

FINAL

**Gateway to L.A.
Business Improvement District
Management District Plan**

**For
A Property Based
Business Improvement District Renewal
In Gateway to Los Angeles**

**April 2025
(4/4/25)**

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For the
Gateway to L.A. Business Improvement District (District)
Los Angeles, California

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Management District Plan Summary

The name of the renewed Property-based Business Improvement District is the “Gateway to L.A. 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 Gateway to L.A. Board of Directors, the Gateway to L.A. Business Improvement District Management Plan conveys special benefits to assessed parcels located within the Gateway to L.A. Business Improvement District area. The District will provide continued activities in three program areas including: Clean, Safe & Beautiful, Marketing/Economic Development, and Administration. 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 Gateway to L.A. Business Improvement District was created to include the area east of the Los Angeles International Airport. The Business Improvement District area is bounded roughly by Sepulveda Boulevard/Airport Boulevard, Arbor Vitae, Aviation Boulevard/La Cienega Boulevard, Century Boulevard/104th Street. The property uses within the general boundaries of the Gateway to L.A. Business Improvement District are a mix of commercial, airport related, hotel, office, parking, transit, and industrial. 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 airport serving businesses and services, attracting office and commercial tenants, attracting commercial and transit customers that provide a special benefit to commercial, airport related, hotel, office, parking, transit, and industrial parcels. All of which specially benefit from the improvements and activities of the District.

Boundary: See Section 2, page 6 and map, page 8.

Budget: The total District budget for the 2026 year of operation is approximately \$1,697,095.

Improvements, Activities, Services:

Clean, Safe & Beautiful	\$1,149,655	68%
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Enhanced Safe Programs will consist of some of the following:

- Bicycle Patrol
- Vehicle Patrol
- Foot Patrol

Enhanced Clean & Beautiful Programs will consist of some of the following:

- Sidewalk Sweeping
- Sidewalk Pressure Washing
- Graffiti & Handbill Removal

- Trash Removal
- Landscape and Beautification Programs

MARKETING/ECONOMIC DEVELOPMENT

\$126,295

7%

- Destination Marketing
- Media and Communication programs
- District stakeholder communications
- Events and Activations
- Social Media/Website

ADMINISTRATION/CITY FEE/CONTINGENCY

\$421,145

25%

The improvements and activities are managed by a professional staff that requires centralized administrative support. A well-managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs. The remainder of the Administration item is for office expenses, professional services, organizational expenses such as insurance, the cost to conduct a yearly financial review, contingency expenses, and City fees to collect and process the assessments.

2025 CARRYOVER FUNDS

The estimate for assessment funds carried over from the current Gateway to L.A. Business Improvement District to the first year 2026 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2025 budget will be applied to the 2026 District budget. The funds will be applied to the same budget line item in 2026 as the line item in 2025 that was the source of the carryover funds. Carryover funds from 2025, if any exist, are projected to be from the Clean and Safe line item. Therefore, the Clean, Safe & Beautiful budget line item of \$1,149,655 could increase to as much as \$1,174,655 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, three 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, building square footage (50%) and parcel square footage (50%) will be used in the calculation for Zone 1. One property assessment variable, front footage (100%) will be used in the Zone 2 and Zone 3 calculation. The 2026 year assessments per assessment variable will not exceed amounts listed in the following chart:

2026 Rates	Zone 1	Zone 2	Zone 3
Building Square Feet	\$0.0529		
Parcel Square Feet	\$0.0908		
Front Feet		\$9.36	\$46.05

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 2025 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 10-year life beginning January 1, 2026 and ending December 31, 2035.

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

Gateway to L.A. Business Improvement District Boundaries

The Gateway to L.A. Business Improvement District includes all property within a boundary formed by:

Beginning at the northeast corner of the intersection of Century Boulevard and Sepulveda Boulevard go north along the east side of Sepulveda Boulevard to the southeast corner of the intersection of 96th Street and Sepulveda Boulevard. Continue east along the south side of 96th Street to the southeast corner of the intersection of 96th Street and Airport Boulevard. Continue north along the east side of Airport Boulevard to the southeast corner of the intersection of Airport Boulevard and Arbor Vitae. Continue east along the south side of Arbor Vitae to parcel number 4125-027-001. Continue south along the eastern parcel line of parcel number 4125-027-001 to the northern parcel line of parcels facing 96th Street. Continue east along the northern parcel line of parcels facing 96th Street to parcel number 4128-001-902. Continue north along the west parcel line of 4128-001-902 and then east to the southwest corner of the intersection of Arbor Vitae and Aviation Boulevard. Continue south along the west side of Aviation Boulevard to the southeast corner of the intersection of Aviation Boulevard and Century Boulevard. Continue east along the north side of Century Boulevard to the northwest corner of the intersection of Century Boulevard and La Cienega Boulevard. Continue south along the west side of La Cienega Boulevard to the southeast corner of the intersection of La Cienega Boulevard and 104th Street. Continue west along the north side of 104th Street to the southeast corner of the intersection of 104th Street and Aviation Boulevard. Continue north along the east side of Aviation Boulevard to southwest corner of the intersection of Aviation Boulevard and Century Boulevard. Continue west on the south side of Century Boulevard to the southeast corner of the intersection of Century Boulevard and Sepulveda Boulevard. Continue north on the east side of Sepulveda Boulevard to the point of beginning.

