

FINAL

**North Hollywood Transit
Business Improvement District
Management District Plan**

**For
A Property Based
Business Improvement District Renewal
In North Hollywood of Los Angeles**

**December 2023
(12/6/23)**

**Prepared By
Urban Place Consulting Group, Inc.**

Table of Contents
For the
North Hollywood Transit Business Improvement District (District)
Los Angeles, California

CONTENTS

Section Number	Page Number
1. Management District Plan Summary Governance	3-5
2. Business Improvement District Boundaries	6-9
3. District Improvement and Activity Plan	10-16
4. Assessment Methodology	17-24
5. District Rules	25
6. Implementation Timetable	25
7. Parcel Number Assessment Roll	26
 Attachment	
A. Engineer's Report	

Management District Plan Summary

The name of the renewed Property-based Business Improvement District is the “North Hollywood Transit Business Improvement District” (the “District”). The District is being renewed pursuant to Section 36600 et seq. of the California Streets and Highways Code, The “Property and Business Improvement District Law of 1994 as amended”, hereinafter referred to as State Law.

Developed by the North Hollywood Transit Board of Directors, the North Hollywood Transit Business Improvement District Management Plan conveys special benefits to assessed parcels located within the North Hollywood Transit Business Improvement District area. The District will provide continued activities in three program areas including: Clean & Safe, Communications and Management. Each of the programs is designed to meet the goals of the District which are to improve the safety and cleanliness of each individual assessed parcel within the District, to increase building occupancy and lease rates, to encourage new business development; and attract ancillary businesses and services for assessed parcels within the District.

The boundary of the North Hollywood Transit Business Improvement District was created to include the art and transit areas of North Hollywood. The Business Improvement District area is bounded roughly by Cumpston Street, Camarillo Drive, Tujunga Avenue and Vineland Avenue. The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious. Services and improvements provided by the District are designed to provide special benefits in the form of improving economic vitality in the District by increasing building occupancy and lease rates, encouraging new business development, attracting residential serving businesses and services, attracting office and retail tenants, attracting retail and transit customers, attracting new residents and students, and increasing attendance that provide a special benefit to commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious parcels. All of which specially benefit from the improvements and activities of the District.

Boundary: See Section 2, page 6 and map, page 7.

Budget: The total District budget for the 2025 year of operation is approximately \$881,000.

Improvements, Activities, Services:

CLEAN & SAFE	\$719,500	82%
-------------------------	------------------	------------

Enhanced Safe Programs will consist of some of the following:

- Bicycle Patrol
- Vehicle Patrol
- Foot Patrol

Enhanced Clean Programs will consist of some of the following:

- Sidewalk Sweeping
- Sidewalk Pressure Washing

- Graffiti & Handbill Removal
- Trash Removal
- Landscape Programs

COMMUNICATION **\$25,500** **3%**

- Destination Marketing
- Placemaking/Activations
- Website

MANAGEMENT/OFFICE/CITY FEES **\$136,000** **15%**

Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works (see Section 3, for detail on allocation). The improvements and activities are managed by a professional staff that requires centralized administrative support. Management staff oversees the District’s services which are delivered seven days a week. A well-managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs.

2024 CARRYOVER FUNDS

The estimate for assessment funds carried over from the current North Hollywood Transit Business Improvement District to the first year 2025 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2024 budget will be applied to the 2025 District budget. The funds will be applied to the same budget line item in 2025 as the line item in 2024 that was the source of the carryover funds. Carryover funds from 2024, if any exist, are projected to be from the clean and safe line item. Therefore, the Clean and Safe budget line item of \$719,500 could increase to as much as \$744,500 if the total \$25,000 carryover becomes a reality and is totally from the Clean and Safe line item.

Method of Financing: A levy of special assessments upon real property that receives special benefits from the improvements and activities.

Benefit Zones: The State Law and State Constitution Article XIID require that special assessments be levied according to the special benefit each assessed parcel receives from the improvements. In order to match assessment rates to benefits, two benefit zones have been created within the District. Each zone receives a different level of services and a different level of benefit. Each zone pays an assessment rate that reflects 100% of the special benefit received. See Section 2 for detailed description of the zones.

Cost: Annual assessments are based upon an allocation of program costs and a calculation of assessable footage. Two property assessment variables, parcel square footage (76%) and building square footage (24%), will be used in the calculation. The 2025 year assessments per assessment variable will not exceed amounts listed in the following chart:

2025 Assessment Rates	Lot Sq Ft Rate	Bldg Sq Ft Rate
Zone 1	\$0.1326	\$0.0303
Zone 2	\$0.1741	\$1.3721

Zone 3	\$0.0336	\$0.0248
--------	----------	----------

Increases: Annual assessment increases will not exceed 7% per year. Increases will be determined by the Business Improvement District Owners' Association Board of Directors and will vary between 0% and 7% in any given year. Any annual budget surplus, including those created through cost saving measures, labor vacancies, unexpected reductions in expenses caused by one-time events or unanticipated increases to income, will be rolled into the following year's budget. Including surpluses from the prior District 2024 budget. The budget will be set accordingly, within the constraints of the Management District Plan to adjust for surpluses that are carried forward to ensure that the District is spending these funds in a timely manner and is complying with applicable State laws and City policies. The estimated budget surplus amount will be included in the annual report each year.

District Formation: District formation requires submission of favorable petitions from property owners representing more than 50% of total assessments to be paid and the return of mail ballots evidencing a majority of the weighted ballots cast in favor of the assessment. Ballots are weighted by each property owner's assessment as proportionate to the total proposed District assessment amount.

Duration: The District will have a 6-year life beginning January 1, 2025 and ending December 31, 2030.

Governance: The Owners' Association will review District budgets and policies annually within the limitations of the Management District Plan. Annual and quarterly reports, financial statements and newsletters will be filed with the City of Los Angeles (City). The Owners' Association will oversee the day-to-day implementation of services as defined in the Management District Plan.

Section 2

North Hollywood Transit Business Improvement District Boundaries

The North Hollywood Transit Business Improvement District includes all property within a boundary formed by:

Beginning on the southeast corner of Cumpston Street and Tujunga Avenue go east on Cumpston Street to Case Avenue. At Case Avenue turn north along Case Avenue to the north parcel line of parcel 2350-003-902. Turn east along the north parcel line of parcels 2350-003-902 and 2350-003-906 to Vineland Avenue go south along the west side of Vineland Avenue to the south parcel line of parcels facing on the south side of Magnolia Boulevard. Go west on the southern parcel line of parcels facing the south side of Magnolia Boulevard. At the intersection of the east parcel line of parcels facing on the east side of Lankershim Boulevard go south along the eastern parcel line of all parcels facing on the east side of Lankershim Boulevard to the intersection of Camarillo Street. Go west on Camarillo Street to an intersection with the west parcel line of parcels facing on the west side of Lankershim Boulevard. Go north along the western parcel line of all parcels facing on the west side of Lankershim Boulevard. At Magnolia Boulevard go west along the south parcel line of parcels facing on the south side of Magnolia Boulevard. At Tujunga Avenue go north along the western parcel line of parcels facing the west side of Tujunga to Cumpston Street.

Zone One

Zone One contains a mix of commercial, mixed-use, high-density residential, office, theater, education, hotel and religious uses within the District. Zone One has the second highest demand for clean and safe services based on historical data from the last fifteen years of District operation. See the map on page 7 for the Zone One boundaries.

Zone Two

Zone Two is the unique transit zone. Zone Two contains the B Line (former Red Line) Metro Station and the G Line (former Orange Line) Metro Station as well as park and ride lots for both stations. Both Metro stations are the terminus for each respective transit line, and because of this have a high volume of riders passing through Zone Two and the highest level of pedestrian traffic in the District. Zone Two has the highest demand for clean and safe services within the District based on historical data from the last fifteen years of District operation. See the map on page 7 for the Zone Two boundaries.

Zone Three

Zone Three contains a mix of religious and religious education uses. Zone Three has the lowest pedestrian traffic and lowest demand for clean and safe services based on historical data from the last fifteen years of District operation. See the map on page 7 for the Zone Three boundaries.

District Boundary Rationale

The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious parcels. Services and improvements provided by the District are designed to provide special benefits to parcels that contain commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious uses. Services and improvements provided by the District are designed to provide special benefits in the form of improving the economic vitality within the District by increasing building occupancy and lease rates, encouraging new business development, attracting residential serving businesses and services, attracting office and retail tenants, attracting retail and transit customers, attracting new residents and students, increasing attendance and encouraging commerce that provide a special benefit to commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious parcels. All of the services provided such as the safety work provided by the Safe Team and the cleaning work provided by the Clean Team are services that are over and above the City's baseline of services and are not provided by the City. These services are not provided outside of the District because of the unique nature of these services focusing on the particular needs of each individually assessed property within the District. These services provide particular and distinct benefits to each of the individually assessed parcels within the District.

