

**Draft**

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

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

**November 2018**

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

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**For the**  
**North Hollywood Transit 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 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 Renewal Committee, the North Hollywood Transit Business Improvement District Management Plan is proposed to improve and convey special benefits to assessed parcels located within the North Hollywood Transit Business Improvement District area. The District will provide continued activities, including Clean & Safe, Communication and Management/Office. Each of the programs is designed to meet the goals of the District; to improve the safety 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 North Hollywood Transit Business Improvement District is unique from the area immediately surrounding the District in three ways. First, the District has a high number of art uses focused predominately on live theater, but also galleries and theatrical supporting business. Secondly, it has a concentration of high-density transit oriented mixed-use developments and businesses that support the mixed-use commercial developments. Third, it is a transit hub with the terminus of both the Metro Orange line and the Metro Red line bus and rail services with 42,097 boardings and alightings per day.

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 retail, mixed-use, office, theater, pre K-high school, 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 retail, mixed-use, office, theater, pre K-high school, 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 8.

**Budget:** The total District budget for the 2020 year of operation is approximately \$683,000.

## Improvements, Activities, Services:

<b>CLEAN &amp; SAFE</b>	<b>\$551,000</b>	<b>80.67%</b>
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### Enhanced Safe Programs:

A North Hollywood Transit Business Improvement District Safe Team to address crime prevention for parcels in the District will consist of some of the following:

- Bicycle 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

<b>COMMUNICATION</b>	<b>\$25,000</b>	<b>3.66%</b>
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- Destination Marketing
- Website

<b>MANAGEMENT/OFFICE/CITY FEES</b>	<b>\$107,000</b>	<b>15.67%</b>
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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 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.

**Method of Financing:** A levy of special assessments upon real property that receives special benefits from the improvements and activities. (See Section 4, for assessment methodology)

**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, lot square footage (76%) and building square footage (24%), will be used in the calculation. The 2020 year assessments per assessment variable will not exceed amounts listed in the following chart:



Zone	Assessment Rates
Zone 1 (no school parcels) Lot Sq Footage	\$0.1136
Zone 1 (no school parcels) Bldg Sq Footage	\$0.0278
Zone 1 (school) Lot Sq Footage	\$0.0369
Zone 1 (school) Bldg Sq Footage	\$0.0296
Zone 2 Lot Sq Footage	\$0.1293
Zone 2 Bldg Sq Footage	\$1.4265

**Cap:** Annual assessment increases will not exceed 5% per year. Increases will be determined by the Business Improvement District Owners' Association Board of Directors and will vary between 0 and 5% in any given 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 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 an 5-year life beginning January 1, 2020 and ending December 31, 2024.

**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**

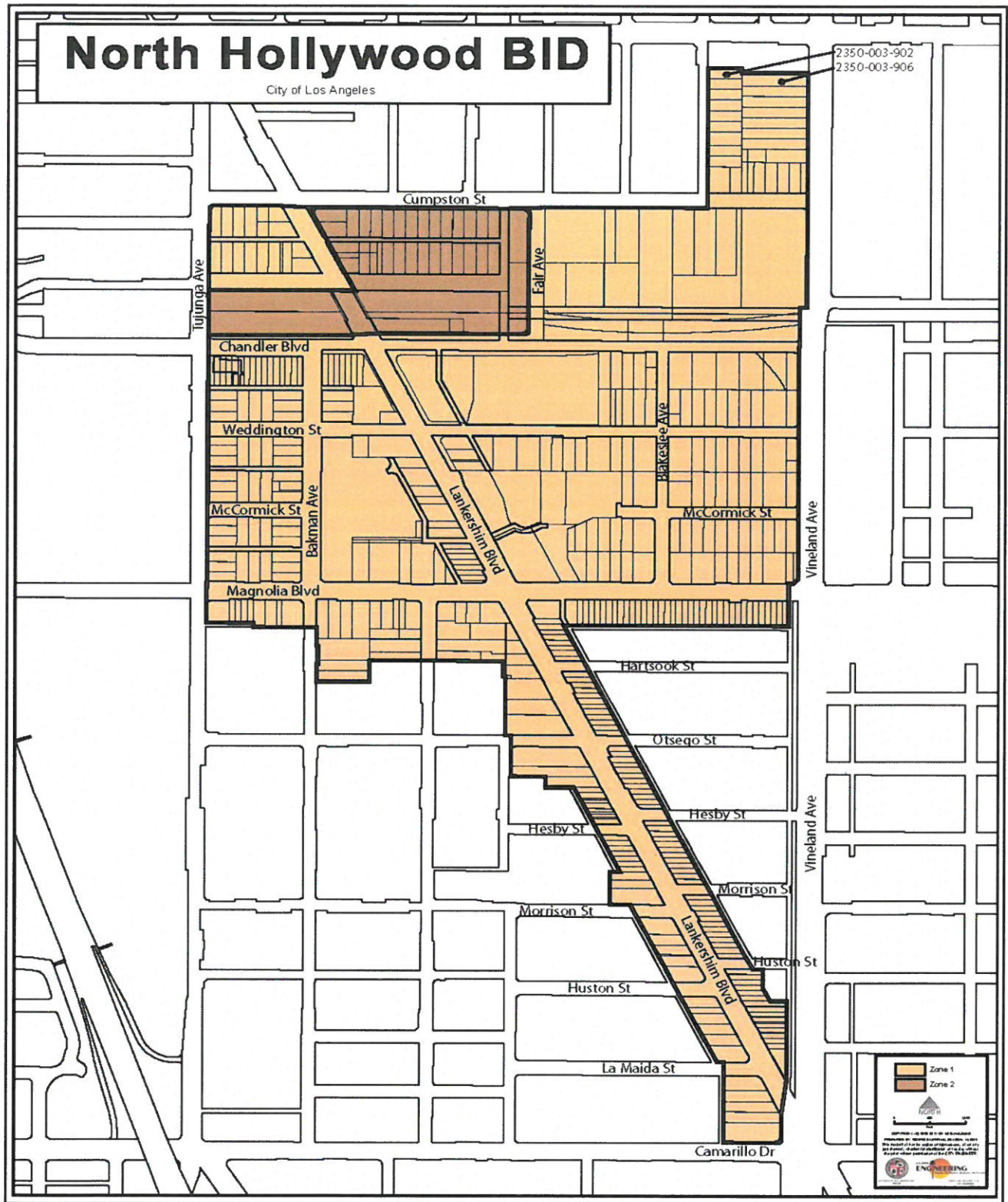
Zone One contains all of the retail, mixed-use, office, theater, pre K- high school, hotel, religious uses within the District. Zone One has the second highest demand for clean and safe services based on data from the last eleven years of District operation and is not located within the high demand transit zone. Zone One includes all property within the District boundaries except those parcels located within Zone Two.