Zone One

Zone One contains a mix of commercial, airport related, hotel, office, parking, and industrial uses within the District. Zone One has the second highest demand for clean and safe services. See the map on page 8 for the Zone One boundaries.

Zone Two

Zone Two contains a mix of airport related, industrial, and parking parcels. Zone Two has the lowest demand for clean and safe services. See the map on page 8 for the Zone Two boundaries.

Zone Three

Zone Three is the unique transit zone. Parcels within Zone Three include the LAX/Metro Transit Center station and Century/Aviation station. The LAX/Metro Transit Center station is multi-modal hub with rail, bus, and active transportation options, as well as connection to the Automated People Mover into the LAX Airport. Zone Three has the highest demand for clean and safe services within the District. See the map on page 8 for the Zone Three boundaries.

District Expansion

The Gateway to L.A. boundaries expanded to include the following areas:

- South side of Century Boulevard between Sepulveda Boulevard and Aviation Boulevard
- 102nd Street to 104th Street between Aviation Boulevard to La Cienega Boulevard

- South side of Arbor Vitae from Airport Boulevard to one parcel east of Maintenance Drive
- South side of Arbor Vitae from Aviation Boulevard to Portal Avenue
- West side of Aviation Boulevard from Arbor Vitae to Century Boulevard

The expansion areas are also detailed on the map on page 8. Parcels within this area have similar uses to Gateway to L.A. parcels such as commercial, airport related, hotel, office, parking, transit, and industrial.

District Boundary Rationale

The property uses within the general boundaries of the Gateway to L.A. Business Improvement District are a mix of commercial, airport related, hotel, office, parking, transit, and industrial parcels. Services and improvements provided by the District are designed to provide special benefits to parcels that contain commercial, airport related, hotel, office, parking, transit, and industrial 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 customers, attracting office, commercial and industrial tenants, increasing ridership and encouraging commerce that provide a special benefit to commercial, airport related, hotel, office, parking, transit, and industrial 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 Gateway to L.A. Business Improvement District is primarily Arbor Vitae. The boundary was determined by the City of Inglewood boundaries, residential zoning (R3), and a mix of parcels with no relationship to the south side of Arbor Vitae. 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. Specifically, security patrols, cleaning personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual assessed parcels on the streets and sidewalks within the District and will not provide services outside of District boundaries.

Eastern Boundary: The eastern boundary of the Gateway to L.A. Business Improvement District is Aviation Boulevard and La Cienega Boulevard. The boundary was determined by the City of Inglewood boundaries and the Consolidated Rent-A-Car (ConRAC) facility. Los Angeles World Airports operates ConRAC and provides a unique and comprehensive range of services that the District is not capable of providing. 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, security patrols, cleaning personnel, and similar service providers employed in connection with the District will only patrol and provide services to individual assessed 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 Gateway to L.A. Business Improvement District is Century Boulevard and 104th Street. The boundary was determined by the presence of Los Angeles International Airport runway facilities and uses of parcels south of District boundaries. 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 Gateway to L.A. Business Improvement District is Sepulveda Boulevard and 96th Street. The boundary was determined by the presence of the Los Angeles International Airport (LAX). Los Angeles World Airports provides a unique and comprehensive range of services at LAX that the District is not capable of providing. 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.

Section 3

District Improvement and Activity Plan

Process to Establish the Improvement and Activity Plan

Through a series of meetings, the Gateway to L.A. Business Improvement District Renewal Committee and 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, marketing, economic development and administration. 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, airport related, hotel, office, parking, transit, and industrial 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: Clean, Safe & Beautiful, Marketing/Economic Development, and Administration 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. Airport related 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. 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. Office parcels benefit from the District programs which increase pedestrian foot traffic and provide an enhanced sense of safety and cleanliness within the District. This all works to increase occupancy and enhance the business climate, new business attraction, business retention and business investment. 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. 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. Industrial parcels benefit from District programs that work to enhance a sense of safety and cleanliness and provides greater pedestrian traffic and increased sales 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 customer serving businesses such as restaurants and commercial and enhanced overall safety and image within the Gateway to L.A. All services, Clean, Safe & Beautiful, Marketing/Economic Development, and Administration services are provided solely to assessed parcels within the district to enhance the image and viability of properties and businesses within the Gateway to L.A. 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 11 “Special Benefit”)

TOTAL ASSESSMENT

The total improvement and activity plan budget for 2026 is projected at \$1,697,095. Of the total budget, special benefit to parcels within the District totals \$1,663,153.10 and is funded by property assessments. General benefit from the District budget is calculated to be \$33,941.90 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 26 years of operation of the Gateway to L.A. Business Improvement District. Actual service hours and frequency will vary in order to match District needs over the 10-year life of the District. A detailed operation deployment for 2026 is available from the property owner’s association. The budget is made up of the following components.