Northern Boundary: The northern boundary of the North Hollywood Transit Business Improvement District is Cumpston Street and the northern boundary of the high school north of Cumpston. The majority of parcels north of Cumpston Street are solely residential in use and will not benefit from the District programs that are designed to provide special benefits to commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious uses for which the special benefits to assessed parcels is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity and increase in customers. Other parcels north of the District boundary are commercial and manufacturing uses that have no relationship to the District and its unique mix of arts, transit and high-density transit oriented mixed-use development. The parcels outside of the northern boundary will not specially benefit from the District programs that are designed to provide special benefits to commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious uses which depend on customers physically visiting the District. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided to individual parcels within the boundaries of the District.

Eastern Boundary: The eastern boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels east of the District boundaries. The parcels east of the District boundaries are residential uses or light manufacturing. These uses have no relationship to the District and its mix of arts, transit and high-density transit oriented mixed-use development uses. Both the residential parcels and the light manufacturing parcels will not specially benefit from the District programs. The parcels east of the District boundary, for the most part, do not rely on attracting customers to physically visit their businesses in order to engage in commerce. The District clean, safe and communication programs are designed to physically attract customers to visit the District and engage in commerce that are designed to provide special benefits to commercial, mixed-use, high-density residential, office, theater, parking, transit, hotel and religious uses which

depend on customers physically visiting the District. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, safety patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District and will not provide services outside of District boundaries.

Southern Boundary: The southern boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels south of the District boundaries. Parcels south of the District boundaries are zoned primarily solely residential. Residential zoned parcels, which are excluded by law from participating in the District, will not specially benefit from the District programs that are designed to provide special benefits to commercial, mixed-use, high-density residential, office, theater, parking, transit, hotel and religious uses. Other parcels south of the District boundary are commercial uses that have no relationship to the District and its unique mix of arts, transit and high-density transit oriented mixed-use development. The six-way intersection formed by the intersection of Lankershim Boulevard, Vineland Avenue and Camarillo Drive acts as a barrier to pedestrian flow. This barrier greatly restricts the number of pedestrians that exit or enter the southern border of the District. Because of this restriction District programs that are designed to benefit District parcels by increasing pedestrian activity and commerce do not cross this barrier and do not benefit parcels south of the District boundary. Parcel uses south of the District are not arts related uses and are not high-density transit mixed-use parcels and have no relationship to parcels within the District. Parcels south of the District will not benefit from the District's clean, safe and communication programs which are designed to benefit the District's unique mix of arts, transit and high-density transit oriented mixed-use development. In order to ensure that parcels outside of the District will not specially benefit from the unique improvements and services funded with the assessment, improvements and services will only be provided within the boundaries of the District. Specifically, safety patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District and will not provide services outside of District boundaries.

Western Boundary: The western boundary of the North Hollywood Transit Business Improvement District was determined by the zoning and use of the parcels west of the District boundaries. The parcels west of the District boundaries are zoned a mix of solely residential and open space (park land). The purpose of the district is to improve commerce through District programs that are designed to provide special benefits to commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel and religious uses which depend on customers physically visiting the District. The special benefits to assessed parcels from these services is an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity, an increase in customers. The residential zoned parcels are excluded by law from participating in the District. The open spaced zoned parcels do not engage in commerce and will not benefit from the District programs that are designed to attract users to the District to specifically engage in commerce. Specifically, safety patrols, maintenance personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual parcels on the streets and sidewalks within the District and will not provide services outside of District boundaries.

Section 3

District Improvement and Activity Plan

Process to Establish the Improvement and Activity Plan

Through a series of meetings, the North Hollywood Transit Business Improvement District Board of Directors collectively determined the priority for improvements and activities to be delivered by the District. The primary needs as determined by the parcel owners were safety, cleaning, communications and management. All of the services provided such as the safety work provided by the Safe Team and the cleaning work provided by the Clean Team are services that are over and above the City's baseline of services and are not provided by the City. These services are not provided outside of the District and because of their unique nature focusing on the particular needs of each assessed parcel within the District provide particular and distinct benefits to each of the assessed parcels within the District. Each of the services provided by the District are designed to meet the needs of the commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious uses that make up the District and provide special benefit to each of the assessed parcels.

All of the improvements and activities detailed below are provided only to assessed parcels defined as being within the boundaries of the District and provide benefits which are particular and distinct to each of the assessed parcels within the proposed District. No improvements or activities are provided to parcels outside the District boundaries. All assessments outlined in this Management District Plan go only for services directly benefiting each of the assessed parcels paying the assessments in this District. All services will be provided to the assessed parcels, defined as being within the District boundaries and no services will be provided outside the District boundaries, and each of the services: Safe/Clean, Communication and Management are unique to the District and to each of the District's assessed parcels. All special benefits provided are particular and distinct to each assessed parcel.

Commercial parcels benefit from District programs that work to provide greater pedestrian traffic, increased sales, an enhanced business climate, new business attraction, business retention, and increased business investment within the District. Mixed-use parcels benefit from District programs that in an effort to provide an enhanced sense of safety, cleanliness and a positive user experience which in turn improves the business climate and business offering, and attracts and retains new residents, businesses and District investment. High-density residential parcels benefit from District programs that provide an enhanced sense of safety, cleanliness and a positive user experience which, in turn, enhances the business climate and improves the business offering and attracts new residents within the District. Office parcels benefit from the District programs which increase pedestrian foot traffic and provide an enhanced sense of safety, cleanliness, and a creative environment within the District. This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. Theater parcels benefit from District programs that work to provide an enhanced sense of safety and cleanliness that provide a better pedestrian experience which provides an opportunity to increase attendance. Education parcels benefit from District programs that work to provide an enhanced sense of safety, cleanliness and positive user experience which, in turn, enhances student enrollment, attracts students, and District investment. Transit parcels benefit from District programs that work to provide greater pedestrian traffic, an enhanced sense of safety and cleanliness, and a positive user experience which increases ridership. Parking parcels benefit from District programs which work to provide an enhanced business climate, new business attraction, business retention, District investment, and increased sales, all of which work to draw more users and

cars to the District. Hotel parcels benefit from District programs which increase pedestrian foot traffic, a positive user experience and provide an enhanced sense of safety and cleanliness. This all works to increase occupancy and attract customers. Religious parcels benefit from District programs that work to provide a better pedestrian experience and an enhanced sense of cleanliness which provides an opportunity to increase attendance within the District.

All benefits derived from the assessments outlined in the Management District Plan are for services directly and specially benefiting the assessed parcels within this area and support increased commerce, business attraction and retention, increased property rental income, increased residential serving businesses such as restaurants and retail and enhanced overall safety and image within the North Hollywood Transit. All services, Safety, Cleaning, Communication, and Management services are provided solely to assessed parcels within the district to enhance the image and viability of properties and businesses within the North Hollywood Transit Business Improvement District boundaries and are designed only for the direct special benefit of the assessed parcels in the District. No services will be provided to non-assessed parcels outside the District boundaries. Special benefit means, for purposes of a property-based district, a particular and distinct benefit conferred on real property located in a district over and above any general benefits to the public at large. (For a further definition of special benefits see Engineer’s Report page 14 “Special Benefit”)

TOTAL ASSESSMENT

The total improvement and activity plan budget for 2025 is projected at \$881,000. Of the total budget, special benefit to parcels within the District totals \$854,570 and is funded by property assessments. General benefit from the District budget is calculated to be \$26,430 and is not funded by assessment revenue from District parcels. The costs of providing each of the budget components was developed from actual experience obtained in providing these same services over the last 17 years of operation of the North Hollywood Transit Business Improvement District. Actual service hours and frequency will vary in order to match District needs over the 6-year life of the District. A detailed operation deployment for 2025 is available from the property owner’s association. The budget is made up of the following components.

2024 CARRYOVER FUNDS

The estimate for assessment funds carried over from the current North Hollywood Transit Business Improvement District to the first year 2025 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2024 budget will be applied to the 2025 District budget. Because there is no certainty that there will be any surplus funds, the surplus funds are not included in the 2025 budget. The funds will be applied to the same budget line item in 2025 as the line item in 2024 that was the source of the carryover funds. Carryover funds from 2024, if any exist, are projected to be from the clean and safe line item. Therefore, the clean and safe budget line item of \$719,500 could increase to as much as \$744,500 if the total \$25,000 carryover becomes a reality and is totally from the clean and safe line item.