#### **Zone Two**

Zone Two is the unique transit zone. Zone Two contains the Red Line Metro Station and the 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. The high ridership volume as evidenced by the following statistics creates a high demand for clean/safe services. As of data from April 2018, the Red Line Metro Station averages 14,112 boardings and 15,115 alightings per day and the Orange Line Metro Station averages 6,281 boardings and 6,589 alightings per day for a combined total of 20,393 boardings and 21,704 alightings per day. The District clean and safe services provided to Zone Two are designed to increase ridership on both the Orange Line and Red Line, which in turn attracts more customers to district businesses in Zone One. The special benefit to Zone Two parcels is the increased likelihood of an increase in ridership and increase in transit revenue because Zone Two benefits from the clean and safe services provided by the District which creates a clean and safe environment and attracts an increase in transit riders. The District has developed a number of joint communication programs with Metro to market the District as a destination for transit riders. The special benefit to Zone Two parcels is the increased likelihood of an increase in ridership and increase in transit revenue because Zone 2 benefits from the communication programs provided by the District which markets the District as a destination for transit riders which results in the increased likelihood of an increase in transit riders. This increased ridership provides a unique and special benefit to the Zone Two properties by increasing transit income and ridership. 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 is made up of parcels within the following boundaries:

Starting at the south east corner of Lankershim Boulevard and Cumpston Street head east along Cumpston Street to Fair Avenue. Turn south along Fair Avenue to Chandler Boulevard. Turn west along Chandler Boulevard to Tujunga Avenue. Turn north along Tujunga Avenue to the Southern Pacific Rail Road right of way. Turn east along the Southern Pacific Rail Road right of way to Lankershim Boulevard. Turn north along Lankershim Boulevard to the starting point at Lankershim Boulevard and Cumpston Street.





### **District Boundary Rationale**

The property uses within the general boundaries of the North Hollywood Transit Business Improvement District are a mix of retail, mixed-use, office, theater, pre K-high school, parking, transit, hotel, and religious parcels. Services and improvements provided by the District are designed to provide special benefits to parcels that contain retail, mixed-use, office, theater, pre K-high school, 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 retail, mixed-use, office, theater, pre K-high school, 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 retail, mixed-use, office, theater, pre K-high school, 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 retail, mixed-use, office, theater, pre K-high school, 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. 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 retail, mixed-use, 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 retail, mixed-use, 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. A number of the commercial parcels south of the District boundary do not rely on attracting customers to physically visit their businesses in order to engage in commerce. 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 retail, mixed-use, office, theater, 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. The special benefits provided to the unique mix of retail, mixed-use, office, theater, parking, transit, hotel and religious uses to District assessed parcels from these services is an increase in users which results in an increased likelihood of improved lease rates and tenant occupancy because of an increase in commercial activity and increase in customers all of which do not provide benefit to parcels zoned open space. 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 and increase in customers. 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 property owner meetings, the North Hollywood Transit Business Improvement District Renewal Committee 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, communication 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 retail, mixed-use, office, theater, pre K-High School, parking transit, hotel and religious parcels 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.

Retail 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. 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. Office parcels benefit from the District programs which makes employees and visitors feel safe and attracts and retains tenants by providing an enhanced sense of safety and cleanliness. 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. Pre K-High School 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 and attracts students. 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.

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 commercially zoned parcels in the District. No services will be provided to non-assessed parcels outside the District boundaries. (For a further definition of special benefits see Engineer's Report page 15 "Special Benefit")

### **TOTAL ASSESSMENT**

The total improvement and activity plan budget for 2020 is projected at \$683,000. Of the total budget, special benefit to parcels within the District totals \$639,732.70 and is funded by property assessments. General benefit from the District budget is calculated to be \$43,267.30 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 five years of operation of the North Hollywood Transit Business Improvement District. Actual service hours and frequency may vary in order to match varying District needs over the 5-year life of the District. A detailed operation deployment for 2020 is available from the property owner's association. The budget is made up of the following components.

### **CLEAN AND SAFE PROGRAMS**

**\$551,000**

#### **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. The purpose of the Safe Team Program is to prevent, deter and report illegal activities taking place on the streets, sidewalks, storefronts, parking lots and public alleys. 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.

Retail 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. 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. Office parcels benefit from the District programs which makes employees and visitors feel safe and attracts and retains tenants by providing an

enhanced sense of safety and cleanliness. 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. 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.

### **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 eleven years. A multi-dimensional approach has been developed consisting of the following elements. The Clean Team will only provide service to properties within 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.

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, poles and telephones are removed. District personnel may pressure wash sidewalks. 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 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.

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.

Retail 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. 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. Office parcels benefit from the District programs which makes employees and visitors feel safe and attracts and retains tenants by providing an enhanced sense of safety and cleanliness. 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. Pre K-High School 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 and attracts students. 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.

## **COMMUNICATION**

**\$25,000**

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 parcels, a professionally developed marketing and communication 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. Retail 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 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 the District programs which work to increase exposure and awareness of District amenities such as retail and transit options which in turn increase pedestrian foot traffic and a positive user experience. 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 increase exposure and awareness of District amenities such as retail and office which in turn 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 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. Religious parcels benefit from increased exposure and awareness of District programs that work to attract pedestrians which provides an opportunity to increase



attendance.

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

- Destination Marketing
- Business Card Program
- Banner Program
- Media Relations

#### **MANAGEMENT/OFFICE/CITY FEES**

**\$107,000**

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 on behalf of the District parcels to ensure that City and County services and policies support the District. Included in this item are 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.

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.

#### **FIVE-YEAR OPERATING BUDGET**

A projected five-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 5% per year. Increases will be determined by the Board of Directors of the District Owner's Association and will vary between 0% and 5% in any given year. The projections below illustrate a maximum 5% 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.