2025 CARRYOVER FUNDS

The estimate for assessment funds carried over from the current Gateway to L.A. Business Improvement District to the first year 2026 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2025 budget will be applied to the 2026 District budget. Because there is no certainty that there will be any surplus funds, the surplus funds are not included in the 2026 budget. The funds will be applied to the same budget line item in 2026 as the line item in 2025 that was the source of the carryover funds. Carryover funds from 2025, if any exist, are projected to be from the clean and safe line item. Therefore, the Clean, Safe & Beautiful budget line item of \$1,149,655 could increase to as much as \$1,174,655 if the total \$25,000 carryover becomes a reality and is totally from the clean and safe line item.

	Budget	Possible Carryover
Clean, Safe & Beautiful	\$1,149,655	\$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 vehicle, bicycle, and walking patrols. 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 Safety 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. Airport related 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. 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. 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. 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. 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. Industrial parcels benefit from District programs that work to enhance a sense of safety and cleanliness and provides greater pedestrian traffic and increased sales within the District.

Clean & Beautiful Programs

In order to consistently deal with cleaning issues, a Clean & Beautiful Program will continue to be provided as it has for the last 26 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. Airport related 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. 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. 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. 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. 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. Industrial parcels benefit from District programs that work to enhance a sense of safety and cleanliness and provides greater pedestrian traffic and increased sales 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.

MARKETING/ECONOMIC DEVELOPMENT

\$126,295

In order to communicate the changes that are taking place in the Gateway to L.A. Business Improvement District and to enhance the positive perception of the Gateway to L.A. Business Improvement District parcels, a professionally developed marketing and economic development 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. Airport related parcels benefit from District programs that provide an increased awareness of District amenities such as commercial and transit options which, in turn, enhances the business climate and improves the business offering. 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. 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. 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. Industrial parcels benefit from District programs that work to provide increased exposure and awareness of District programs and provides greater pedestrian traffic and increased sales within the District.

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

considered:

- Destination Marketing
- Media and Communication programs
- District stakeholder communications
- Events and Activations
- Social Media/Website

ADMINISTRATION/CITY FEES/CONTINGENCY

\$421,145

A well-managed District provides necessary BID program oversight and guidance that produces higher quality and more efficient programs. Administrative staff implement the programs and services of the District. The special benefit to assessed parcels from these services is increased commercial activity which directly relates to increases in lease rates and enhanced commerce.

The improvements and activities are managed by a professional staff that requires centralized administrative support. 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 the Administration item is for office expenses, professional services, organizational expenses such as insurance, the cost to conduct a yearly financial review, contingency expenses, and City fees to collect and process the assessments. Renewal of the District will be funded from this line item.

TEN-YEAR OPERATING BUDGET

A projected ten-year operating budget for the Gateway to L.A. 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 Gateway to L.A. Business Improvement District to the first year 2026 budget is \$25,000. The amount of actual prior year carryover funds, if any, from the 2025 budget will be applied to the 2026 District budget. The funds will be applied to the same budget line item in 2026 as the line item in 2025 that was the source of the carryover funds. Carryover funds from 2025, if any exist, are projected to be from the Clean and Safe line item. Therefore, the Clean, Safe & Beautiful budget line item of \$1,149,655 could increase to as much as \$1,174,655 if the total \$25,000 carryover becomes a reality and is totally from the Clean and Safe line item.

	2026	2027	2028	2029	2030
Clean, Safe & Beautiful	\$1,149,655.00	\$1,230,130.85	\$1,316,240.01	\$1,408,376.81	\$1,506,963.19
Marketing/Econ Dev	\$126,295.00	\$135,135.65	\$144,595.15	\$154,716.81	\$165,546.98
Administration/City Fee/Contingency	\$421,145.00	\$450,625.15	\$482,168.91	\$515,920.73	\$552,035.19
Total Budget	\$1,697,095.00	\$1,815,891.65	\$1,943,004.07	\$2,079,014.35	\$2,224,545.35
Assessment Revenues	\$1,663,153.10	\$1,779,573.82	\$1,904,143.98	\$2,037,434.06	\$2,180,054.45
Other Revenues**	\$33,941.90	\$36,317.83	\$38,860.08	\$41,580.29	\$44,490.91
Total Revenues	\$1,697,095.00	\$1,815,891.65	\$1,943,004.07	\$2,079,014.35	\$2,224,545.35
	2031	2032	2033	2034	2035
Clean, Safe & Beautiful	\$1,612,450.61	\$1,725,322.15	\$1,846,094.70	\$1,975,321.33	\$2,113,593.83
Marketing/Econ Dev	\$177,135.27	\$189,534.74	\$202,802.17	\$216,998.32	\$232,188.21
Administration/City Fee/Contingency	\$590,677.65	\$632,025.08	\$676,266.84	\$723,605.52	\$774,257.91
Total Budget	\$2,380,263.53	\$2,546,881.98	\$2,725,163.71	\$2,915,925.17	\$3,120,039.94
Assessment Revenues	\$2,332,658.26	\$2,495,944.34	\$2,670,660.44	\$2,857,606.67	\$3,057,639.14
Other Revenues**	\$47,605.27	\$50,937.64	\$54,503.27	\$58,318.50	\$62,400.80
Total Revenues	\$2,380,263.53	\$2,546,881.98	\$2,725,163.71	\$2,915,925.17	\$3,120,039.94

*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 Gateway to L.A. Business Improvement District, benefit will be measured by parcel size and square feet of building size in Zone 1 and street front footage in Zone 2 and Zone 3. 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 11.

