly to the northeast corner of Lot 2 of Block 1 of Everett's Eighth Subdivision;
 Thence westerly along the north boundary of said lot 2 to the northwest corner of Lot 2 of Block 1 of Everett's Eighth Subdivision;
 Thence southerly along the west boundary of said Lot 2 to the north ROW line of E. 4th Street;
 Thence southwesterly across E. 4th Street to the Point of Beginning;
 And,

Less [County building parcel] LOTS 13 THRU 16, BLK 7, City of Loveland, County of Larimer, State of Colorado; ALSO POR VACATED ALLEY PER BK 1712 PG 733; and [Former Home State Bank parcel] LOTS 1 THRU 8, BLK 12, City of Loveland, County of Larimer, State of Colorado; and [Museum parcel] LOTS 19-24, BLK 12, City of Loveland, County of Larimer, State of Colorado; and [Vacant Parking Lot parcel] LOTS 1-7, LESS S 25 FT LOTS 1-3 AND LESS S 25 FT OF E 5 FT LOT 4, BLK 13, City of Loveland, County of Larimer, State of Colorado; and [Lincoln Place parcel] The subdivision LINCOLN PLACE COMMUNITY CONDOS, City of Loveland, County of Larimer, State of Colorado (20100069697) in its entirety (formerly known as Block 41 of Finley's Addition, City of Loveland, County of Larimer, State of Colorado); and [Street & Alley ROW] The full right-of-way of East 6th Street east of the easterly boundary line of the N. Cleveland Avenue right-of-way and west of the centerline of the N. Jefferson Avenue right-of-way, City of Loveland, County of Larimer, State of Colorado; and All public alley right-of-way within BLK 12, City of Loveland, County of Larimer, State of Colorado; and The full right-of-way of East 5th Street east of the easterly boundary line of the N. Cleveland Avenue right-of-way and west of the westerly boundary line of the N. Lincoln Avenue right-of-way, City of Loveland, County of Larimer, State of Colorado; and The north half of the street right-of-way of the intersection of East 5th Street and N. Lincoln Avenue, north of the centerline of East 5th Street, City of Loveland, County of Larimer, State of Colorado; and The north half of the right-of-way of East 5th Street north of the centerline of East 5th Street, east of the easterly

boundary of the N. Lincoln Avenue right-of-way, and west of the centerline of the N. Jefferson Avenue right-of-way, City of Loveland, County of Larimer, State of Colorado; and The west half of the street right-of-way of N. Jefferson Avenue south of the southerly boundary of East 6th Street, and north of the northerly boundary of E 5th Street, City of Loveland, County of Larimer, State of Colorado.

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Appendix II: *Link to “A Strategic Plan for Revitalizing Downtown Loveland” (2014)*

<http://www.ci.loveland.co.us/modules/showdocument.aspx?documentid=9376>

Appendix III: *Link to Downtown Vision Book (2010)*

<http://www.ci.loveland.co.us/modules/showdocument.aspx?documentid=9378>

Appendix IV: *Link to Destination Downtown: HIP Streets Master Plan (Infrastructure Plan) (2010)*

<http://www.ci.loveland.co.us/modules/showdocument.aspx?documentid=9729>

Appendix V: **Create Loveland, City of Loveland Comprehensive Plan, adopted in June 2016.**

<http://www.cityofloveland.org/home/showdocument?id=33023>