

**GATEWAY TO L.A.  
PROPERTY-BASED BUSINESS IMPROVEMENT DISTRICT**

**MANAGEMENT DISTRICT PLAN  
2016-2025**

***March 25, 2015 Revised Draft***

Prepared for the Gateway to LA PBID by:

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**TABLE OF CONTENTS**

- I. INTRODUCTION**
- II. PBID LOCATION AND BOUNDARIES**
  - A. PBID BOUNDARY DESCRIPTION
  - B. PUBLICLY-OWNED PARCELS
  - C. DISTRICT BOUNDARIES
  - D. LAND USES AND ZONING
- III. PBID OPERATIONS AND ACTIVITIES**
  - A. DURATION OF THE PBID
  - B. PBID GOALS AND OBJECTIVES
  - C. IMPROVEMENTS AND ACTIVITIES
    - 1. Direct Programs
    - 2. Marketing Programs
    - 3. Administration
  - D. GENERAL AND SPECIAL BENEFITS
  - E. ASSESSMENT METHODOLOGY
  - F. RULES AND REGULATIONS APPLICABLE TO THE PBID
  - G. PBID GOVERNANCE
  - H. TIMELINE FOR ACTIVITIES / IMPROVEMENTS
- IV. FINANCING OF ACTIVITIES**
  - A. BUDGET
  - B. SOURCES OF FUNDING
  - C. TIME AND MANNER OF COLLECTING THE ASSESSMENTS

**LIST OF EXHIBITS**

- Exhibit 1: Map of PBID and PBID Boundary
- Exhibit 2: Map of PBID with APNs (Assessor Parcel Numbers)
- Exhibit 3: Map of PBID – Zone 1 and Zone 2 Boundary
- Exhibit 4: 2016 PBID Assessment Roll (Zone 1 and Zone 2)

**ATTACHMENT**

Engineers Report

**GATEWAY TO L.A.  
PROPERTY-BASED BUSINESS IMPROVEMENT DISTRICT  
MANAGEMENT DISTRICT PLAN 2016-2025**

**I. INTRODUCTION**

The Gateway to L.A. Property-based Business Improvement District (PBID) was approved by the Los Angeles City Council in August 1997, and began formal operations on January 1, 1998 for an initial three-year term ending on December 31, 2000.

The PBID was subsequently renewed for a five-year term from January 1, 2001 through December 31, 2005.

The PBID was further renewed for a ten-year term from January 1, 2006 through December 31, 2015, which included an expansion with additional properties.

The Board of Directors of Gateway to L.A., Inc. is seeking to renew the PBID for another ten-year term from January 1, 2016 through December 31, 2025, and to further expand the PBID to include additional properties that will specially benefit from the programs to be provided during the renewal term. Prior to the December 31, 2015 expiration of the PBID, the petition and balloting process must be repeated for the PBID to continue. If renewed, the PBID from January 1, 2016 forward will be comprised of the existing properties within the District plus one additional parcel ("Zone 1") and an expansion area primarily along 96<sup>th</sup> Street just east of Airport Boulevard ("Zone 2") as reflected on Exhibit 1. Zones 1 and 2 will be assessed under different formula due to Zone 1 properties having predominantly more intense pedestrian and vehicular utilization to the properties, while Zone 2 properties, further away from Los Angeles International Airport and the Century Boulevard arterial corridor, have less intense pedestrian and vehicular utilization.

As an essential component of planning and executing the activities proposed for the PBID, and as required by the Property and Business Improvement District Law of 1994 (Streets and Highways Code Section 36600 *et seq.*), this Management District Plan ("Plan") has been prepared.

Included in this Plan is a program of activities for the 10-year period of the PBID. Year 1 (2016) budget for Zone 1 and Zone 2 would total \$943,572, with a maximum annual budget in Year 10 (2025) of \$1,231,147. The expanded PBID comprised of Zone 1 and Zone 2 will include 138 parcels in total.