The methodology to levy assessments upon real property that receives special benefits from the improvements and activities of the Gateway to L.A. Business Improvement District is Parcel Square Footage, Building Square Footage, and Street Front Footage as the three 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. Street Front Footage is relevant to the street level usage of a parcel.

Services and improvements provided by the District are designed to provide special benefits to the mix of commercial, airport related, hotel, office, theater, parking, transit, and industrial parcels. The use of each parcel's Parcel Square Footage and Building Square Footage in Zone 1 and Street Front Footage in Zone 2 and Zone 3 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, 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, Building Square Footage and Street Front Footage to every other parcel's Parcel Square Footage, Building Square Footage and Street Front 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. Fifty (50%) of the Zone 1 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. Fifty percent (50%) of the Zone 1 budget is allocated to building square footage.

Street Front Footage Defined. Properties are assessed for all street frontages. Properties with more than one street frontage such as corner lots or whole block parcels are assessed for the sum of all the parcels' street frontage. Street Front Footage was obtained from the County Assessor's parcel

maps. One hundred percent (100%) of the Zone 2 budget and Zone 3 budget is allocated to street front 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 2% of the programs provided by the District provide general benefit. Assessment revenue cannot be used to pay for general benefits. (See page 11 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

	Zone 1	Zone 2	Zone 3
Building Square Footage	13,045,662		
Parcel Square Footage	7,594,983		
Street Front Footage		14,577	3,195

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 parcels are primarily located in the commercial core of the District. Zone One contains a mix of the commercial, airport related, hotel, office, and parking, and industrial parcels within the District. Zone One has the second highest demand for clean and safe services 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 Three. 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 parcels are located off the commercial area of the District. Zone Two contains a mix of industrial, airport related, and parking parcels. Zone Two has the lowest demand for clean and safe services. Zone Two will receive a differing level of special benefit in the form of a lower 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 is the unique transit zone. Parcels within Zone Three contain the LAX/Metro Transit Center station and Century/Aviation station. The LAX/Metro Transit Center station is multi-modal hub with rail, bus, and active transportation options, as well as connection to the Automated People Mover into the LAX Airport. Because of the high level of usage, Zone Three has the highest demand for clean and safe services within the District and has the highest assessment rate in order to provide the special benefit of increasing ridership, commerce and transit revenue. 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, Safe & Beautiful	\$883,325.00	\$128,585.00	\$137,745.00	\$1,149,655.00
Marketing/Econ Dev	\$112,000.00	\$5,795.00	\$8,500.00	\$126,295.00
Administration/City Fee/Contingency	\$412,485.00	\$4,780.00	\$3,880.00	\$421,145.00
Total Budget	\$1,407,810.00	\$139,160.00	\$150,125.00	\$1,697,095.00
Assessment Revenues	\$1,379,653.80	\$136,376.80	\$147,122.50	\$1,663,153.10
Other Revenues	\$28,156.20	\$2,783.20	\$3,002.50	\$33,941.90
Total Revenues	\$1,407,810.00	\$139,160.00	\$150,125.00	\$1,697,095.00

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, Street Front 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 for Zone 1 and rounded off to the second decimal place for Zones 2 and 3. A parcel's assessment may vary slightly when calculated using the assessment rates below.

2026 Rates	Zone 1	Zone 2	Zone 3
Building Square Foot Rate	\$0.0529		
Parcel Square Foot Rate	\$0.0908		
Front Footage Rate		\$9.36	\$46.05

Assessment Rate Calculation

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

Zone 1 Assessment Budget = \$1,379,653.80

Assessment Budget allocated to Parcel Square Footage @ 50% = \$689,826.90

Assessment Budget allocated to Building Square Footage @ 50% = \$689,826.90

Zone 1 Parcel Square Footage Assessment Rate-

Assessment Budget \$689,826.90 / 7,594,983 Lot Sq Ft = \$0.0908

Zone 1 Building Square Footage Assessment Rate-

Assessment Budget \$689,826.90 / 13,045,662 Building Sq Ft = \$0.0529

Zone 1 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 (\$0.0908) = (\$454) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$0.0529) = (\$264.50) = Initial Annual Parcel Assessment (\$718.50).

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

Zone 2 Assessment Budget = \$136,376.80

Assessment Budget allocated to Front Footage @ 100% = \$136,376.80

Zone 2 Front Footage Assessment Rate-

Assessment Budget \$136,376.80 / 14,577 Street Front Ft = \$9.36

Zone 2 Sample Parcel Assessment

To calculate the assessment for a parcel with 100 feet of street front footage, multiply the Parcel Square Footage (100) by the Assessment Rate (\$9.36) = Initial Annual Parcel Assessment (\$936.00).

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

Zone 3 Assessment Budget = \$147,122.50

Assessment Budget allocated to Parcel Square Footage @ 100% = \$147,122.50

Zone 3 Front Footage Assessment Rate-

Assessment Budget \$147,122.50 / 3,195 Street Front Ft = \$46.05

Zone 3 Sample Parcel Assessment

To calculate the assessment for a parcel with 100 feet of street front footage, multiply the Parcel Square Footage (100) by the Assessment Rate (\$46.05) = Initial Annual Parcel Assessment (\$4,605.00).