	Budget	Possible
CLEAN AND SAFE PROGRAMS	\$719,500	Carryover
Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works. 3% of the Clean and Safe budget is allocated to management staff expenses.		\$25,000

Safe Team Program

The Safety Program will provide safety services for the individual parcels located within the District in the form of patrolling bicycle personnel and walking patrols. Late night/early morning vehicle patrols will be deployed when the budget allows. The purpose of the Safe Team Program is to deter and report illegal activities taking place on the streets, sidewalks, storefronts, and parking lots. The presence of the Safe Team Program is intended to deter such illegal activities as vandalism, graffiti, narcotic use or sales, public urination, trespassing, drinking in public, prostitution, illegal panhandling, and illegal dumping. The Program will supplement, not replace, other ongoing police, security and patrol efforts within the District. The Safe Team Program will only provide its services within the District boundaries. The special benefit to parcels from these services is increased commercial activity which directly relates to increases in lease rates and customer usage. A District that is perceived as unsafe deters pedestrian and commercial activity.

Commercial parcels benefit from District programs that work to provide greater pedestrian traffic, increased sales, an enhanced business climate, new business attraction, business retention, and increased business investment within the District. Mixed use and high-density residential parcels benefit from District programs that provide an enhanced sense of safety, cleanliness and a positive user experience which, in turn, enhances the business climate and improves the business offering and attracts new residents within the District. Office parcels benefit from the District programs which increase pedestrian foot traffic and provide an enhanced sense of safety, cleanliness, and a creative environment within the District. This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. Education parcels benefit from District programs that work to provide an enhanced sense of safety and positive user experience which, in turn, enhances student enrollment, attracts students, and District investment. Theater parcels benefit from District programs that work to provide an enhanced sense of safety and cleanliness that provide a better pedestrian experience which provides an opportunity to increase attendance. Transit parcels benefit from District programs that work to provide greater pedestrian traffic, an enhanced sense of safety and cleanliness, and a positive user experience which increases ridership. Parking parcels benefit from District programs which work to provide an enhanced business climate, new business attraction, business retention, District investment, and increased sales, all of which work to draw more users and cars to the District. Hotel parcels benefit from District programs which increase pedestrian foot traffic, a positive user experience and provide an enhanced sense of safety and cleanliness. This all works to increase occupancy and attract customers. Religious parcels benefit from District programs that work to provide a better pedestrian experience and an enhanced sense of safety which provides an opportunity to increase attendance within the District.

Clean Team Program

In order to consistently deal with cleaning issues, a Clean Program will continue to be provided as it has for the last 17 years. The Clean Team will only provide service to properties within District boundaries. A multi-dimensional approach has been developed consisting of the following elements.

Uniformed, radio equipped personnel sweep litter, debris and refuse from sidewalks and gutters of the District. Paper signs and handbills that are taped or glued on property, utility boxes, and poles are removed. District personnel will pressure wash sidewalks when the budget allows. Collector truck personnel collect trash from sidewalk trash receptacles. Painters remove graffiti by painting, using solvent and pressure washing. The District maintains a zero-tolerance graffiti policy. An effort is made to remove all graffiti tags within 24 hours on weekdays. Clean sidewalks support an increase in commerce and provides a special benefit to each individually assessed parcel in the district.

Commercial parcels benefit from District programs that work to provide greater pedestrian traffic, increased sales, an enhanced business climate, new business attraction, business retention, and increased business investment within the District. Mixed use and high-density residential parcels benefit from District programs that provide an enhanced sense of safety, cleanliness and a positive user experience which, in turn, enhances the business climate and improves the business offering and attracts new residents within the District. Office parcels benefit from the District programs which increase pedestrian foot traffic and provide an enhanced sense of safety, cleanliness, and a creative environment within the District. This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. Education parcels benefit from District programs that work to provide an enhanced sense of cleanliness and positive user experience which, in turn, enhances student enrollment, attracts students, and District investment. Theater parcels benefit from District programs that work to provide an enhanced sense of safety and cleanliness that provide a better pedestrian experience which provides an opportunity to increase attendance. Transit parcels benefit from District programs that work to provide greater pedestrian traffic, an enhanced sense of safety and cleanliness, and a positive user experience which increases ridership. Parking parcels benefit from District programs which work to provide an enhanced business climate, new business attraction, business retention, District investment, and increased sales, all of which work to draw more users and cars to the District. Office parcels benefit from the District programs which increase pedestrian foot traffic and provide an enhanced sense of safety, cleanliness, and a creative environment within the District. This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. Hotel parcels benefit from District programs which increase pedestrian foot traffic, a positive user experience and provide an enhanced sense of safety and cleanliness. This all works to increase occupancy and attract customers. Religious parcels benefit from District programs that work to provide a better pedestrian experience and an enhanced sense of cleanliness which provides an opportunity to increase attendance within the District.

The Clean Team will only provide service to assessed parcels within District boundaries. The special benefit to assessed parcels from these services is increased commercial activity which directly relates to increases in lease rates and customer usage. Dirty and unclean sidewalks deter pedestrians and commercial activity.

COMMUNICATIONS

\$25,500

Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works. 39% of the communications budget is allocated to management staff expenses.

In order to communicate the changes that are taking place in the North Hollywood Transit Business Improvement District and to enhance the positive perception of the North Hollywood Transit Business Improvement District parcels, a professionally developed communications program has been created. This is a special benefit because it works to improve the positive perception of the District. Decisions on where to shop, eat, work and live are largely based on a perception of the place. The special benefit to District assessed parcels from these services is increased commercial activity which directly relates to increases in lease rates and enhanced commerce.

This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. Commercial parcels benefit from increased exposure and awareness of District programs that work to provide greater pedestrian traffic, increased sales, an enhanced business climate, new business attraction, business retention, and increased business investment. Mixed use and high-density residential parcels benefit from District programs that provide an increased awareness of District amenities such as retail and transit options which, in turn, enhances the business climate and improves the business offering and attracts new residents. Office parcels benefit from District programs that work to provide increased exposure and awareness which in turn work to provide an enhanced business climate, new business and tenant attraction, business/tenant retention, and increased business investment. Education parcels benefit from District programs which increase exposure and awareness of District amenities which in turn work to provide greater pedestrian traffic and awareness of public schools. Theater parcels benefit from increased exposure and awareness of District programs that work to provide greater pedestrian traffic and increased sales which provides an opportunity to increase attendance and participation. Transit parcels benefit from greater awareness of businesses and offerings that work to provide greater pedestrian traffic, and a positive user experience which increases ridership. Parking parcels benefit from District programs which work to provide an increased exposure and awareness which in turn work to provide an enhanced business. Hotel parcels benefit from increased exposure and awareness of District programs that work to provide greater pedestrian traffic, increased sales, an enhanced business climate, new business attraction, and business retention.

The following are some of the communication programs currently in place or being considered:

- Destination Marketing
- Business Card Program
- Banner Program
- Media Relations
- Placemaking/Activations

MANAGEMENT/OFFICE/CITY FEES

\$136,000

Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works. 35% of the Management/Office/City Fees budget is allocated to management staff expenses.

The improvements and activities are managed by a professional staff that requires centralized administrative support. Management staff oversees the District's services which are delivered seven days a week. Management staff actively works and advocates on behalf of the District parcels to ensure that City and County services and policies support the District. The remainder of Management item is for administration items such as office expenses, professional services, organizational expenses such as insurance, the cost to conduct a yearly financial review, City fees to collect and process the assessments. Renewal of the District will be funded from this line item.

A well-managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs. Management staff implement the programs and services of the District. Management staff expenses are allocated according to generally accepted accounting job costing procedures and are allocated to the specific areas in which staff works. The special benefit to assessed parcels from these services is increased commercial activity which directly relates to increases in lease rates and enhanced commerce.

SIX-YEAR OPERATING BUDGET

A projected six-year operating budget for the North Hollywood Transit Business Improvement District is provided below. The projections are based upon the following assumptions.

Assessments will be subject to annual increases not to exceed 7% per year. Increases will be determined by the Board of Directors of the District Owner's Association and will vary between 0% and 7% in any given year. The projections below illustrate a maximum 7% annual increase for all budget items.