The operations and activities to be conducted by the PBID for parcels in Zone 1 will continue to include direct programs, marketing and administration. Programs include but are not limited to the Security/Goodwill Ambassador Program, street and sidewalk cleaning, graffiti removal, the Ocean Express Shuttle Program and other programs. The operations and activities are described in more detail in Section III of this Plan.

Components of direct programs and administrative services to carry out those direct programs will be provided to Zone 2 properties as outlined herein.

The Plan is proposed to improve and convey special benefits to individually assessed properties located within the Gateway to L.A. PBID. As required by law, the revenues from assessments collected from the properties in the PBID will be used to benefit individually assessed properties in the District. No improvements, activities or services will be provided outside the District's boundaries.

## **II. PBID LOCATION AND BOUNDARIES**

The Gateway to LA PBID contains two zones that are distinguished by assessment methodology and the special benefit programs and services provided within each zone. Those zones are Zone 1 and Zone 2 respectively.

The general boundaries of Zone 1 of the District include 103 parcels that contain 13 hotels, more than three million square feet of office, major publicly-owned and privately-owned parking operation facilities, rental car facilities, restaurants, gas stations, five vacant and unimproved lots and a small amount of light industrial uses.

The general boundaries of Zone 2 includes 35 parcels that primarily contain light industrial uses, major airline carriers and vacant parcels intended for future airport related uses.

All assessed parcels located within the boundaries of the PBID will specially and individually benefit from its improvements and activities. No direct improvements or activities will be provided outside the District's boundaries.

### **A. PBID BOUNDARY DESCRIPTION**

The Gateway to L.A. Property-Based Business Improvement District (PBID) boundary lies to the east of Los Angeles International Airport and is generally described as follows:

The district includes properties along the north side of Century Boulevard between La Cienega Boulevard and Sepulveda Boulevard, the south side of Century Boulevard from La Cienega Boulevard to Aviation Boulevard, the south side of 96<sup>th</sup> Street between Sepulveda Boulevard and Aviation Boulevard, on both sides of 96<sup>th</sup> Street between Airport Boulevard and Bellanca Avenue, on both sides of 98<sup>th</sup> Street between Sepulveda Boulevard and Aviation Boulevard, and nearby properties that abut La Cienega Boulevard, Glasgow Place, 102<sup>nd</sup> Street, Concourse Way, Aviation Boulevard, Bellanca Avenue, Belford Avenue, Airport Boulevard, 96<sup>th</sup> Place, Avion Drive, Vicksburg Avenue, and Sepulveda Boulevard.

The District is more particularly described as follows:

**PBID Boundary Description (clockwise)**

Beginning at the northeast corner of the intersection of West Century Boulevard and Sepulveda Boulevard (also known as the CA-1 north freeway); thence north along the east side of Sepulveda Boulevard (also known as the CA-1 north freeway) to the southeast corner of the intersection of West 96<sup>th</sup> Street and Sepulveda Boulevard (also known as the CA-1 north freeway); thence east along the south side of 96<sup>th</sup> Street, crossing Vicksburg Avenue, West 96<sup>th</sup> Place and Airport Boulevard, to the southeast corner of the intersection of West 96<sup>th</sup> Street and Airport Boulevard; thence north along the east side of Airport Boulevard to its intersection with the westerly prolongation of the north side of Parcel 4125-023-903; thence east along the westerly prolongation of the north side of Parcel 4125-023-903 to the northeast corner of Parcel 4125-023-903; thence south along the east side of Parcel 4125-023-903 to its intersection with the westerly prolongation of the north side of Parcels fronting the north side of 96<sup>th</sup> Street; thence east along the north side of Parcels fronting the north of 96<sup>th</sup> Street to the northeastern corner of Parcel 4125-023-905; thence south along the east side of Parcel 4125-023-905 to its intersection with the westerly prolongation of the north side of parcel 4125-023-007; thence east along the westerly prolongation of the north side of Parcel 4125-023-007, crossing Belford Avenue, and continuing east along the north side of Parcel 4125-023-007 and its easterly prolongation to its intersection with the west side of Parcel 4125-021-030; thence north along the west side of Parcel 4125-021-030 to the northwestern corner of Parcel 4125-021-030; thence east along the north side of Parcel 4125-021-030 to the northeast corner of said Parcel thence south along the east side of Parcel 4125-021-030 to the northwest corner of Parcel 4125-021-014; thence east along the north side of Parcel 4125-021-014 to its intersection with the west side of Parcel 4125-021-025; thence north along the west side of Parcel