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*

*Assessment rates are rounded off to the fourth decimal place for Zone 1 and rounded off to the second decimal place for Zones 2 and 3.

	2026	2027	2028	2029	2030
Zone 1 Building Sq Ft Rate	\$0.0529	\$0.0566	\$0.0605	\$0.0648	\$0.0693
Zone 1 Parcel Sq Ft Rate	\$0.0908	\$0.0972	\$0.1040	\$0.1113	\$0.1191
Zone 2 Front Ft Rate	\$9.36	\$10.02	\$10.72	\$11.47	\$12.27
Zone 3 Front Ft Rate	\$46.05	\$49.27	\$52.72	\$56.41	\$60.36
	2031	2032	2033	2034	2035
Zone 1 Building Sq Ft Rate	\$0.0742	\$0.0794	\$0.0849	\$0.0909	\$0.0972
Zone 1 Parcel Sq Ft Rate	\$0.1274	\$0.1363	\$0.1458	\$0.1561	\$0.1670
Zone 2 Front Ft Rate	\$13.13	\$14.05	\$15.03	\$16.08	\$17.21
Zone 3 Front Ft Rate	\$64.58	\$69.11	\$73.94	\$79.12	\$84.66

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 2025 assessments if the District is not renewed.

Bond Issuance

The District will not issue Bonds.

Public Property Assessments

There are 63 publicly owned parcels in the District, all of which are identified as assessable and for which special benefit services will be provided. Of the 63 identified assessed parcels, 56 are owned by the L.A. World Airports (LAWA), 5 by the L.A. County Metro Transit Agency (LACMTA), 1 by L.A. Community College District, and 1 by L.A. City Department of Water and Power.

All publicly owned parcels will pay their proportional share of costs based on the special benefits conferred to those individual parcels. See Engineer's Report page 27 for publicly owned parcels special benefit designation. Article XIIID 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.

Zone	Site Address	APN	Owner	2026 Asmt	%
1	9601 Airport Blvd	4124-009-921	L A City Airport	\$3,532.82	0.21%
1		4124-027-901	L A City Airport	\$113.53	0.01%
1		4124-027-902	L A City Airport	\$567.67	0.03%
1		4124-027-903	L A City Airport	\$567.67	0.03%
1		4124-027-904	L A City Airport	\$517.98	0.03%
1		4124-027-905	L A City Airport	\$45.41	0.00%
1		4124-027-906	L A City Airport	\$19,861.16	1.19%
1		4124-028-900	L A City Airport	\$37,178.98	2.24%
1	6141 W Century Blvd	4124-030-900	L A City Airport	\$12,796.75	0.77%
1	6033 W Century Blvd	4124-030-901	L A City Airport	\$17,191.21	1.03%
1	6053 W Century Blvd	4124-030-902	L A City Airport	\$17,195.79	1.03%
1	5535 W Century Blvd	4128-024-901	L A City Airport	\$2,351.26	0.14%
1	5447 W Century Blvd	4128-024-902	L A City Airport	\$14,598.93	0.88%
1	10200 Aviation Blvd	4129-033-900	L A City Airport	\$12,280.32	0.74%
1	10300 Aviation Blvd	4129-033-901	L A City Airport	\$7,527.48	0.45%
1		4129-033-902	L A City Airport	\$464.12	0.03%
2	9606 Bellanca Ave	4125-021-904	L A City Airport	\$1,964.68	0.12%
2	9300 Belford Ave	4125-022-900	L A City Airport	\$1,169.45	0.07%
2	5860 W 93rd St.	4125-022-901	L A City Airport	\$4,050.98	0.24%
2	5832 Arbor Vitae St	4125-022-902	L A City Airport	\$561.34	0.03%
2	9410 Airport Blvd	4125-022-903	L A City Airport	\$1,263.01	0.08%
2	5826 Arbor Vitae St	4125-022-904	L A City Airport	\$561.34	0.03%
2	9306 Belford Ave.	4125-022-905	L A City Airport	\$692.32	0.04%
2	9406 Belford Ave	4125-022-906	L A City Airport	\$561.34	0.03%
2	5838 Arbor Vitae St No.8	4125-022-907	L A City Airport	\$561.34	0.03%
2	5844 Arbor Vitae St	4125-022-908	L A City Airport	\$561.34	0.03%
2	9400 Belford Ave	4125-022-909	L A City Airport	\$561.34	0.03%
2	5820 Arbor Vitae St	4125-022-911	L A City Airport	\$561.34	0.03%
2	5812 Arbor Vitae St	4125-022-912	L A City Airport	\$1,609.17	0.10%
2	5850 Arbor Vitae St	4125-022-913	L A City Airport	\$561.34	0.03%
2	9318 Belford Ave	4125-022-916	L A City Airport	\$1,702.72	0.10%
2	9418 Belford Ave	4125-023-900	L A City Airport	\$580.05	0.03%
2	5833 W 96th St	4125-023-902	L A City Airport	\$495.85	0.03%
2	9420 Airport Blvd	4125-023-903	L A City Airport	\$5,519.81	0.33%
2	5839 W 96th St	4125-023-904	L A City Airport	\$495.85	0.03%
2	9519 Belford Ave	4125-023-905	L A City Airport	\$1,553.03	0.09%