	2020	2021	2022	2023	2024
Clean & Safe	\$551,000.00	\$578,550.00	\$607,477.50	\$637,851.38	\$669,743.94
Communication	\$25,000.00	\$26,250.00	\$27,562.50	\$28,940.63	\$30,387.66
Management/Office/City Fee	\$107,000.00	\$112,350.00	\$117,967.50	\$123,865.88	\$130,059.17
Total Budget	\$683,000.00	\$717,150.00	\$753,007.50	\$790,657.88	\$830,190.77
Assessment Revenues	\$639,732.70	\$671,719.34	\$705,305.30	\$740,570.57	\$777,599.10
Other Revenues**	\$43,267.30	\$45,430.67	\$47,702.20	\$50,087.31	\$52,591.67
Total Revenues	\$683,000.00	\$717,150.00	\$753,007.50	\$790,657.88	\$830,190.77

\*Assumes 5% 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 square feet of 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. For a definition of special benefits see the Engineer's Report page 15.

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 retail, mixed-use, office, theater, pre K-high school, 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, 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 Lot Square Footage and Building Square Footage to every other parcel's Lot Square Footage and Building Square Footage.

Lot Square Footage Defined. Lot 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.

Building Square Footage Defined. Building Square Footage is defined as gross building square footage as determined by the outside measurements of a building.

### 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 6.33% of the programs provided by the District provide general benefit. Assessment revenue cannot be used to pay for general benefits. (See page 15 of the Engineer's Report for discussion of general and special benefits)

**Gross Building Square Footage:** 24% of the District budget is allocated to the gross building square footage and is utilized to reflect the special benefits to parcels accruing from the varying density of development on each parcel and the short to mid-term value impacts each parcel receives from District activities. The gross building square footage is determined by the outside measurements of a building and confirmed by the City of Los Angeles City Clerk's office.

**Lot Square Footage:** 76% of the District budget is allocated to the lot square footage and is utilized to reflect the special benefit to parcels based upon the size of the parcel and the long-term value impacts each parcel receives from the District activities. Lot square footage is defined as the total amount of area within the borders of the parcel, as defined in the County Assessor's parcel maps. Lot square footage for condominium parcels is determined by dividing the total lot square footage for the total condominium project by the number of condominium units.

The preceding methodology is applied to a database that has been constructed by 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- no school parcels	Zone 1- school parcels	Zone 2
Lot Square Footage	3,340,161	655,395	638,305
Building Square Footage	4,313,016	258,126	18,271

#### **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, two 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 within Zone One contain all of the retail, mixed-use, office, theater, pre K- high school, hotel, religious uses within the District. Zone One has the second highest demand for clean and safe services

based on data from the last eleven 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 Red Line Metro Station and the 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. 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.

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

	Zone 1- no school parcels	Zone 1- Schools parcels	Zone 2
<b>Clean &amp; Safe</b>	\$430,000.00	\$27,500.00	\$93,500.00
<b>Communication</b>	\$20,750.00		\$4,250.00
<b>Management/Office/City Fee</b>	\$82,310.00	\$6,500.00	\$18,190.00
<b>Total Budget</b>	\$533,060.00	\$34,000.00	\$115,940.00
<b>Assessment Revenues</b>	\$499,291.23	\$31,846.14	\$108,595.33
<b>Other Revenues</b>	\$33,768.77	\$2,153.86	\$7,344.67
<b>Total Revenues</b>	\$533,060.00	\$34,000.00	\$115,940.00

### **Assessments**

Based on the special benefit factors and assessment methodology discussed in the Engineer's Report on page 14, Lot Square Footage, Building Square Footage and the proposed budget, the following illustrates the first year's maximum annual assessment.

### **Assessment Rate Calculation**

The Zone 1 (no school parcels) assessment rate is determined by the following calculation:

Zone 1 (no school parcels) Assessment Budget = \$499,291.23

Assessment Budget allocated to Lot Square Footage @ 76% = \$379,461.33

Assessment Budget allocated to Building Square Footage @ 24% = \$119,829.90

Lot Square Footage Assessment Rate-

Assessment Budget \$379,461.33 / 3,340,161 Lot Sq Ft = \$0.1136

Building Square Footage Assessment Rate-

Assessment Budget \$119,829.90 / 4,313,016 Building Sq Ft = \$0.0278



### Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of lot footage and 5,000 square feet of building, multiply the Lot Square Footage (5,000) by the Assessment Rate (\$0.1136) = (\$568) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$0.0278) = (\$139) = Initial Annual Parcel Assessment (\$707).

The Zone 1 (school parcels) assessment rate is determined by the following calculation:

Zone 1 (school parcels) Assessment Budget = \$31,846.14

Assessment Budget allocated to Lot Square Footage @ 76% = \$24,203.07

Assessment Budget allocated to Building Square Footage @ 24% = \$7,643.07

Lot Square Footage Assessment Rate-

Assessment Budget \$24,203.07 / 655,395 Lot Sq Ft = \$0.0369

Building Square Footage Assessment Rate-

Assessment Budget \$7,643.07 / 258,126 Building Sq Ft = \$0.0296

### Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of lot footage and 5,000 square feet of building, multiply the Lot Square Footage (5,000) by the Assessment Rate (\$0.0369) = (\$184.50) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$0.0296) = (\$148) = Initial Annual Parcel Assessment (\$332.50).

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

Zone 2 Assessment Budget = \$108,595.33

Assessment Budget allocated to Lot Square Footage @ 76% = \$82,532.45

Assessment Budget allocated to Building Square Footage @ 24% = \$26,062.88

Lot Square Footage Assessment Rate-

Assessment Budget \$82,532.45 / 638,305 Lot Sq Ft = \$0.1293

Building Square Footage Assessment Rate-

Assessment Budget \$26,062.88 / 18,271 Building Sq Ft = \$1.4265

### Sample Parcel Assessment

To calculate the assessment for a parcel with 5,000 square feet of lot footage and 5,000 square feet of building, multiply the Lot Square Footage (5,000) by the Assessment Rate (\$0.1293) = (\$646.50) + multiple the Building Square Footage (5,000) by the Assessment Rate (\$1.4265) = (\$7,132.50) = Initial Annual Parcel Assessment (\$7,779).

### 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 5% in any given 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 5% annual increase for all assessment rates.