The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. The Board of Directors of the Owner's Association shall have the right to reallocate up to 10% by line item of the budget allocation within the budgeted categories. Any change will be approved by the Owners' Association Board of Directors and submitted within its annual planning report, pursuant to Section 36650 of the California Streets and Highways Code. The overall budget shall remain consistent with this Management District Plan. Each assessed parcel pays for 100% of the special benefit received based on the level of benefit received. Any annual budget surplus, including those created through cost saving measures, labor vacancies, unexpected reductions in expenses caused by one-time events or unanticipated increases to income, will be rolled into the following year's budget. The carryover funds will be applied to the same budget line item as the line item that was the source of the carryover funds. The budget will be set accordingly, within the constraints of the Management District Plan, to adjust for surpluses that are carried forward to ensure that the District is spending these funds in a timely manner and is complying with applicable State laws and City policies. The estimated budget surplus amount will be included in the Annual Planning Report each year. District funds may be used for renewal. Funds from an expired District shall be rolled over into the new District if one is established or returned to the property owners if one is not established, in accordance with Streets and Highways Code section 36671. The estimate for assessment funds carried over from the current North Hollywood Transit Business Improvement District to the first year 2025 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2024 budget will be applied to the 2025 District budget. The funds will be applied to the same budget line item in 2025 as the line item in

2024 that was the source of the carryover funds. Carryover funds from 2024, if any exist, are projected to be from the clean and safe line item. Therefore, the clean and safe budget line item of \$719,500 could increase to as much as \$744,500 if the total \$25,000 carryover becomes a reality and is totally from the clean and safe line item.

	2025	2026	2027	2028	2029	2030
Clean & Safe	\$719,500.00	\$769,865.00	\$823,755.55	\$881,418.44	\$943,117.73	\$1,009,135.97
Communication	\$25,500.00	\$27,285.00	\$29,194.95	\$31,238.60	\$33,425.30	\$35,765.07
Management/Office/City Fee	\$136,000.00	\$145,520.00	\$155,706.40	\$166,605.85	\$178,268.26	\$190,747.04
Total Budget	\$881,000.00	\$942,670.00	\$1,008,656.90	\$1,079,262.88	\$1,154,811.28	\$1,235,648.07
Assessment Revenues	\$854,570.00	\$914,389.90	\$978,397.19	\$1,046,885.00	\$1,120,166.95	\$1,198,578.63
Other Revenues**	\$26,430.00	\$28,280.10	\$30,259.71	\$32,377.89	\$34,644.34	\$37,069.44
Total Revenues	\$881,000.00	\$942,670.00	\$1,008,656.90	\$1,079,262.88	\$1,154,811.28	\$1,235,648.07

*Assumes 7% yearly increase on all budget items. Note: Any accrued interest or delinquent payments will be expended in the above categories.

** Other non-assessment funding to cover the cost associated with general benefit.

Section 4 Assessment Methodology

In order to ascertain the correct assessment methodology to equitably apply special benefits to each assessed parcel for property related services as proposed to be provided by the North Hollywood Transit Business Improvement District, benefit will be measured by parcel size and square feet of building size. Special circumstances, such as a parcel's location within the District area and need and/or frequency for services, are carefully reviewed relative to the specific and distinct type of programs and improvements to be provided by the District in order to determine the appropriate levels of assessment. Special benefit means, for purposes of a property-based district, a particular and distinct benefit conferred on real property located in a district over and above any general benefits to the public at large. For a definition of special benefits see the Engineer's Report page 14.

The methodology to levy assessments upon real property that receives special benefits from the improvements and activities of the North Hollywood Transit Business Improvement District is Parcel Square Footage and Building Square Footage as the two assessment variables. Parcel Square Footage is relevant to the highest and best use of a property and will reflect the long-term value implications of the improvement district. Building Square Footage is relevant to the interim use of a property and is utilized to measure short and mid-term special benefit.

Services and improvements provided by the District are designed to provide special benefits to the mix of commercial, mixed-use, high-density residential, office, theater, education, parking, transit, hotel, and religious parcels. The use of each parcel's Parcel Square Footage and Building Square Footage is the best measure of benefit for the programs because the intent of the District programs is to improve the safety of each individual parcel, to increase building occupancy and lease rates, to encourage new business development and attract ancillary businesses and services for parcels within the District. In other words, to attract more customers, residents, patrons, tenants, students, clients and or employees. The best way to determine each parcel's proportionate special benefit from the District programs is to relate each parcel's Parcel Square Footage and Building Square Footage to every other parcel's Parcel Square Footage and Building Square Footage.

Parcel Square Footage Defined. Parcel Square Footage is defined as the total amount of area within the borders of the parcel. The borders of a parcel are defined on the County Assessor parcel maps. Seventy six percent (76%) of the budget is allocated to parcel square footage.

Building Square Footage Defined. Building Square Footage is defined as gross building square footage as determined by the outside measurements of a building. Twenty four percent (24%) of the budget is allocated to building square footage.

Calculation of Assessments

The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of an improvement or the cleaning and operation expenses of an improvement or the cost of the property service being provided. Due to the proportionate special benefits received by these individual parcels from the District services, these parcels will be assessed a rate which is proportionate to the amount of special benefits received. Only special benefits are assessable, and these benefits must be separated from any general benefits. The Engineer's report

has calculated that 3% of the programs provided by the District provide general benefit. Assessment revenue cannot be used to pay for general benefits. (See page 14 of the Engineer’s Report for discussion of general and special benefits) The preceding methodology is applied to a database that has been constructed by the District Owners’ Association and its consultant team. The process for compiling the property database includes the following steps:

- Property data was first obtained from the County of Los Angeles Assessor’s Office.
- A database was submitted to the City Clerk’s office for verification.
- A list of properties to be included within the District is provided in Section 7.

Assessable Footage

	Lot Square Feet	Building Square Feet
Zone 1	4,094,357	5,660,618
Zone 2	596,513	23,896
Zone 3	82,122	35,079

Benefit Zones

The State Law and State Constitution Article XIID require that special assessments be levied according to the special benefit each individual parcel receives from the improvements. In order to match assessment rates to benefits, three benefit zones have been created within the District. Each zone receives a different level of services and a different level of special benefit. Each zone pays an assessment rate that reflects 100% of the special benefit received.

The levels of appropriate service delivery were determined by analyzing historical data on the amount of clean and safe services delivered to parcels, current service delivery needs and projecting future needs over the term of the District in order to produce a common level of safety and cleanliness for each assessed parcel throughout each zone the District. Each zones assessment rate was calculated by determining the expense for the services provided in that area and then spreading the expenses over the total assessable footage for that zone.

Zone One

Zone One contains a mix of the commercial, mixed-use, high-density residential, office, theater, education, hotel, and religious uses within the District. Zone One has the second highest demand for clean and safe services based on historical data from the last fifteen years of District operation and is not located within the high demand transit zone. Zone One will receive a differing level of special benefit in the form of lower frequency of safety and cleaning services than Zone Two. Therefore, property owners in Zone One will pay a different assessment rate that is in line with the level of service and represents 100% of the special benefit received.

Zone Two

Zone Two is the unique transit zone. Parcels within Zone Two contain the B Line (former Red Line) Metro Station and the G Line (former Orange Line) Metro Station, as well as park and ride lots for both stations. Both Metro stations are the terminus for each respective transit line, and because of this have a high volume of riders passing through Zone Two. Because of this high level of usage Zone Two has

the highest demand for clean and safe services within the District and has the highest assessment rates in order to provide the special benefit of increasing ridership, commerce and transit revenue. Zone Two will receive a differing level of special benefit in the form of a higher frequency of safety and cleaning services than Zone One and Zone Three. Therefore, property owners in Zone Two will pay a different assessment rate that is in line with the level of service and represents 100% of the special benefit received.

Zone Three

Zone Three contains a mix of religious and religious education uses. Zone Three has the lowest pedestrian traffic and lowest demand for clean and safe services based on data from the last fifteen years of District operation and is not located within the high demand transit zone. Zone Three does not receive benefit from District Communications which are designed to attract users to businesses. Therefore, property owners in Zone Three will pay a different assessment rate that is in line with the level of service and represents 100% of the special benefit received.

The following chart identifies each program budget that is allocated to each zone.

	Zone 1	Zone 2	Zone 3	Total
Clean and Safe	\$601,214.20	\$115,120.00	\$3,165.80	\$719,500.00
Communication	\$21,420.00	\$4,080.00		\$25,500.00
Management/Office/City Fee	\$113,789.80	\$21,635.58	\$574.61	\$136,000.00
Total Budget	\$736,424.00	\$140,835.58	\$3,740.41	\$881,000.00
Assessment Revenues	\$714,331.28	\$136,610.51	\$3,628.20	\$854,570.00
Other Revenues	\$22,092.72	\$4,225.07	\$112.21	\$26,430.00
Total Revenues	\$736,424.00	\$140,835.58	\$3,740.41	\$881,000.00

Assessments

Based on the special benefit factors and assessment methodology discussed in the Engineer’s Report on page 17, Parcel Square Footage, Building Square Footage and the proposed budget, the following illustrates the first year’s maximum annual assessment. Assessment rates are rounded off to the fourth decimal place and a parcel’s assessment may vary slightly when calculated using the assessment rates below.