2	9625 Belford Ave	4125-023-906	L A City Airport	\$318.09	0.02%
2	5855 W 96th St	4125-023-907	L A City Airport	\$495.85	0.03%
2	9500 Belford Ave	4125-023-908	L A City Airport	\$580.05	0.03%
2	9508 Belford Ave	4125-023-909	L A City Airport	\$580.05	0.03%
2	5845 W 96th St	4125-023-912	L A City Airport	\$495.85	0.03%
2	9605 Belford Ave	4125-023-913	L A City Airport	\$514.56	0.03%
2	9426 Belford Ave	4125-023-915	L A City Airport	\$580.05	0.03%
2	9606 Belford Ave	4125-023-916	L A City Airport	\$514.56	0.03%
2	9514 Belford Ave	4125-023-917	L A City Airport	\$580.05	0.03%
2	5814 W 96th St #2	4125-023-918	L A City Airport	\$1,637.23	0.10%
2	9624 Belford Ave	4125-023-919	L A City Airport	\$318.09	0.02%
2	9612 Belford Ave	4125-023-920	L A City Airport	\$533.27	0.03%
2	9618 Belford Ave	4125-023-921	L A City Airport	\$439.71	0.03%
2	5830 W 96th St	4125-023-926	L A City Airport	\$1,730.79	0.10%
2	9630 Belford Ave	4125-023-927	L A City Airport	\$392.94	0.02%
2	9619 Belford Ave	4125-023-928	L A City Airport	\$421.00	0.03%
2	9412 Belford Ave.	4125-023-929	L A City Airport	\$589.40	0.04%
2	9613 Belford Ave	4125-023-930	L A City Airport	\$533.27	0.03%
2	9520 Belford Ave	4125-023-931	L A City Airport	\$1,693.37	0.10%
2	10011 AIRPORT BLVD	4129-028-900	L A City Airport	\$39,761.36	2.39%
				\$225,088.22	13.53%
1		4124-026-900	L A City Community College Dis	\$21,258.17	1.28%
1		4124-027-900	L A City Dept Of Water & Power	\$3,877.39	0.23%
2		4129-028-901	LACMTA	\$421.00	0.03%
3		4125-026-900	LACMTA	\$37,068.42	2.23%
3	5601 W Century Blvd	4125-026-904	LACMTA	\$7,367.64	0.44%
3	9725 AVIATION BLVD	4128-001-901	LACMTA	\$8,979.31	0.54%
3	9225 AVIATION BLVD	4128-001-902	LACMTA	\$91,957.32	5.53%
				\$145,793.69	8.77%

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 Gateway to L.A. Business Improvement District is expected to be established and begin implementation of the Management District Plan on January 1, 2026. Consistent with State law, the Gateway to L.A. Business Improvement District will have a ten-year life through December 31, 2035. In order for the Gateway to L.A. Business Improvement District to meet the service begin date of January 1, 2026, the renewal needs to adhere to the following schedule:

Formation Schedule	Dates
Petitions distributed to property owners	October/November 2024
Petition Drive concludes	March 2025
City Council accepts petition results/sets public hearing date	April 2025
Ballots mailed to property owners	May 2025
City Council holds public hearing and tabulates ballots	June/July 2025