#### Maximum Assessment Table

	2020	2021	2022	2023	2024
Zone 1 (no school parcels) Lot Sq Footage Rate	\$0.1136	\$0.1193	\$0.1252	\$0.1315	\$0.1368
Zone 1 (no school parcels) Bldg Sq Footage Rate	\$0.0278	\$0.0292	\$0.0306	\$0.0322	\$0.0335
Zone 1 School Lot Sq Footage Rate	\$0.0369	\$0.0387	\$0.0407	\$0.0427	\$0.0444
Zone 1 School Bldg Sq Footage Rate	\$0.0296	\$0.0311	\$0.0326	\$0.0343	\$0.0356
Zone 2 Lot Sq Footage Rate	\$0.1293	\$0.1358	\$0.1426	\$0.1497	\$0.1557
Zone 2 Bldg Sq Footage Rate	\$1.4265	\$1.4978	\$1.5727	\$1.6514	\$1.7174

#### Budget Adjustments

Any annual budget surplus will be rolled into the following year's District budget. The budget will be set accordingly, within the constraints of the Management District Plan to adjust for surpluses that are carried forward. District funds may be used for renewal of the District. 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. Parcels that experience a loss of building square footage need to notice the District of changes.

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 Proposition 218 ballot 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 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.

**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 parcels percentage contribution to the total year 2020 assessments if the District is not renewed.

**Bond Issuance**

The District will not issue Bonds.

**Public Property Assessments**

The District will provide all the improvements and activities to the City of Los Angeles or any other government-owned parcels within the District boundary. 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 23 for publicly-owned parcels special benefit designation. Below is a list of the publicly-owned parcels and their respective assessments.

APN	Zone	owner	site address	2020 Asmt	%
2350017901	1	L A City(public parking lot)	NO SITUS ADDRESS	\$2,276.43	0.36%
2353007900	1	L A City(theater)	5108 LANKERSHIM BLVD	\$986.39	0.15%
2350016901	1	L A City(fire station)	*NO SITE ADDRESS*	\$4,475.84	0.70%
		Total L A City		\$7,738.67	1.21%
2350016902	1	L A County	5300 Tujunga Ave, -3121	\$4,895.38	0.77%
2350012902	1	LACMTA	*NO SITE ADDRESS*	\$3,408.17	0.53%
2350013915	1	LACMTA	*NO SITE ADDRESS*	\$1,858.36	0.29%
2350013917	1	LACMTA	*NO SITE ADDRESS*	\$1,020.07	0.16%
2350013922	1	LACMTA	*NO SITE ADDRESS*	\$2,869.45	0.45%
2350016905	1	LACMTA	5300 Bakman Ave	\$757.18	0.12%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	\$6,532.21	1.02%
2350016907	1	LACMTA	5308 Bakman Ave	\$1,513.80	0.24%
2350012920	2	LACMTA	*NO SITE ADDRESS*	\$40,634.46	6.35%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	\$2,905.36	0.45%
2350012922	2	LACMTA	11223 CHANDLER BLVD	\$543.06	0.08%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	\$1,242.57	0.19%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	\$2,024.83	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	\$1,873.55	0.29%
2350012926	2	LACMTA	*NO SITE ADDRESS*	\$969.10	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	\$969.10	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	\$969.10	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	\$969.10	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	\$969.10	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	\$969.10	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	\$969.10	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	\$969.10	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	\$969.10	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	\$969.10	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	\$969.10	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	\$2,317.05	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	\$33,190.19	5.19%
2350013906	2	LACMTA	11163 Chandler Blvd	\$1,939.23	0.30%
2350013907	2	LACMTA	*NO SITE ADDRESS*	\$4,005.70	0.63%
2350013908	2	LACMTA	*NO SITE ADDRESS*	\$5,091.55	0.80%
2350013920	2	LACMTA	*NO SITE ADDRESS*	\$2,167.70	0.34%
		Total LACMTA		\$126,554.57	19.78%
2350003900	1	LAUSD	5536 CASE AVE,	\$267.66	0.04%
2350003901	1	LAUSD	11039 CUMPSTON ST,	\$437.79	0.07%
2350003902	1	LAUSD	5550 CASE AVE, -2446	\$267.85	0.04%
2350003903	1	LAUSD	5518 CASE AVE,	\$267.85	0.04%
2350003904	1	LAUSD	5520 CASE AVE,	\$342.81	0.05%
2350003905	1	LAUSD	5540 CASE AVE,	\$267.85	0.04%



2350003906	1	LAUSD	5545 VINELAND AVE,	\$517.01	0.08%
2350003907	1	LAUSD	5545 VINELAND AVE,	\$517.01	0.08%
2350003908	1	LAUSD	5514 CASE AVE,	\$267.66	0.04%
2350003909	1	LAUSD	5546 CASE AVE,	\$267.74	0.04%
2350003910	1	LAUSD	5530 CASE AVE,	\$267.81	0.04%
2350003911	1	LAUSD	5535 VINELAND AVE,	\$1,034.16	0.16%
2350003912	1	LAUSD	5531 VINELAND AVE,	\$517.19	0.08%
2350003913	1	LAUSD	5525 VINELAND AVE, - 2730	\$915.80	0.14%
2350003914	1	LAUSD	11035 CUMPSTON ST,	\$230.18	0.04%
2350003915	1	LAUSD	*NO SITE ADDRESS*	\$159.42	0.02%
2350003916	1	LAUSD	11015 CUMPSTON ST,	\$7,049.45	1.10%
2350013900	1	LAUSD	11030 Cumpston St,	\$5,035.01	0.79%
2350013921	1	LAUSD	*NO SITE ADDRESS*	\$924.37	0.14%
2350017903	1	LAUSD	5250 Bakman Ave	\$8,204.28	1.28%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	\$507.07	0.08%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	\$960.15	0.15%
		Total LAUSD		\$29,226.10	4.57%
2350016900	1	US Govt	11304 Chandler Blvd	\$0.00	0.00%
			Total	\$168,414.72	26.33%

### Los Angeles Unified School District (LAUSD) and St. Paul's Lutheran Church School (St. Paul's) Assessments

District parcels which are owned and occupied by LAUSD provide Pre-K through High School learning and do not receive the same level of special benefits from the District programs which are designed to meet the District goals of improving the appearance and safety of the District, to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses as do all of the other parcels within the District. LAUSD provides learning programs to students from pre K to high school. LAUSD students within the District do not have the same discretionary choice of where to go to get their services, in this case standard learning, as compared to a customer of a for-profit business which has several choices of where to buy their products and services. Parents of LAUSD students make their decisions on where their children attend school based on several elements. One important element is the cleanliness of the area around the school. The cleanliness of the environment around the school helps to create the perception of a safe and controlled environment and plays a major role in school choice. LAUSD has its own public safety officers providing safe services to the schools. These school parcels will not specially benefit from the Safe Programs provided by the District. The District Communication programs are designed to provide special benefit to the retail, mixed-use commercial, theater, parking, transit, religious, and office uses in the form of increase in lease rates, tenant occupancy, and commercial activity, none of which are a benefit to LAUSD pre K- high school parcels.