	Lot Square Feet	Building Square Feet
Zone 1 Rates	\$0.1326	\$0.0303
Zone 2 Rates	\$0.1741	\$1.3721
Zone 3 Rates	\$0.0336	\$0.0248

Assessment Rate Calculation

The Zone 1 assessment rate is determined by the following calculation:

Zone 1 Assessment Budget = \$714,331.28

Assessment Budget allocated to Parcel Square Footage @ 76% = \$542,891.78

Assessment Budget allocated to Building Square Footage @ 24% = \$171,439.51

Parcel Square Footage Assessment Rate-
Assessment Budget \$542,891.78 / 4,094,357 Lot Sq Ft = \$0.1326
Building Square Footage Assessment Rate-
Assessment Budget \$171,439.51 / 5,660,618 Building Sq Ft = \$0.0303

Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of parcel footage and 5,000 square feet of building, multiply the Parcel Square Footage (5,000) by the Assessment Rate (\$0.1326) = (\$663) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$0.0303) = (\$151.50) = Initial Annual Parcel Assessment (\$814.50).

The Zone 2 assessment rate is determined by the following calculation:

Zone 2 Assessment Budget = \$136,610.51
Assessment Budget allocated to Parcel Square Footage @ 76% = \$103,823.99
Assessment Budget allocated to Building Square Footage @ 24% = \$32,786.52

Parcel Square Footage Assessment Rate-
Assessment Budget \$103,823.99 / 596,513 Parcel Sq Ft = \$0.1741
Building Square Footage Assessment Rate-
Assessment Budget \$32,786.52 / 23,896 Building Sq Ft = \$1.3721

Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of parcel footage and 5,000 square feet of building, multiply the Parcel Square Footage (5,000) by the Assessment Rate (\$0.1741) = (\$870.50) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$1.3721) = (\$6,860.50) = Initial Annual Parcel Assessment (\$7,731).

The Zone 3 assessment rate is determined by the following calculation:

Zone 3 Assessment Budget = \$3,628.20
Assessment Budget allocated to Parcel Square Footage @ 76% = \$2,757.43
Assessment Budget allocated to Building Square Footage @ 24% = \$870.77

Parcel Square Footage Assessment Rate-
Assessment Budget \$2,757.43 / 82,122 Parcel Sq Ft = \$0.0336
Building Square Footage Assessment Rate-
Assessment Budget \$870.77 / 35,079 Building Sq Ft = \$0.0248

Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of parcel footage and 5,000 square feet of building, multiply the Parcel Square Footage (5,000) by the Assessment Rate (\$0.0336) = (\$168) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$0.0248) = (\$124) = Initial Annual Parcel Assessment (\$292).

Maximum Annual Assessment Adjustments

The cost of providing programs and services may vary depending on the market cost for those programs and services. Expenditures may require adjustment up or down to continue the intended level of programs and services. Assessments may be subject to annual increases not to exceed the assessment rates in the table below for any given year. Increases will be determined by the Board of Directors of the District Owner's Association and will vary between 0% and 7% in any given year. The maximum increase for any given year cannot exceed 7% in that year. Any change will be approved by the Owner's Association Board of Directors and submitted to the City within its annual planning report, pursuant to Section 36650 of the California Streets and Highways Code.

The projections below illustrate a maximum 7% annual increase for all assessment rates.

Maximum Assessment Table

	2025	2026	2027	2028	2029	2030
Zone One Parcel Sq Ft Rate	\$0.1326	\$0.1419	\$0.1518	\$0.1624	\$0.1738	\$0.1860
Zone One Bldg Sq Ft Rate	\$0.0303	\$0.0324	\$0.0347	\$0.0371	\$0.0397	\$0.0425
Zone Two Parcel Sq Ft Rate	\$0.1741	\$0.1862	\$0.1993	\$0.2132	\$0.2281	\$0.2441
Zone Two Bldg Sq Ft Rate	\$1.3721	\$1.4681	\$1.5709	\$1.6808	\$1.7985	\$1.9244
Zone Three Parcel Sq Ft Rate	\$0.0336	\$0.0359	\$0.0384	\$0.0411	\$0.0440	\$0.0471
Zone Three Bldg Sq Ft Rate	\$0.0248	\$0.0266	\$0.0284	\$0.0304	\$0.0325	\$0.0348

Budget Adjustments

Any annual budget surplus, including those created through cost saving measures, labor vacancies, unexpected reductions in expenses caused by one-time events or unanticipated increases to income, will be rolled into the following year's budget. The budget will be set accordingly, within the constraints of the Management District Plan, to adjust for surpluses that are carried forward to ensure that the District is spending these funds in a timely manner and is complying with applicable State laws and City policies. District funds may be used for renewal. The estimated budget surplus amount will be included in the annual report each year. Funds from an expired District shall be rolled over into the new District if one is established or returned to the property owners if one is not established, in accordance with Streets and Highways Code section 36671.

If an error is discovered on a parcel's assessed parcel square footages or building square footages, the District may investigate and correct the assessed footages after confirming the correction with the L.A. County Assessor Data and City Clerk's office. The correction will be made in accordance with the assessment methodology and may result in an increase or decrease to the parcel's assessment.

Future Development

As a result of continued development, the District may experience the addition or subtraction of assessable footage for parcels included and assessed within the District boundaries. The modification for parcel improvements within the District, which changes upwards or downwards the amount of total footage assessed for these parcels will, pursuant to Government Code 53750, be prorated to the date they receive the temporary and/or permanent certificate of occupancy and will be billed directly by the City for the prorated year. Any delinquent assessments owed for the modification of assessable footage

that was billed directly by the City will be added to the property tax roll for the following year as delinquent. Parcels that experience a loss of building square footage need to provide notice of the change to the District by April 1st of each year.

In future years of the BID term, the assessments for the special benefits bestowed upon the included BID parcels may change in accordance with the assessment methodology formula listed in the Management District Plan and Engineer's Report, provided the assessment rate does not change. If the assessment formula changes and increases the assessments, then a ballot as defined in Article 13 Section D of the State Constitution will be required for approval of the formula changes.

Assessment Appeal Procedure

Property owners may appeal assessments that they believe are inaccurate. Appeals must be in writing, stating the grounds for appeal and filed with the Owners Association prior to April 1 of each year. Appeals shall be limited to the current assessment year. Any appeal not filed by April 1 shall not be valid. In any case, appeals will only be considered for the current year and will not be considered for prior years.

Time and Manner for Collecting Assessments

As provided by State Law, the District assessment will appear as a separate line item on annual property tax bills prepared by the County of Los Angeles. The Los Angeles City Clerk's office may direct bill the first year's assessment for all property owners and may direct bill any property owners whose special assessment does not appear on the tax rolls for each year of the BID term.

The assessments shall be collected at the same time and in the same manner as for the ad valorem property tax paid to the County of Los Angeles. These assessments shall provide for the same lien priority and penalties for delinquent payment as is provided for the ad valorem property tax.

However, assessments may be billed directly by the City for the first fiscal year of operation or for changes to assessments that occur during an assessment year and are prorated for a part of the year, and then by the County for all subsequent years. Any delinquent assessments owed for the first year will be added to the property tax roll for the following year as delinquent. These assessments shall provide for the same lien priority and penalties for delinquent payment as is provided for the ad valorem property tax. The property owner means any person shown as the owner/taxpayer on the last equalized assessment roll or otherwise known to be the owner/taxpayer by the County. The City of Los Angeles is authorized to collect any assessments not placed on the County tax rolls, or to place assessments, unpaid delinquent assessments, or penalties on the County tax rolls as appropriate to implement this Management District Plan.

Disestablishment

California State Law Section 36670 provides for the disestablishment of a District. Upon the termination of this District, any remaining revenues shall be transferred to the renewed District, if one is established, pursuant to Streets and Highways Code Section 36660 (b). Unexpended funds will be returned to property owners based upon each parcel's percentage contribution to the total year 2024 assessments if the District is not renewed.

Bond Issuance

The District will not issue Bonds.

Public Property Assessments

There are 56 publicly owned parcels in the District, all of which are identified as assessable and for which special benefit services will be provided. Of the 56 identified assessed parcels, 3 are owned by the City of Los Angeles, 30 by the Los Angeles County Metro Transit Agency (LACMTA), 1 by Los Angeles County, 22 by the Los Angeles Unified School District (LAUSD).

All publicly owned parcels will pay their proportional share of costs based on the special benefits conferred to those individual parcels. There is a U.S. Federal Government parcel within the North Hollywood Transit BID. The U.S. Federal Government has declared that parcels owned by the U.S. Federal Government are exempt from local property assessments pursuant to the Supremacy Clause of the U.S. Constitution. Because of the exemption, District services and programs that would specially benefit this parcel, will not be provided and the assessment amount will be \$0. See Engineer's Report page 27 for publicly owned parcels special benefit designation. Article XIID of the California Constitution was added in November 1996 and provides for these assessments. It specifically states in Section 4(a) that "Parcels within a district that are owned or used by any agency...shall not be exempt from assessment unless the agency can demonstrate by clear and convincing evidence that those publicly owned parcels in fact receive no special benefit." Below is a list of the publicly owned parcels and their respective assessments.