Section 7 Parcel Roll

Zone	Site Address	APN	Owner	2026 Asmt	%
1	9601 Airport Blvd	4124-009-921	L A City Airport	\$3,532.82	0.21%
1		4124-027-901	L A City Airport	\$113.53	0.01%
1		4124-027-902	L A City Airport	\$567.67	0.03%
1		4124-027-903	L A City Airport	\$567.67	0.03%
1		4124-027-904	L A City Airport	\$517.98	0.03%
1		4124-027-905	L A City Airport	\$45.41	0.00%
1		4124-027-906	L A City Airport	\$19,861.16	1.19%
1		4124-028-900	L A City Airport	\$37,178.98	2.24%
1	6141 W Century Blvd	4124-030-900	L A City Airport	\$12,796.75	0.77%
1	6033 W Century Blvd	4124-030-901	L A City Airport	\$17,191.21	1.03%
1	6053 W Century Blvd	4124-030-902	L A City Airport	\$17,195.79	1.03%
1	5535 W Century Blvd	4128-024-901	L A City Airport	\$2,351.26	0.14%
1	5447 W Century Blvd	4128-024-902	L A City Airport	\$14,598.93	0.88%
1	10200 Aviation Blvd	4129-033-900	L A City Airport	\$12,280.32	0.74%
1	10300 Aviation Blvd	4129-033-901	L A City Airport	\$7,527.48	0.45%
1		4129-033-902	L A City Airport	\$464.12	0.03%
2	9606 Bellanca Ave	4125-021-904	L A City Airport	\$1,964.68	0.12%
2	9300 Belford Ave	4125-022-900	L A City Airport	\$1,169.45	0.07%
2	5860 W 93rd St.	4125-022-901	L A City Airport	\$4,050.98	0.24%
2	5832 Arbor Vitae St	4125-022-902	L A City Airport	\$561.34	0.03%
2	9410 Airport Blvd	4125-022-903	L A City Airport	\$1,263.01	0.08%
2	5826 Arbor Vitae St	4125-022-904	L A City Airport	\$561.34	0.03%
2	9306 Belford Ave.	4125-022-905	L A City Airport	\$692.32	0.04%
2	9406 Belford Ave	4125-022-906	L A City Airport	\$561.34	0.03%
2	5838 Arbor Vitae St No.8	4125-022-907	L A City Airport	\$561.34	0.03%
2	5844 Arbor Vitae St	4125-022-908	L A City Airport	\$561.34	0.03%
2	9400 Belford Ave	4125-022-909	L A City Airport	\$561.34	0.03%
2	5820 Arbor Vitae St	4125-022-911	L A City Airport	\$561.34	0.03%
2	5812 Arbor Vitae St	4125-022-912	L A City Airport	\$1,609.17	0.10%
2	5850 Arbor Vitae St	4125-022-913	L A City Airport	\$561.34	0.03%
2	9318 Belford Ave	4125-022-916	L A City Airport	\$1,702.72	0.10%
2	9418 Belford Ave	4125-023-900	L A City Airport	\$580.05	0.03%
2	5833 W 96th St	4125-023-902	L A City Airport	\$495.85	0.03%
2	9420 Airport Blvd	4125-023-903	L A City Airport	\$5,519.81	0.33%
2	5839 W 96th St	4125-023-904	L A City Airport	\$495.85	0.03%
2	9519 Belford Ave	4125-023-905	L A City Airport	\$1,553.03	0.09%
2	9625 Belford Ave	4125-023-906	L A City Airport	\$318.09	0.02%
2	5855 W 96th St	4125-023-907	L A City Airport	\$495.85	0.03%
2	9500 Belford Ave	4125-023-908	L A City Airport	\$580.05	0.03%
2	9508 Belford Ave	4125-023-909	L A City Airport	\$580.05	0.03%
2	5845 W 96th St	4125-023-912	L A City Airport	\$495.85	0.03%
2	9605 Belford Ave	4125-023-913	L A City Airport	\$514.56	0.03%
2	9426 Belford Ave	4125-023-915	L A City Airport	\$580.05	0.03%
2	9606 Belford Ave	4125-023-916	L A City Airport	\$514.56	0.03%
2	9514 Belford Ave	4125-023-917	L A City Airport	\$580.05	0.03%
2	5814 W 96th St #2	4125-023-918	L A City Airport	\$1,637.23	0.10%
2	9624 Belford Ave	4125-023-919	L A City Airport	\$318.09	0.02%
2	9612 Belford Ave	4125-023-920	L A City Airport	\$533.27	0.03%
2	9618 Belford Ave	4125-023-921	L A City Airport	\$439.71	0.03%
2	5830 W 96th St	4125-023-926	L A City Airport	\$1,730.79	0.10%

2	9630 Belford Ave	4125-023-927	L A City Airport	\$392.94	0.02%
2	9619 Belford Ave	4125-023-928	L A City Airport	\$421.00	0.03%
2	9412 Belford Ave.	4125-023-929	L A City Airport	\$589.40	0.04%
2	9613 Belford Ave	4125-023-930	L A City Airport	\$533.27	0.03%
2	9520 Belford Ave	4125-023-931	L A City Airport	\$1,693.37	0.10%
2	10011 AIRPORT BLVD	4129-028-900	L A City Airport	\$39,761.36	2.39%
				\$225,088.22	13.53%
1		4124-026-900	L A City Community College Dis	\$21,258.17	1.28%
1		4124-027-900	L A City Dept Of Water & Power	\$3,877.39	0.23%
2		4129-028-901	LACMTA	\$421.00	0.03%
3		4125-026-900	LACMTA	\$37,068.42	2.23%
3	5601 W Century Blvd	4125-026-904	LACMTA	\$7,367.64	0.44%
3	9725 AVIATION BLVD	4128-001-901	LACMTA	\$8,979.31	0.54%
3	9225 AVIATION BLVD	4128-001-902	LACMTA	\$91,957.32	5.53%
				\$145,793.69	8.77%

Zone	APN	2026 Asmt	%
1	4124-025-049	\$5,888.70	0.35%
1	4124-026-002	\$8,375.18	0.50%
1	4124-026-010	\$48,929.78	2.94%
1	4124-026-011	\$42,543.52	2.56%
1	4124-027-029	\$3,973.67	0.24%
1	4124-027-031	\$567.67	0.03%
1	4124-027-032	\$567.67	0.03%
1	4124-029-040	\$35,427.74	2.13%
1	4124-030-015	\$24,133.12	1.45%
1	4124-030-016	\$18,261.06	1.10%
1	4124-030-023	\$24,251.78	1.46%
1	4124-030-029	\$20,009.79	1.20%
1	4124-030-034	\$12,730.81	0.77%
1	4124-030-035	\$6,558.39	0.39%
1	4124-030-039	\$23,426.66	1.41%
1	4124-030-040	\$20,027.23	1.20%
1	4124-030-041	\$15,527.51	0.93%
1	4124-030-042	\$21,879.63	1.32%
1	4124-030-043	\$30,495.98	1.83%
1	4124-030-044	\$57,413.44	3.45%
2	4125-021-014	\$1,880.48	0.11%
2	4125-021-025	\$2,488.59	0.15%
1	4125-021-031	\$32,301.11	1.94%
2	4125-022-017	\$2,245.35	0.14%
2	4125-022-018	\$1,019.76	0.06%
2	4125-022-019	\$3,396.09	0.20%
1	4125-023-034	\$25,465.68	1.53%
1	4125-024-013	\$1,589.50	0.10%
2	4125-024-016	\$2,105.01	0.13%
2	4125-024-019	\$1,403.34	0.08%
1	4125-024-020	\$28,860.83	1.74%
2	4125-024-024	\$6,558.29	0.39%