District school parcels which are owned and occupied by St. Paul's provide pre-K through 8<sup>th</sup> grade

learning and do not receive the same level of special benefits from the District programs which are designed to meet the District goals of improving the appearance and safety of the District, to increase building occupancy and lease rates, to encourage new business development, attract ancillary businesses and services and increase the economic vitality of the retail, mixed-use commercial, theater, parking, transit, religious, and office uses as do all of the other parcels within the District. St. Paul's provides learning programs to students in pre K to 8<sup>th</sup> grade. Parents of St. Paul's students make their decisions on where their children attend school based on several elements. One important element is the cleanliness of the area around the school. The cleanliness of the environment around the school helps to create the perception of a safe and controlled environment and plays a major role in school choice. St. Paul's has a completely fenced in campus that is controlled and monitored with only one entrance/exit. St. Paul's has a strict policy on students entering and leaving campus, guidelines state that "once a student has entered school grounds, he may not leave again without written permission from home". St. Paul's also advertises a "safe and secure campus" to prospective parents and children on its website. In addition, St. Paul's has its own security providing safe services to the school. These school parcels will not specially benefit from the Safe Programs provided by the District. St. Paul's is a bono-fide Lutheran school, is exclusive in its Christian mission and will not receive and benefit from District Communication programs. The District Communication Programs are designed to provide special benefit to the retail, mixed-use commercial, theater, parking, transit, religious, and office uses in the form of increase in lease rates, tenant occupancy, and commercial activity, none of which are a benefit to St. Paul's pre-K – 8<sup>th</sup> grade parcels.

Following Pre K – High School parcels:

APN	APN	APN	APN	APN	APN
2350003900	2350003904	2350003908	2350003912	2350003916	2350017905
2350003901	2350003905	2350003909	2350003913	2350013900	2350017906
2350003902	2350003906	2350003910	2350003914	2350013921	2350017020
2350003903	2350003907	2350003911	2350003915	2350017903	2350017021

## **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, 2020. Consistent with State law, the North Hollywood Transit Business Improvement District will have a five-year life through December 31, 2024.

## Section 7 Parcel Roll

APN	Zone	owner	site address	2020 Asmt	%
2350017901	1	L A City(public parking lot)	NO SITUS ADDRESS	\$2,276.43	0.36%
2353007900	1	L A City(theater)	5108 LANKERSHIM BLVD	\$986.39	0.15%
2350016901	1	L A City(fire station)	*NO SITE ADDRESS*	\$4,475.84	0.70%
		Total L A City		\$7,738.67	1.21%
2350016902	1	L A County	5300 Tujunga Ave, -3121	\$4,895.38	0.77%
2350012902	1	LACMTA	*NO SITE ADDRESS*	\$3,408.17	0.53%
2350013915	1	LACMTA	*NO SITE ADDRESS*	\$1,858.36	0.29%
2350013917	1	LACMTA	*NO SITE ADDRESS*	\$1,020.07	0.16%
2350013922	1	LACMTA	*NO SITE ADDRESS*	\$2,869.45	0.45%
2350016905	1	LACMTA	5300 Bakman Ave	\$757.18	0.12%
2350016906	1	LACMTA	5311 LANKERSHIM BLVD	\$6,532.21	1.02%
2350016907	1	LACMTA	5308 Bakman Ave	\$1,513.80	0.24%
2350012920	2	LACMTA	*NO SITE ADDRESS*	\$40,634.46	6.35%
2350012921	2	LACMTA	5356 LANKERSHIM BLVD	\$2,905.36	0.45%
2350012922	2	LACMTA	11223 CHANDLER BLVD	\$543.06	0.08%
2350012923	2	LACMTA	5430 LANKERSHIM BLVD	\$1,242.57	0.19%
2350012924	2	LACMTA	5420 LANKERSHIM BLVD	\$2,024.83	0.32%
2350012925	2	LACMTA	11204 CUMPSTON ST	\$1,873.55	0.29%
2350012926	2	LACMTA	*NO SITE ADDRESS*	\$969.10	0.15%
2350012927	2	LACMTA	11216 CUMPSTON ST	\$969.10	0.15%
2350012928	2	LACMTA	11220 CUMPSTON ST	\$969.10	0.15%
2350012929	2	LACMTA	11228 CUMPSTON ST	\$969.10	0.15%
2350012930	2	LACMTA	11234 CUMPSTON ST	\$969.10	0.15%
2350012931	2	LACMTA	11238 CUMPSTON ST	\$969.10	0.15%
2350012932	2	LACMTA	11244 CUMPSTON ST	\$969.10	0.15%
2350012933	2	LACMTA	11250 CUMPSTON ST	\$969.10	0.15%
2350012934	2	LACMTA	11254 CUMPSTON ST	\$969.10	0.15%
2350012935	2	LACMTA	11260 CUMPSTON ST	\$969.10	0.15%
2350012936	2	LACMTA	11264 CUMPSTON ST	\$969.10	0.15%
2350012937	2	LACMTA	5430 LANKERSHIM BLVD	\$2,317.05	0.36%
2350012938	2	LACMTA	11211 CHANDLER BLVD	\$33,190.19	5.19%
2350013906	2	LACMTA	11163 Chandler Blvd	\$1,939.23	0.30%
2350013907	2	LACMTA	*NO SITE ADDRESS*	\$4,005.70	0.63%
2350013908	2	LACMTA	*NO SITE ADDRESS*	\$5,091.55	0.80%
2350013920	2	LACMTA	*NO SITE ADDRESS*	\$2,167.70	0.34%
		Total LACMTA		\$126,554.57	19.78%
2350003900	1	LAUSD	5536 CASE AVE,	\$267.66	0.04%
2350003901	1	LAUSD	11039 CUMPSTON ST,	\$437.79	0.07%
2350003902	1	LAUSD	5550 CASE AVE, -2446	\$267.85	0.04%