APN	Zone	owner	site address	2025 Asmt	%
2350017901	1	L A City	NO SITUS ADDRESS	\$2,657.21	0.31%
2353007900	1	L A City	5108 LANKERSHIM BLVD	\$1,055.25	0.12%
2350016901	1	L A City	*NO SITE ADDRESS*	\$5,116.66	0.60%
				\$8,829.11	1.03%
2350016902	1	L A County	5300 Tujunga Ave	\$5,733.98	0.67%
2350012902	1	LACMTA	*NO SITE ADDRESS*	\$3,977.85	0.47%
2350013915	1	LACMTA	*NO SITE ADDRESS*	\$2,175.89	0.25%
2350013917	1	LACMTA	*NO SITE ADDRESS*	\$1,190.70	0.14%
2350013922	1	LACMTA	*NO SITE ADDRESS*	\$3,416.98	0.40%
2350016905	1	LACMTA	5300 Bakman Ave	\$884.28	0.10%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	\$7,624.09	0.89%
2350016907	1	LACMTA	5308 Bakman Ave	\$2,120.86	0.25%
2350012920	2	LACMTA	*NO SITE ADDRESS*	\$56,866.00	6.65%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	\$3,910.94	0.46%
2350012922	2	LACMTA	11223 CHANDLER BLVD	\$731.02	0.09%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	\$1,672.64	0.20%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	\$2,725.65	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	\$2,521.83	0.30%

2350012926	2	LACMTA	*NO SITE ADDRESS*	\$1,304.52	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	\$1,304.52	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	\$1,304.52	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	\$1,304.52	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	\$1,304.52	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	\$1,304.52	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	\$1,304.52	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	\$1,304.52	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	\$1,304.52	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	\$1,304.52	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	\$1,304.52	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	\$3,119.00	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	\$40,213.24	4.71%
2350013906	2	LACMTA	11163 Chandler Blvd	\$1,032.13	0.12%
2350013907	2	LACMTA	*NO SITE ADDRESS*	\$3,091.15	0.36%
2350013908	2	LACMTA	*NO SITE ADDRESS*	\$3,789.10	0.44%
2350013920	2	LACMTA	*NO SITE ADDRESS*	\$2,588.15	0.30%
				\$158,001.16	18.49%
2350003900	1	LAUSD	5536 CASE AVE,	\$960.25	0.11%
2350003901	1	LAUSD	11039 CUMPSTON ST,	\$1,571.92	0.18%
2350003902	1	LAUSD	5550 CASE AVE,	\$961.58	0.11%
2350003903	1	LAUSD	5518 CASE AVE,	\$961.71	0.11%
2350003904	1	LAUSD	5520 CASE AVE,	\$1,230.88	0.14%
2350003905	1	LAUSD	5540 CASE AVE,	\$961.58	0.11%
2350003906	1	LAUSD	5545 VINELAND AVE,	\$1,856.86	0.22%
2350003907	1	LAUSD	5545 VINELAND AVE,	\$1,856.86	0.22%
2350003908	1	LAUSD	5514 CASE AVE,	\$961.71	0.11%
2350003909	1	LAUSD	5546 CASE AVE,	\$961.58	0.11%
2350003910	1	LAUSD	5530 CASE AVE,	\$961.58	0.11%
2350003911	1	LAUSD	5535 VINELAND AVE,	\$3,713.99	0.43%
2350003912	1	LAUSD	5531 VINELAND AVE,	\$1,857.13	0.22%
2350003913	1	LAUSD	5525 VINELAND AVE,	\$3,289.15	0.38%
2350003914	1	LAUSD	11035 CUMPSTON ST,	\$826.73	0.10%
2350003915	1	LAUSD	*NO SITE ADDRESS*	\$570.16	0.07%
2350003916	1	LAUSD	11015 CUMPSTON ST,	\$11,219.42	1.31%
2350013900	1	LAUSD	11030 Cumpston St,	\$35,521.44	4.16%
2350013921	1	LAUSD	*NO SITE ADDRESS*	\$3,326.81	0.39%
2350017903	1	LAUSD	5250 Bakman Ave	\$25,465.22	2.98%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	\$1,809.92	0.21%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	\$3,447.47	0.40%
				\$104,293.97	12.20%

Section 5 District Rules and Regulations

Pursuant to the Property and Business Improvement law of 1994, as amended, a business improvement district may establish rules and regulations that uniquely apply to the District. The District has adopted the following rules:

- **Competitive Procurement Process**

The Owner's Association shall develop a policy for competitive bidding when purchasing substantial amounts of services, products and/or equipment. The policy will aim to maximize service, quality, efficiency and cost effectiveness.

- **Treatment of Residential Housing**

In accordance with Section 36632 (c) of the California Streets and Highways Code, properties zoned solely for residential or agricultural use are conclusively presumed not to receive special benefit from the improvements and service funded through the assessments of the District and are not subject to any assessment pursuant to Section 36632 (c). Therefore, properties zoned solely for residential or agricultural use within the boundaries of the District, if any, will not be assessed.

- **Renewal**

District funds may be used for renewing the District. District rollover funds may be spent on renewal.

Section 6 Implementation Timetable

The North Hollywood Transit Business Improvement District is expected to be established and begin implementation of the Management District Plan on January 1, 2025. Consistent with State law, the North Hollywood Transit Business Improvement District will have a six-year life through December 31, 2030.

Section 7 Parcel Roll

APN	Zone	owner	site address	2025 Asmt	%
2350017901	1	L A City	NO SITUS ADDRESS	\$2,657.21	0.31%
2353007900	1	L A City	5108 LANKERSHIM BLVD	\$1,055.25	0.12%
2350016901	1	L A City	*NO SITE ADDRESS*	\$5,116.66	0.60%
				\$8,829.11	1.03%
2350016902	1	L A County	5300 Tujunga Ave	\$5,733.98	0.67%
2350012902	1	LACMTA	*NO SITE ADDRESS*	\$3,977.85	0.47%
2350013915	1	LACMTA	*NO SITE ADDRESS*	\$2,175.89	0.25%
2350013917	1	LACMTA	*NO SITE ADDRESS*	\$1,190.70	0.14%
2350013922	1	LACMTA	*NO SITE ADDRESS*	\$3,416.98	0.40%
2350016905	1	LACMTA	5300 Bakman Ave	\$884.28	0.10%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	\$7,624.09	0.89%
2350016907	1	LACMTA	5308 Bakman Ave	\$2,120.86	0.25%
2350012920	2	LACMTA	*NO SITE ADDRESS*	\$56,866.00	6.65%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	\$3,910.94	0.46%
2350012922	2	LACMTA	11223 CHANDLER BLVD	\$731.02	0.09%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	\$1,672.64	0.20%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	\$2,725.65	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	\$2,521.83	0.30%
2350012926	2	LACMTA	*NO SITE ADDRESS*	\$1,304.52	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	\$1,304.52	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	\$1,304.52	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	\$1,304.52	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	\$1,304.52	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	\$1,304.52	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	\$1,304.52	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	\$1,304.52	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	\$1,304.52	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	\$1,304.52	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	\$1,304.52	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	\$3,119.00	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	\$40,213.24	4.71%
2350013906	2	LACMTA	11163 Chandler Blvd	\$1,032.13	0.12%
2350013907	2	LACMTA	*NO SITE ADDRESS*	\$3,091.15	0.36%
2350013908	2	LACMTA	*NO SITE ADDRESS*	\$3,789.10	0.44%
2350013920	2	LACMTA	*NO SITE ADDRESS*	\$2,588.15	0.30%
				\$158,001.16	18.49%