4125-021-025 to the northwest corner of said Parcel; thence southeasterly along the northeasterly side of Parcel 4125-021-025 to the most northerly corner of Parcel 4125-021-026; thence southeast along the northeasterly side of Parcel 4125-021-026 to the northeastern corner of Parcel 4125-021-031; thence south along the east side of Parcel 4125-021-031 to the northeastern corner of Parcel 4125-026-016; thence south along the east side of Parcel 4125-026-016 to the northeastern corner of Parcel 4125-026-017; thence south along the east side of Parcel 4125-026-017 to the northeastern corner of Parcel 4125-026-015; thence south along the east side of Parcel 4125-026-015 to the most easterly corner of Parcel 4125-026-009; thence southwesterly along the southeasterly side of Parcel 4125-026-009 to the east side of Bellanca Avenue; thence south along the east side of Bellanca Avenue to its intersection with the southwesterly prolongation of the northwesterly side of Parcel 4125-026-010; thence northeasterly along said southwesterly prolongation and the northwesterly side of Parcels 4125-026-010 and 007 to the most northerly corner of Parcel 4125-026-007; thence south along the east side of Parcel 4125-026-007 the north side of Century Boulevard; thence east along the north side of Century Boulevard, crossing Aviation Boulevard, to the northeast corner of the intersection of Century Boulevard and Aviation Boulevard; thence north along the east side of Aviation Boulevard to its intersection with the westerly prolongation of the north side of Parcel 4128-024-902; thence east along the westerly prolongation of the north side of Parcel 4128-024-902 to the northeast corner of Parcel 4128-024-902; thence southeast along the east side of Parcel 4128-024-902 to the northwest corner of Parcel 4128-024-011; thence east along the north side of Parcel 4128-024-011 to the northwest corner of Parcel 4128-017-047; thence northeasterly along the northwesterly side of Parcel 4128-017-047 to the southwest corner of Parcel 4128-017-045; thence northeast along the northwesterly side of Parcel 4128-017-045 to the northwestern corner of Parcel 4128-017-045; thence east along the north side of Parcel 4128-017-045 to the northeast corner of Parcel 4128-017-045; thence south along the east side of Parcel 4128-017-045 and its southerly prolongation to the northwest corner of the intersection of Century Boulevard and La Cienega Boulevard; thence southerly along the west side of La Cienega Boulevard, crossing Century Boulevard, to its intersection with the easterly prolongation of the south side of Parcel 4129-031-018; thence westerly along the easterly prolongation of the south side of Parcel 4129-031-018 to the southwest corner of Parcel 4129-031-018; thence north along the west side of Parcel 4129-031-018 to its intersection with the easterly prolongation of the south side of Parcel 4129-030-022; thence west along the easterly prolongation of the south side of

Parcel 4129-030-022, crossing Glasgow Place, to the southeast corner of Parcel 4129-030-022; thence west along the south side of Parcel 4129-030-022 to the southeast corner of Parcel 4129-030-030; thence west along the south side of Parcels 4129-030-030 and 4129-030-041 to the east line of the southerly 250 feet of Parcel 4129-030-041; thence south along the east side of Parcel 4129-030-041 and its southerly prolongation to the north side of 102<sup>nd</sup> Street; thence westerly along the north side of 102<sup>nd</sup> Street, crossing Concourse Street, to the northeast corner of the intersection of 102<sup>nd</sup> Street and Aviation Boulevard; thence northerly along the east side of Aviation Boulevard, crossing Century Boulevard, to the northeast corner of the intersection of Century Boulevard and Aviation Boulevard; thence westerly along the north side of Century Boulevard, crossing Aviation Boulevard, Airport Boulevard, Avion Drive and Vicksburg Avenue, to the point of beginning.