2350003903	1	LAUSD	5518 CASE AVE,	\$267.85	0.04%
2350003904	1	LAUSD	5520 CASE AVE,	\$342.81	0.05%
2350003905	1	LAUSD	5540 CASE AVE,	\$267.85	0.04%
2350003906	1	LAUSD	5545 VINELAND AVE,	\$517.01	0.08%
2350003907	1	LAUSD	5545 VINELAND AVE,	\$517.01	0.08%
2350003908	1	LAUSD	5514 CASE AVE,	\$267.66	0.04%
2350003909	1	LAUSD	5546 CASE AVE,	\$267.74	0.04%
2350003910	1	LAUSD	5530 CASE AVE,	\$267.81	0.04%
2350003911	1	LAUSD	5535 VINELAND AVE,	\$1,034.16	0.16%
2350003912	1	LAUSD	5531 VINELAND AVE,	\$517.19	0.08%
2350003913	1	LAUSD	5525 VINELAND AVE, - 2730	\$915.80	0.14%
2350003914	1	LAUSD	11035 CUMPSTON ST,	\$230.18	0.04%
2350003915	1	LAUSD	*NO SITE ADDRESS*	\$159.42	0.02%
2350003916	1	LAUSD	11015 CUMPSTON ST,	\$7,049.45	1.10%
2350013900	1	LAUSD	11030 Cumpston St,	\$5,035.01	0.79%
2350013921	1	LAUSD	*NO SITE ADDRESS*	\$924.37	0.14%
2350017903	1	LAUSD	5250 Bakman Ave	\$8,204.28	1.28%
2350017905	1	LAUSD	11261 MAGNOLIA BLVD	\$507.07	0.08%
2350017906	1	LAUSD	11241 MAGNOLIA BLVD	\$960.15	0.15%
		Total LAUSD		\$29,226.10	4.57%
2350016900	1	US Govt	11304 Chandler Blvd	\$0.00	0.00%
			Total	\$168,414.72	26.33%

APN	Zone	2020 Asmt	%
2350012028	1	\$851.70	0.13%
2350012029	1	\$1,056.08	0.17%
2350012030	1	\$647.33	0.10%
2350012031	1	\$1,568.12	0.25%
2350012040	1	\$370.65	0.06%
2350012041	1	\$61.42	0.01%
2350012042	1	\$66.15	0.01%
2350012043	1	\$63.65	0.01%
2350012044	1	\$63.37	0.01%
2350012045	1	\$64.20	0.01%
2350012046	1	\$52.26	0.01%
2350012047	1	\$66.15	0.01%
2350012048	1	\$56.70	0.01%
2350012049	1	\$68.93	0.01%
2350012050	1	\$54.76	0.01%
2350012051	1	\$69.20	0.01%
2350012052	1	\$52.81	0.01%
2350012053	1	\$62.54	0.01%
2350012054	1	\$63.92	0.01%

2350012055	1	\$64.48	0.01%
2350012056	1	\$61.42	0.01%
2350012057	1	\$66.15	0.01%
2350012058	1	\$63.65	0.01%
2350012059	1	\$63.37	0.01%
2350012060	1	\$63.37	0.01%
2350012061	1	\$64.20	0.01%
2350012062	1	\$64.20	0.01%
2350012063	1	\$52.26	0.01%
2350012064	1	\$53.64	0.01%
2350012065	1	\$66.15	0.01%
2350012066	1	\$54.20	0.01%
2350012067	1	\$56.70	0.01%
2350012068	1	\$68.93	0.01%
2350012069	1	\$54.76	0.01%
2350012070	1	\$69.20	0.01%
2350012071	1	\$52.81	0.01%
2350012072	1	\$62.54	0.01%
2350012073	1	\$63.92	0.01%
2350012074	1	\$64.48	0.01%
2350012075	1	\$61.42	0.01%
2350012076	1	\$66.15	0.01%
2350012077	1	\$63.65	0.01%
2350012078	1	\$63.37	0.01%
2350012079	1	\$63.37	0.01%
2350012080	1	\$64.20	0.01%
2350012081	1	\$64.20	0.01%
2350012082	1	\$52.26	0.01%
2350012083	1	\$53.64	0.01%
2350012084	1	\$66.15	0.01%
2350012085	1	\$54.20	0.01%
2350012086	1	\$56.70	0.01%
2350012087	1	\$68.93	0.01%
2350012088	1	\$54.76	0.01%
2350012089	1	\$69.20	0.01%
2350012090	1	\$52.81	0.01%
2350012091	1	\$62.54	0.01%
2350012092	1	\$63.92	0.01%
2350012093	1	\$64.48	0.01%
2350012094	1	\$61.42	0.01%
2350012095	1	\$66.15	0.01%
2350012096	1	\$63.65	0.01%
2350012097	1	\$63.37	0.01%
2350012098	1	\$63.37	0.01%
2350012099	1	\$64.20	0.01%
2350012100	1	\$64.20	0.01%
2350012101	1	\$52.26	0.01%
2350012102	1	\$53.64	0.01%
2350012103	1	\$66.15	0.01%
2350012104	1	\$54.20	0.01%