2350003900	1	LAUSD	5536 CASE AVE,	\$960.25	0.11%
2350003901	1	LAUSD	11039 CUMPSTON ST,	\$1,571.92	0.18%
2350003902	1	LAUSD	5550 CASE AVE,	\$961.58	0.11%
2350003903	1	LAUSD	5518 CASE AVE,	\$961.71	0.11%
2350003904	1	LAUSD	5520 CASE AVE,	\$1,230.88	0.14%
2350003905	1	LAUSD	5540 CASE AVE,	\$961.58	0.11%
2350003906	1	LAUSD	5545 VINELAND AVE,	\$1,856.86	0.22%
2350003907	1	LAUSD	5545 VINELAND AVE,	\$1,856.86	0.22%
2350003908	1	LAUSD	5514 CASE AVE,	\$961.71	0.11%
2350003909	1	LAUSD	5546 CASE AVE,	\$961.58	0.11%
2350003910	1	LAUSD	5530 CASE AVE,	\$961.58	0.11%
2350003911	1	LAUSD	5535 VINELAND AVE,	\$3,713.99	0.43%
2350003912	1	LAUSD	5531 VINELAND AVE,	\$1,857.13	0.22%
2350003913	1	LAUSD	5525 VINELAND AVE,	\$3,289.15	0.38%
2350003914	1	LAUSD	11035 CUMPSTON ST,	\$826.73	0.10%
2350003915	1	LAUSD	*NO SITE ADDRESS*	\$570.16	0.07%
2350003916	1	LAUSD	11015 CUMPSTON ST,	\$11,219.42	1.31%
2350013900	1	LAUSD	11030 Cumpston St,	\$35,521.44	4.16%
2350013921	1	LAUSD	*NO SITE ADDRESS*	\$3,326.81	0.39%
2350017903	1	LAUSD	5250 Bakman Ave	\$25,465.22	2.98%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	\$1,809.92	0.21%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	\$3,447.47	0.40%
				\$104,293.97	12.20%

APN	Zone	2025 Asmt	%
2350012040	1	\$406.49	0.05%
2350012041	1	\$69.40	0.01%
2350012042	1	\$74.55	0.01%
2350012043	1	\$71.82	0.01%
2350012044	1	\$71.52	0.01%
2350012045	1	\$72.43	0.01%
2350012046	1	\$59.41	0.01%
2350012047	1	\$74.55	0.01%
2350012048	1	\$64.25	0.01%
2350012049	1	\$77.58	0.01%
2350012050	1	\$62.13	0.01%
2350012051	1	\$77.88	0.01%
2350012052	1	\$60.01	0.01%
2350012053	1	\$70.61	0.01%
2350012054	1	\$72.13	0.01%
2350012055	1	\$72.73	0.01%
2350012056	1	\$69.40	0.01%
2350012057	1	\$74.55	0.01%

2350012058	1	\$71.82	0.01%
2350012059	1	\$71.52	0.01%
2350012060	1	\$71.52	0.01%
2350012061	1	\$72.43	0.01%
2350012062	1	\$61.22	0.01%
2350012063	1	\$59.41	0.01%
2350012064	1	\$60.92	0.01%
2350012065	1	\$74.55	0.01%
2350012066	1	\$61.53	0.01%
2350012067	1	\$64.25	0.01%
2350012068	1	\$77.58	0.01%
2350012069	1	\$62.13	0.01%
2350012070	1	\$77.88	0.01%
2350012071	1	\$60.01	0.01%
2350012072	1	\$70.61	0.01%
2350012073	1	\$72.13	0.01%
2350012074	1	\$72.73	0.01%
2350012075	1	\$69.40	0.01%
2350012076	1	\$74.55	0.01%
2350012077	1	\$71.82	0.01%
2350012078	1	\$71.52	0.01%
2350012079	1	\$71.52	0.01%
2350012080	1	\$72.43	0.01%
2350012081	1	\$61.22	0.01%
2350012082	1	\$59.41	0.01%
2350012083	1	\$60.92	0.01%
2350012084	1	\$74.55	0.01%
2350012085	1	\$61.53	0.01%
2350012086	1	\$64.25	0.01%
2350012087	1	\$77.58	0.01%
2350012088	1	\$62.13	0.01%
2350012089	1	\$77.88	0.01%
2350012090	1	\$60.01	0.01%
2350012091	1	\$70.61	0.01%
2350012092	1	\$72.13	0.01%
2350012093	1	\$72.73	0.01%
2350012094	1	\$69.40	0.01%
2350012095	1	\$74.55	0.01%
2350012096	1	\$71.82	0.01%
2350012097	1	\$71.52	0.01%
2350012098	1	\$71.52	0.01%
2350012099	1	\$72.43	0.01%
2350012100	1	\$61.22	0.01%

2350012101	1	\$59.41	0.01%
2350012102	1	\$60.92	0.01%
2350012103	1	\$74.55	0.01%
2350012104	1	\$61.53	0.01%
2350012105	1	\$64.25	0.01%
2350012106	1	\$77.58	0.01%
2350012107	1	\$62.13	0.01%
2350012108	1	\$77.88	0.01%
2350012109	1	\$60.01	0.01%
2350012110	1	\$70.61	0.01%
2350012111	1	\$72.13	0.01%
2350012112	1	\$72.73	0.01%
2350012113	1	\$69.40	0.01%
2350012114	1	\$74.55	0.01%
2350012115	1	\$71.82	0.01%
2350012116	1	\$71.52	0.01%
2350012117	1	\$71.52	0.01%
2350012118	1	\$72.43	0.01%
2350012119	1	\$61.22	0.01%
2350012120	1	\$59.41	0.01%
2350012121	1	\$60.92	0.01%
2350012122	1	\$74.55	0.01%
2350012123	1	\$61.53	0.01%
2350012124	1	\$64.25	0.01%
2350012125	1	\$77.58	0.01%
2350012126	1	\$62.13	0.01%
2350012127	1	\$77.88	0.01%
2350012128	1	\$60.01	0.01%
2350012129	1	\$70.61	0.01%
2350012130	1	\$72.13	0.01%
2350012131	1	\$72.73	0.01%
2350012132	1	\$69.40	0.01%
2350012133	1	\$74.55	0.01%
2350012134	1	\$71.82	0.01%
2350012135	1	\$71.52	0.01%
2350012136	1	\$71.52	0.01%
2350012137	1	\$72.43	0.01%
2350012138	1	\$61.22	0.01%
2350012139	1	\$59.41	0.01%
2350012140	1	\$60.92	0.01%
2350012141	1	\$74.55	0.01%
2350012142	1	\$61.53	0.01%
2350012143	1	\$64.25	0.01%

2350012144	1	\$77.58	0.01%
2350012145	1	\$62.13	0.01%
2350012146	1	\$77.88	0.01%
2350012147	1	\$60.01	0.01%
2350012148	1	\$70.61	0.01%
2350012149	1	\$72.13	0.01%
2350012150	1	\$72.73	0.01%
2350012151	1	\$69.40	0.01%
2350012152	1	\$74.55	0.01%
2350012153	1	\$71.82	0.01%
2350012154	1	\$71.52	0.01%
2350012155	1	\$71.52	0.01%
2350012156	1	\$72.43	0.01%
2350012157	1	\$61.22	0.01%
2350012158	1	\$59.41	0.01%
2350012159	1	\$60.92	0.01%
2350012160	1	\$74.55	0.01%
2350012161	1	\$61.53	0.01%
2350012162	1	\$64.25	0.01%
2350012163	1	\$77.58	0.01%
2350012164	1	\$62.13	0.01%
2350012165	1	\$77.88	0.01%
2350012166	1	\$60.01	0.01%
2350012167	1	\$70.61	0.01%
2350012168	1	\$72.13	0.01%
2350012169	1	\$72.73	0.01%
2350012170	1	\$69.40	0.01%
2350012171	1	\$74.55	0.01%
2350012172	1	\$71.82	0.01%
2350012173	1	\$71.52	0.01%
2350012174	1	\$71.52	0.01%
2350012175	1	\$72.43	0.01%
2350012176	1	\$61.22	0.01%
2350012177	1	\$59.41	0.01%
2350012178	1	\$60.92	0.01%
2350012179	1	\$74.55	0.01%
2350012180	1	\$61.53	0.01%
2350012181	1	\$64.25	0.01%
2350012182	1	\$77.58	0.01%
2350012183	1	\$62.13	0.01%
2350012184	1	\$77.88	0.01%
2350012185	1	\$60.01	0.01%
2350012186	1	\$70.61	0.01%

2350012187	1	\$72.13	0.01%
2350012188	1	\$72.73	0.01%
2350012189	1	\$69.40	0.01%
2350012190	1	\$74.55	0.01%
2350012191	1	\$71.82	0.01%
2350012192	1	\$71.52	0.01%
2350012193	1	\$71.52	0.01%
2350012194	1	\$72.43	0.01%
2350012195	1	\$61.22	0.01%
2350012196	1	\$59.41	0.01%
2350012197	1	\$60.92	0.01%
2350012198	1	\$74.55	0.01%
2350012199	1	\$61.53	0.01%
2350012200	1	\$64.25	0.01%
2350012201	1	\$77.58	0.01%
2350012202	1	\$62.13	0.01%
2350012203	1	\$77.88	0.01%
2350012204	1	\$60.01	0.01%
2350012205	1	\$70.61	0.01%
2350012206	1	\$72.13	0.01%
2350012207	1	\$72.73	0.01%
2350012208	1	\$69.40	0.01%
2350012209	1	\$74.55	0.01%
2350012210	1	\$71.82	0.01%
2350012211	1	\$71.52	0.01%
2350012212	1	\$71.52	0.01%
2350012213	1	\$72.43	0.01%
2350012214	1	\$61.22	0.01%
2350012215	1	\$59.41	0.01%
2350012216	1	\$74.55	0.01%
2350012217	1	\$86.36	0.01%
2350012218	1	\$64.25	0.01%
2350012219	1	\$77.58	0.01%
2350012220	1	\$62.13	0.01%
2350012222	1	\$8,435.62	0.99%
2350013020	1	\$58,920.84	6.89%
2350014016	1	\$11,802.84	1.38%
2350014017	1	\$2,495.71	0.29%
2350014018	1	\$2,494.32	0.29%
2350014019	1	\$1,093.91	0.13%
2350014020	1	\$1,093.91	0.13%
2350014021	1	\$1,093.91	0.13%
2350014022	1	\$1,093.91	0.13%