**ZONE 1 (clockwise)**

Beginning at the northeast corner of the intersection of West Century Boulevard and Sepulveda Boulevard (also known as the CA-1 north freeway); thence north along the east side of Sepulveda Boulevard (also known as the CA-1 north freeway) to the southeast corner of the intersection of West 96<sup>th</sup> Street and Sepulveda Boulevard (also known as the CA-1 north freeway); thence east along the south side of 96<sup>th</sup> Street, crossing Vicksburg Avenue, West 96<sup>th</sup> Place and Airport Boulevard to its intersection with the northerly prolongation of the east side of Parcel 4125-023-034; thence south along the northerly prolongation of the east side of parcel 4125-023-034 to the southeast corner of parcel 4125-023-034; thence east along the westerly prolongation of the north side of parcel 4125-024-013 to the northeast corner of parcel 4125-024-013; thence south along the east side of parcel 4125-024-013 to the southeast corner of parcel 4125-024-013; thence west along the south side of parcel 4125-024-013 to the southwest corner of parcel 4125-024-013; thence south along the east side of parcel 4125-024-020 and its southerly prolongation to the south side of West 98<sup>th</sup> Street; thence east along the south side of West 98<sup>th</sup> Street, crossing Bellanca Avenue, to its intersection with the west side of parcel 4125-026-009; thence north along the northerly prolongation of the west side of parcel 4125-026-009 to its intersection with the westerly prolongation of the north side of parcel 4125-021-031; thence east along the westerly prolongation of the north side of parcel 4125-021-031 to the northeast corner of parcel 4125-021-031; thence south along the east side of Parcel 4125-021-031 to the northeastern corner of Parcel 4125-026-016; thence south along the east side of Parcel 4125-026-

016 to the northeastern corner of Parcel 4125-026-017; thence south along the east side of Parcel 4125-026-017 to the northeastern corner of Parcel 4125-026-015; thence south along the east side of Parcel 4125-026-015 to the most easterly corner of Parcel 4125-026-009; thence southwesterly along the southeasterly side of Parcel 4125-026-009 to the east side of Bellanca Avenue; thence south along the east side of Bellanca Avenue to its intersection with the southwesterly prolongation of the northwesterly side of Parcel 4125-026-010; thence northeasterly along said southwesterly prolongation and the northwesterly side of Parcels 4125-026-010 and 007 to the most northerly corner of Parcel 4125-026-007; thence south along the east side of Parcel 4125-026-007 the north side of Century Boulevard; thence east along the north side of Century Boulevard, crossing Aviation Boulevard, to the northeast corner of the intersection of Century Boulevard and Aviation Boulevard; thence north along the east side of Aviation Boulevard to its intersection with the westerly prolongation of the north side of Parcel 4128-024-902; thence east along the westerly prolongation of the north side of Parcel 4128-024-902 to the northeast corner of Parcel 4128-024-902; thence southeast along the east side of Parcel 4128-024-902 to the northwest corner of Parcel 4128-024-011; thence east along the north side of Parcel 4128-024-011 to the northwest corner of Parcel 4128-017-047; thence northeasterly along the northwesterly side of Parcel 4128-017-047 to the southwest corner of Parcel 4128-017-045; thence northeast along the northwesterly side of Parcel 4128-017-045 to the northwestern corner of Parcel 4128-017-045; thence east along the north side of Parcel 4128-017-045 to the northeast corner of Parcel 4128-017-045; thence south along the east side of Parcel 4128-017-045 and its southerly prolongation to the northwest corner of the intersection of Century Boulevard and La Cienega Boulevard; thence southerly along the west side of La Cienega Boulevard, crossing Century Boulevard, to its intersection with the easterly prolongation of the south side of Parcel 4129-031-018; thence westerly along the easterly prolongation of the south side of Parcel 4129-031-018 to the southwest corner of Parcel 4129-031-018; thence north along the west side of Parcel 4129-031-018 to its intersection with the easterly prolongation of the south side of Parcel 4129-030-022; thence west along the easterly prolongation of the south side of Parcel 4129-030-022, crossing Glasgow Place, to the southeast corner of Parcel 4129-030-022; thence west along the south side of Parcel 4129-030-022 to the southeast corner of Parcel 4129-030-030; thence west along the south side of Parcels 4129-030-030 and 4129-030-041 to the east line of the southerly 250 feet of Parcel 4129-030-041; thence south along the east side of Parcel 4129-030-041 and its southerly prolongation to the north side of