2350012105	1	\$56.70	0.01%
2350012106	1	\$68.93	0.01%
2350012107	1	\$54.76	0.01%
2350012108	1	\$69.20	0.01%
2350012109	1	\$52.81	0.01%
2350012110	1	\$62.54	0.01%
2350012111	1	\$63.92	0.01%
2350012112	1	\$64.48	0.01%
2350012113	1	\$61.42	0.01%
2350012114	1	\$66.15	0.01%
2350012115	1	\$63.65	0.01%
2350012116	1	\$63.37	0.01%
2350012117	1	\$63.37	0.01%
2350012118	1	\$64.20	0.01%
2350012119	1	\$64.20	0.01%
2350012120	1	\$52.26	0.01%
2350012121	1	\$53.64	0.01%
2350012122	1	\$66.15	0.01%
2350012123	1	\$54.20	0.01%
2350012124	1	\$56.70	0.01%
2350012125	1	\$68.93	0.01%
2350012126	1	\$54.76	0.01%
2350012127	1	\$69.20	0.01%
2350012128	1	\$52.81	0.01%
2350012129	1	\$62.54	0.01%
2350012130	1	\$63.92	0.01%
2350012131	1	\$64.48	0.01%
2350012132	1	\$61.42	0.01%
2350012133	1	\$66.15	0.01%
2350012134	1	\$63.65	0.01%
2350012135	1	\$63.37	0.01%
2350012136	1	\$63.37	0.01%
2350012137	1	\$64.20	0.01%
2350012138	1	\$64.20	0.01%
2350012139	1	\$52.26	0.01%
2350012140	1	\$53.64	0.01%
2350012141	1	\$66.15	0.01%
2350012142	1	\$54.20	0.01%
2350012143	1	\$56.70	0.01%
2350012144	1	\$68.93	0.01%
2350012145	1	\$54.76	0.01%
2350012146	1	\$69.20	0.01%
2350012147	1	\$52.81	0.01%
2350012148	1	\$62.54	0.01%
2350012149	1	\$63.92	0.01%
2350012150	1	\$64.48	0.01%
2350012151	1	\$61.42	0.01%
2350012152	1	\$66.15	0.01%
2350012153	1	\$63.65	0.01%
2350012154	1	\$63.37	0.01%
2350012155	1	\$63.37	0.01%

2350012156	1	\$64.20	0.01%
2350012157	1	\$64.20	0.01%
2350012158	1	\$52.26	0.01%
2350012159	1	\$53.64	0.01%
2350012160	1	\$66.15	0.01%
2350012161	1	\$54.20	0.01%
2350012162	1	\$56.70	0.01%
2350012163	1	\$68.93	0.01%
2350012164	1	\$54.76	0.01%
2350012165	1	\$69.20	0.01%
2350012166	1	\$52.81	0.01%
2350012167	1	\$62.54	0.01%
2350012168	1	\$63.92	0.01%
2350012169	1	\$64.48	0.01%
2350012170	1	\$61.42	0.01%
2350012171	1	\$66.15	0.01%
2350012172	1	\$63.65	0.01%
2350012173	1	\$63.37	0.01%
2350012174	1	\$63.37	0.01%
2350012175	1	\$64.20	0.01%
2350012176	1	\$64.20	0.01%
2350012177	1	\$52.26	0.01%
2350012178	1	\$53.64	0.01%
2350012179	1	\$66.15	0.01%
2350012180	1	\$54.20	0.01%
2350012181	1	\$56.70	0.01%
2350012182	1	\$68.93	0.01%
2350012183	1	\$54.76	0.01%
2350012184	1	\$69.20	0.01%
2350012185	1	\$52.81	0.01%
2350012186	1	\$62.54	0.01%
2350012187	1	\$63.92	0.01%
2350012188	1	\$64.48	0.01%
2350012189	1	\$61.42	0.01%
2350012190	1	\$66.15	0.01%
2350012191	1	\$63.65	0.01%
2350012192	1	\$63.37	0.01%
2350012193	1	\$63.37	0.01%
2350012194	1	\$64.20	0.01%
2350012195	1	\$64.20	0.01%
2350012196	1	\$52.26	0.01%
2350012197	1	\$53.64	0.01%
2350012198	1	\$66.15	0.01%
2350012199	1	\$54.20	0.01%
2350012200	1	\$56.70	0.01%
2350012201	1	\$68.93	0.01%
2350012202	1	\$54.76	0.01%
2350012203	1	\$69.20	0.01%
2350012204	1	\$52.81	0.01%
2350012205	1	\$62.54	0.01%
2350012206	1	\$63.92	0.01%

2350012207	1	\$64.48	0.01%
2350012208	1	\$61.42	0.01%
2350012209	1	\$66.15	0.01%
2350012210	1	\$63.65	0.01%
2350012211	1	\$63.37	0.01%
2350012212	1	\$63.37	0.01%
2350012213	1	\$64.20	0.01%
2350012214	1	\$64.20	0.01%
2350012215	1	\$52.26	0.01%
2350012216	1	\$66.15	0.01%
2350012217	1	\$76.98	0.01%
2350012218	1	\$56.70	0.01%
2350012219	1	\$68.93	0.01%
2350012220	1	\$54.76	0.01%
2350013020	1	\$51,751.67	8.09%
2350014016	1	\$10,414.27	1.63%
2350014017	1	\$2,156.48	0.34%
2350014018	1	\$2,155.21	0.34%
2350014019	1	\$936.79	0.15%
2350014020	1	\$936.79	0.15%
2350014021	1	\$936.79	0.15%
2350014022	1	\$936.79	0.15%
2350014031	1	\$3,574.76	0.56%
2350014033	1	\$3,789.67	0.59%
2350014034	1	\$3,932.20	0.61%
2350014035	1	\$18,734.98	2.93%
2350015037	1	\$1,144.07	0.18%
2350015043	1	\$1,138.53	0.18%
2350015114	1	\$10,939.52	1.71%
2350015115	1	\$26,245.12	4.10%
2350015116	1	\$7,923.66	1.24%
2350016006	1	\$895.97	0.14%
2350016008	1	\$2,402.92	0.38%
2350017004	1	\$958.19	0.15%
2350017005	1	\$794.22	0.12%
2350017006	1	\$794.22	0.12%
2350017010	1	\$661.32	0.10%
2350017013	1	\$3,432.70	0.54%
2350017014	1	\$921.87	0.14%
2350017015	1	\$975.94	0.15%
2350017016	1	\$254.82	0.04%
2350017017	1	\$492.20	0.08%
2350017018	1	\$709.69	0.11%
2350017019	1	\$2,287.02	0.36%
2350017020	1	\$267.73	0.04%
2350017021	1	\$2,352.31	0.37%
2350017022	1	\$1,005.84	0.16%
2350017023	1	\$709.69	0.11%
2350017027	1	\$826.25	0.13%
2350017029	1	\$834.08	0.13%
2350017030	1	\$3,172.37	0.50%