2350014031	1	\$4,260.48	0.50%
2350014033	1	\$7,485.53	0.88%
2350014034	1	\$7,640.90	0.89%
2350014035	1	\$34,297.13	4.01%
2350015037	1	\$1,324.24	0.15%
2350015043	1	\$1,318.27	0.15%
2350015114	1	\$12,718.52	1.49%
2350015115	1	\$30,116.46	3.52%
2350015116	1	\$15,262.01	1.79%
2350016006	1	\$1,024.37	0.12%
2350016008	1	\$2,784.66	0.33%
2350017004	1	\$1,099.60	0.13%
2350017005	1	\$927.50	0.11%
2350017006	1	\$927.50	0.11%
2350017010	1	\$944.63	0.11%
2350017013	3	\$1,285.17	0.15%
2350017014	1	\$1,070.91	0.13%
2350017015	1	\$1,210.71	0.14%
2350017016	1	\$297.94	0.03%
2350017017	1	\$571.97	0.07%
2350017018	1	\$828.72	0.10%
2350017019	1	\$2,646.51	0.31%
2350017020	3	\$237.66	0.03%
2350017021	3	\$2,105.37	0.25%
2350017022	1	\$1,151.54	0.13%
2350017023	1	\$828.72	0.10%
2350017027	1	\$910.34	0.11%
2350017029	1	\$969.34	0.11%
2350017030	1	\$3,603.50	0.42%
2350017031	1	\$851.26	0.10%
2350017032	1	\$2,069.96	0.24%
2350017033	1	\$1,828.15	0.21%
2350017034	1	\$1,537.47	0.18%
2350017035	1	\$695.32	0.08%
2350017036	1	\$1,182.14	0.14%
2350017043	1	\$1,503.64	0.18%
2350017047	1	\$724.37	0.08%
2350017048	1	\$2,010.02	0.24%
2350017051	1	\$1,033.61	0.12%
2350017052	1	\$361.76	0.04%
2350017053	1	\$1,426.43	0.17%
2350017054	1	\$954.15	0.11%
2350017055	1	\$1,693.00	0.20%

2350017057	1	\$3,166.96	0.37%
2350017059	1	\$1,973.78	0.23%
2350018028	1	\$2,483.17	0.29%
2350018029	1	\$1,413.73	0.17%
2350018030	1	\$1,093.91	0.13%
2350018031	1	\$2,607.62	0.31%
2350018032	1	\$2,599.05	0.30%
2350018059	1	\$19,550.00	2.29%
2350018077	1	\$1,133.48	0.13%
2350018079	1	\$10,655.39	1.25%
2350018082	1	\$4,139.53	0.48%
2350018083	1	\$11,765.51	1.38%
2350018084	1	\$19,892.64	2.33%
2350018085	1	\$14,556.84	1.70%
2350018089	1	\$13,066.99	1.53%
2350018090	1	\$12,758.37	1.49%
2350018091	1	\$4,922.06	0.58%
2350018092	1	\$441.45	0.05%
2350018093	1	\$11,602.25	1.36%
2350018094	1	\$1,093.91	0.13%
2353002031	1	\$1,436.03	0.17%
2353002033	1	\$314.12	0.04%
2353002034	1	\$1,849.26	0.22%
2353002039	1	\$386.56	0.05%
2353002041	1	\$837.29	0.10%
2353002042	1	\$1,016.61	0.12%
2353002136	1	\$1,283.88	0.15%
2353003022	1	\$983.04	0.12%
2353003023	1	\$1,891.87	0.22%
2353003024	1	\$1,462.50	0.17%
2353003803	1	\$17,100.21	2.00%
2353004040	1	\$25,907.10	3.03%
2353004041	1	\$22,248.92	2.60%
2353005001	1	\$909.24	0.11%
2353005002	1	\$884.92	0.10%
2353005005	1	\$435.64	0.05%
2353005006	1	\$450.48	0.05%
2353005007	1	\$443.21	0.05%
2353005008	1	\$468.99	0.05%
2353005010	1	\$893.21	0.10%
2353005011	1	\$977.29	0.11%
2353005012	1	\$946.22	0.11%
2353005013	1	\$1,326.41	0.16%

2353005014	1	\$1,897.50	0.22%
2353005015	1	\$922.77	0.11%
2353005016	1	\$909.74	0.11%
2353005017	1	\$934.14	0.11%
2353005025	1	\$901.57	0.11%
2353005028	1	\$866.91	0.10%
2353005029	1	\$952.30	0.11%
2353006001	1	\$876.31	0.10%
2353006002	1	\$469.72	0.05%
2353006003	1	\$443.21	0.05%
2353006004	1	\$886.43	0.10%
2353006005	1	\$947.00	0.11%
2353006007	1	\$431.43	0.05%
2353006008	1	\$402.87	0.05%
2353006009	1	\$458.36	0.05%
2353006010	1	\$397.79	0.05%
2353006011	1	\$397.79	0.05%
2353006012	1	\$455.03	0.05%
2353006013	1	\$464.78	0.05%
2353006014	1	\$443.21	0.05%
2353006025	1	\$803.64	0.09%
2353007015	1	\$960.42	0.11%
2353007018	1	\$897.03	0.10%
2353007019	1	\$915.96	0.11%
2353007020	1	\$938.49	0.11%
2353007037	1	\$850.42	0.10%
2353008014	1	\$689.07	0.08%
2353008015	1	\$946.88	0.11%
2353008016	1	\$884.16	0.10%
2353008017	1	\$895.06	0.10%
2353008034	1	\$1,502.78	0.18%
2353009008	1	\$1,049.52	0.12%
2353009009	1	\$458.93	0.05%
2353009010	1	\$451.18	0.05%
2353009011	1	\$937.16	0.11%
2353009012	1	\$445.85	0.05%
2353009013	1	\$438.67	0.05%
2353009014	1	\$894.06	0.10%
2353009015	1	\$958.94	0.11%
2353010007	1	\$1,072.18	0.13%
2353010008	1	\$933.47	0.11%
2353010009	1	\$1,047.65	0.12%

2353010033	1	\$13,586.58	1.59%
2353011001	1	\$938.04	0.11%
2353011002	1	\$1,041.47	0.12%
2353011003	1	\$2,539.45	0.30%
2353011011	1	\$489.77	0.06%
2353011026	1	\$3,073.46	0.36%
2353017002	1	\$1,076.09	0.13%
2353017003	1	\$973.37	0.11%
2353017004	1	\$2,847.64	0.33%
2353017025	1	\$1,662.93	0.19%
2353018006	1	\$1,434.28	0.17%
2353018009	1	\$451.10	0.05%
2353018010	1	\$926.71	0.11%
2353018011	1	\$900.82	0.11%
2353018012	1	\$986.07	0.12%
2353018014	1	\$849.21	0.10%
2353019007	1	\$479.12	0.06%
2353019008	1	\$440.19	0.05%
2353019009	1	\$678.05	0.08%
2353019010	1	\$653.71	0.08%
2353019011	1	\$574.86	0.07%
2353019012	1	\$552.54	0.06%
2353019013	1	\$472.81	0.06%
2353019014	1	\$456.99	0.05%
2353019015	1	\$3,656.34	0.43%
2353019020	1	\$1,607.05	0.19%
2353020001	1	\$1,175.75	0.14%
2353020002	1	\$651.65	0.08%
2353020003	1	\$1,132.45	0.13%
2353020004	1	\$1,102.31	0.13%
2353020005	1	\$1,023.54	0.12%
2353020086	1	\$1,547.46	0.18%
2353025001	1	\$3,164.44	0.37%
2353025048	1	\$6,695.29	0.78%
Private parcels		\$577,711.79	67.60%
Publicly-owned parcels		\$276,858.21	32.40%
Total all parcels		\$854,570.00	100.00%