102<sup>nd</sup> Street; thence westerly along the north side of 102<sup>nd</sup> Street, crossing Concourse Street, to the northeast corner of the intersection of 102<sup>nd</sup> Street and Aviation Boulevard; thence northerly along the east side of Aviation Boulevard, crossing Century Boulevard, to the northeast corner of the intersection of Century Boulevard and Aviation Boulevard; thence westerly along the north side of Century Boulevard, crossing Aviation Boulevard, Airport Boulevard, Avion Drive and Vicksburg Avenue, to the point of beginning.

**ZONE 2 (clockwise)**

Beginning at the northeast corner of the intersection of West 96<sup>th</sup> Street and Airport Boulevard; thence north along the east side of Airport Boulevard to its intersection with the westerly prolongation of the north side of Parcel 4125-023-903; thence east along the westerly prolongation of the north side of Parcel 4125-023-903 to the northeast corner of Parcel 4125-023-903; thence south along the east side of Parcel 4125-023-903 to its intersection with the westerly prolongation of the north side of Parcels fronting the north side of 96<sup>th</sup> Street; thence east along the north side of Parcels fronting the north side of 96<sup>th</sup> Street to the northeastern corner of Parcel 4125-023-905; thence south along the east side of Parcel 4125-023-905 to its intersection with the westerly prolongation of the north side of parcel 4125-023-007; thence east along the westerly prolongation of the north side of Parcel 4125-023-007, crossing Belford Avenue, and continuing east along the north side of Parcel 4125-023-007 and its easterly prolongation to its intersection with the west side of Parcel 4125-021-030; thence north along the west side of Parcel 4125-021-030 to the northwestern corner of Parcel 4125-021-030; thence east along the north side of Parcel 4125-021-030 to the northeast corner of said Parcel thence south along the east side of Parcel 4125-021-030 to the northwest corner of Parcel 4125-021-014; thence east along the north side of Parcel 4125-021-014 to its intersection with the west side of Parcel 4125-021-025; thence north along the west side of Parcel 4125-021-025 to the northwest corner of said Parcel; thence southeasterly along the northeasterly side of Parcel 4125-021-025 to the most northerly corner of Parcel 4125-021-026; thence southeast along the northeasterly side of Parcel 4125-021-026 to the southeastern corner of Parcel 4125-021-026. Thence west along the south side of parcel 4125-021-026 and its westerly prolongation to the west side of Bellanca Avenue; thence south along the west side of Bellanca Avenue to the northwestern corner of the intersection of West 98<sup>th</sup> Street and Bellanca Avenue; thence west along the north side of West 98<sup>th</sup> Street to its intersection with the southerly prolongation of the west side of parcel 4125-