2350017031	1	\$729.46	0.11%
2350017032	1	\$1,545.81	0.24%
2350017033	1	\$1,588.42	0.25%
2350017034	1	\$1,326.46	0.21%
2350017035	1	\$601.58	0.09%
2350017036	1	\$1,021.33	0.16%
2350017042	1	\$874.02	0.14%
2350017043	1	\$1,302.44	0.20%
2350017047	1	\$710.04	0.11%
2350017048	1	\$1,726.89	0.27%
2350017051	1	\$891.09	0.14%
2350017052	1	\$313.79	0.05%
2350017053	1	\$1,227.35	0.19%
2350017054	1	\$817.96	0.13%
2350017055	1	\$1,469.50	0.23%
2350017057	1	\$2,759.39	0.43%
2350017058	1	\$796.72	0.12%
2350018028	1	\$2,144.98	0.34%
2350018029	1	\$1,231.30	0.19%
2350018030	1	\$936.79	0.15%
2350018031	1	\$2,259.14	0.35%
2350018032	1	\$2,251.28	0.35%
2350018059	1	\$17,080.69	2.67%
2350018077	1	\$982.20	0.15%
2350018079	1	\$9,408.80	1.47%
2350018082	1	\$3,570.38	0.56%
2350018083	1	\$10,362.84	1.62%
2350018084	1	\$16,857.73	2.64%
2350018085	1	\$12,592.20	1.97%
2350018089	1	\$11,580.23	1.81%
2350018090	1	\$11,301.64	1.77%
2350018091	1	\$4,277.34	0.67%
2350018092	1	\$379.35	0.06%
2350018093	1	\$10,055.65	1.57%
2350018094	1	\$937.25	0.15%
2353002031	1	\$1,289.65	0.20%
2353002033	1	\$269.25	0.04%
2353002034	1	\$1,582.95	0.25%
2353002039	1	\$332.53	0.05%
2353002041	1	\$717.13	0.11%
2353002042	1	\$881.22	0.14%
2353002136	1	\$1,105.50	0.17%
2353003022	1	\$845.13	0.13%
2353003023	1	\$1,629.40	0.25%
2353003024	1	\$1,278.37	0.20%
2353003803	1	\$14,732.35	2.30%
2353004040	1	\$22,908.91	3.58%
2353004041	1	\$10,342.66	1.62%
2353005001	1	\$733.53	0.11%
2353005002	1	\$763.37	0.12%
2353005005	1	\$375.21	0.06%

2353005006	1	\$388.82	0.06%
2353005007	1	\$382.15	0.06%
2353005008	1	\$391.83	0.06%
2353005010	1	\$764.76	0.12%
2353005011	1	\$848.11	0.13%
2353005012	1	\$819.60	0.13%
2353005013	1	\$1,153.99	0.18%
2353005014	1	\$1,633.81	0.26%
2353005015	1	\$798.10	0.12%
2353005016	1	\$786.88	0.12%
2353005017	1	\$807.33	0.13%
2353005025	1	\$778.65	0.12%
2353005028	1	\$749.09	0.12%
2353005029	1	\$824.73	0.13%
2353006001	1	\$755.48	0.12%
2353006002	1	\$406.46	0.06%
2353006003	1	\$382.15	0.06%
2353006004	1	\$764.76	0.12%
2353006005	1	\$820.32	0.13%
2353006007	1	\$371.68	0.06%
2353006008	1	\$345.14	0.05%
2353006009	1	\$396.04	0.06%
2353006010	1	\$340.48	0.05%
2353006011	1	\$340.48	0.05%
2353006012	1	\$399.52	0.06%
2353006013	1	\$413.16	0.06%
2353006014	1	\$382.15	0.06%
2353006025	1	\$693.05	0.11%
2353007015	1	\$832.63	0.13%
2353007018	1	\$774.48	0.12%
2353007019	1	\$791.85	0.12%
2353007020	1	\$812.52	0.13%
2353007037	1	\$735.62	0.11%
2353008014	1	\$591.08	0.09%
2353008015	1	\$820.21	0.13%
2353008016	1	\$762.67	0.12%
2353008017	1	\$772.68	0.12%
2353008034	1	\$1,296.67	0.20%
2353009008	1	\$914.37	0.14%
2353009009	1	\$396.57	0.06%
2353009010	1	\$389.46	0.06%
2353009011	1	\$811.29	0.13%
2353009012	1	\$384.57	0.06%
2353009013	1	\$377.98	0.06%
2353009014	1	\$771.76	0.12%
2353009015	1	\$831.27	0.13%
2353010007	1	\$926.92	0.14%
2353010008	1	\$800.24	0.13%
2353010009	1	\$904.41	0.14%
2353010033	1	\$11,953.40	1.87%
2353011001	1	\$813.22	0.13%

2353011002	1	\$900.36	0.14%
2353011003	1	\$2,190.54	0.34%
2353011011	1	\$436.93	0.07%
2353011026	1	\$2,774.01	0.43%
2353017002	1	\$968.42	0.15%
2353017003	1	\$838.37	0.13%
2353017004	1	\$2,455.96	0.38%
2353017025	1	\$1,414.05	0.22%
2353018006	1	\$1,243.35	0.19%
2353018009	1	\$388.65	0.06%
2353018010	1	\$789.87	0.12%
2353018011	1	\$777.95	0.12%
2353018012	1	\$856.39	0.13%
2353018014	1	\$734.51	0.11%
2353019007	1	\$415.65	0.06%
2353019008	1	\$379.37	0.06%
2353019009	1	\$584.34	0.09%
2353019010	1	\$565.40	0.09%
2353019011	1	\$495.24	0.08%
2353019012	1	\$477.52	0.07%
2353019013	1	\$406.80	0.06%
2353019014	1	\$394.00	0.06%
2353019015	1	\$3,147.69	0.49%
2353019020	1	\$1,376.90	0.22%
2353020001	1	\$1,017.46	0.16%
2353020002	1	\$561.65	0.09%
2353020003	1	\$978.28	0.15%
2353020004	1	\$950.64	0.15%
2353020005	1	\$878.37	0.14%
2353020086	1	\$1,343.52	0.21%
2353025001	1	\$2,726.64	0.43%
2353025048	1	\$5,774.63	0.90%
Privately Owned		\$471,317.98	73.67%
Publicly Owned		\$168,414.72	26.33%
<b>Total</b>		<b>\$639,732.70</b>	<b>100.00%</b>