2	4125-024-025	\$1,057.18	0.06%
2	4125-024-027	\$1,684.01	0.10%
2	4125-024-028	\$1,160.10	0.07%
2	4125-024-029	\$14,070.84	0.85%
1	4125-025-028	\$27,464.49	1.65%
1	4125-025-030	\$32,773.11	1.97%
1	4125-025-035	\$58,478.52	3.52%
1	4125-025-036	\$36,732.03	2.21%
1	4125-025-039	\$75,104.90	4.52%
1	4125-025-040	\$44,322.14	2.66%
1	4125-026-009	\$5,145.79	0.31%
1	4125-026-010	\$5,412.53	0.33%
1	4125-026-014	\$767.49	0.05%
1	4125-026-015	\$2,741.15	0.16%
1	4125-026-016	\$16,838.45	1.01%
1	4125-026-017	\$16,807.57	1.01%
2	4125-027-001	\$18,589.61	1.12%
3	4128-001-802	\$1,749.81	0.11%
1	4128-017-030	\$1,432.26	0.09%
1	4128-017-037	\$1,832.18	0.11%
1	4128-017-044	\$11,323.83	0.68%
1	4128-017-045	\$20,891.80	1.26%
1	4128-017-047	\$2,326.98	0.14%
1	4128-024-002	\$1,911.22	0.11%
1	4128-024-014	\$1,091.04	0.07%
1	4129-029-011	\$30,483.03	1.83%
1	4129-029-013	\$7,394.99	0.44%
1	4129-029-014	\$7,719.51	0.46%
1	4129-029-015	\$8,036.45	0.48%
1	4129-029-018	\$2,338.79	0.14%
1	4129-029-021	\$2,713.90	0.16%
1	4129-029-022	\$2,145.31	0.13%
1	4129-029-023	\$982.29	0.06%
1	4129-029-024	\$49.95	0.00%
1	4129-030-006	\$3,062.34	0.18%
1	4129-030-012	\$3,053.26	0.18%
1	4129-030-013	\$3,051.14	0.18%
1	4129-030-014	\$2,896.74	0.17%
1	4129-030-015	\$3,502.19	0.21%
1	4129-030-016	\$2,894.10	0.17%
1	4129-030-017	\$3,053.26	0.18%
1	4129-030-020	\$6,042.32	0.36%
1	4129-030-022	\$909.17	0.05%
1	4129-030-023	\$2,270.67	0.14%
1	4129-030-030	\$181.65	0.01%
1	4129-030-041	\$51,770.65	3.11%
1	4129-030-042	\$23,927.12	1.44%
1	4129-031-001	\$1,856.28	0.11%
1	4129-031-002	\$1,891.18	0.11%
1	4129-031-003	\$90.83	0.01%
1	4129-031-004	\$90.83	0.01%

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1	4129-031-005	\$1,975.24	0.12%
1	4129-031-006	\$1,407.81	0.08%
1	4129-031-007	\$1,021.80	0.06%
1	4129-031-011	\$340.60	0.02%
1	4129-031-012	\$68.12	0.00%
1	4129-031-013	\$90.83	0.01%
1	4129-031-017	\$4,778.15	0.29%
1	4129-031-018	\$27,199.15	1.64%
1	4129-032-002	\$2,397.82	0.14%
1	4129-032-003	\$11,017.60	0.66%
1	4129-032-006	\$5,936.65	0.36%
1	4129-032-007	\$15,807.64	0.95%
1	4129-032-010	\$7,869.84	0.47%
1	4129-032-012	\$13,484.68	0.81%
1	4129-032-013	\$3,192.58	0.19%
1	4129-033-001	\$7,902.08	0.48%
1	4129-033-002	\$2,277.93	0.14%
1	4129-033-003	\$6,998.33	0.42%
1	4129-033-004	\$3,339.05	0.20%
1	4129-033-005	\$5,986.61	0.36%
1	4129-033-006	\$5,660.97	0.34%
1	4129-033-007	\$1,198.91	0.07%
1	4129-033-008	\$12,083.01	0.73%
1	4129-033-011	\$1,554.04	0.09%
1	4129-033-012	\$3,538.62	0.21%
1	4129-033-013	\$6,390.78	0.38%
1	4129-033-020	\$5,705.19	0.34%
1	4129-033-022	\$908.27	0.05%
1	4129-033-023	\$450.41	0.03%
1	4129-033-024	\$1,224.34	0.07%
1	4129-033-025	\$908.27	0.05%
	Private Parcels	\$1,267,135.63	76.19%
	Publicly Owned Parcels	\$396,017.47	23.81%
	All Parcels	\$1,663,153.10	100.00%