024-016; thence north along the southerly prolongation of the west side of Parcel 4125-024-016 to the northwest corner of parcel 4125-024-016; thence east along the north side of Parcel 4125-024-016 to the southeastern corner of parcel 4125-024-013; thence north along the east side of parcel 4125-024-013 to the northeastern corner of Parcel 4125-024-013; thence west along the north side of Parcel 4125-024-013 and its westerly prolongation to its intersection with the southerly prolongation of the west side of parcel 4125-023-906; thence north along the southerly prolongation of the west side of parcel 4125-023-906 to the southwestern corner of parcel 4125-023-906; thence north along the west side of parcel 4125-023-906 to the southwestern corner of parcel 4125-023-928; thence north along the west side of parcel 4125-023-928 to the southwestern corner of parcel 4125-023-930; thence north along the west side of parcel 4125-203-930 to the southwestern corner of parcel 4125-023-913; thence north along the west side of parcel 4125-023-913 to the southwestern corner of parcel 4125-023-926; thence north along the west side of parcel 4125-023-926 and its northerly prolongation to the north side of 96<sup>th</sup> Street; thence west on the north side of 96<sup>th</sup> Street to the point of beginning.

## B. PUBLICLY-OWNED PARCELS

There are 15 publicly-owned parcels in Zone 1:

*Table 1*

Zone 1 Publicly Owned Parcels								
TABLE NUMBER	ASSESSMENT ROLL ID NUMBER	OWNER	USE	APN	2016 ASSESSMENT (\$)	2016 ASSESSMENT (%)	PUBLIC ENTITY TOTAL (\$)	PUBLIC ENTITY TOTAL (%)
1	6	LA City Community College Dist	Commercial parking	4124 026 900	\$17,248	1.8381%	\$17,248	1.8381%
2	10	LA City Dept Of Water & Power	Public utility station and surface parking	4124 027 900	\$3,177	0.3385%	\$3,246	0.3459%
3	11	LA City Dept Of Water & Power	No current use - unimproved	4124 027 901	\$70	0.0074%		
4	60	Lacmta	Commercial parking	4124 030 900	\$10,546	1.1239%	\$10,546	1.1239%
5	1	Los Angeles World Airports	Fast food	4124 009 921	\$2,883	0.3072%	\$90,312	9.6244%
6	12	Los Angeles World Airports	No current use - unimproved	4124 027 902	\$349	0.0372%		
7	13	Los Angeles World Airports	No current use - unimproved	4124 027 903	\$349	0.0372%		
8	14	Los Angeles World Airports	No current use - unimproved	4124 027 904	\$318	0.0339%		
9	15	Los Angeles World Airports	No current use - unimproved	4124 027 905	\$28	0.0030%		
10	16	Los Angeles World Airports	Surface parking lot	4124 027 906	\$16,391	1.7467%		
11	17	Los Angeles World Airports	Surface parking lot	4124 028 900	\$30,692	3.2708%		
12	61	Los Angeles World Airports	Office bldg and shared parking garage	4124 030 901	\$12,865	1.3710%		
13	62	Los Angeles World Airports	Office bldg and shared parking garage	4124 030 902	\$12,913	1.3761%		
14	122	Los Angeles World Airports	Restaurant	4128 024 901	\$1,880	0.2004%		
15	123	Los Angeles World Airports	Hotel; surface parking; billboards	4128 024 902	\$11,644	1.2409%		
<b>TOTALS:</b>					<b>\$121,352</b>	<b>12.9323%</b>		

Unimproved & publicly-owned

There are 17 publicly-owned parcels in Zone 2:

Table 2

Zone 2 Publicly Owned Parcels								
TABLE NUMBER	ASSESSMENT ROLL ID NUMBER	OWNER	USE	APN	2016 ASSESSMENT (\$)	2016 ASSESSMENT (%)	PUBLIC ENTITY TOTAL (\$)	PUBLIC ENTITY TOTAL (%)
1	71	Los Angeles World Airports	No current use - unimproved	4125 023 902	\$218.09	0.0232%	\$3,983	0.4245%
2	72	Los Angeles World Airports	No current use - unimproved	4125 023 903	\$2,427.76	0.2587%		
3	73	Los Angeles World Airports	No current use - unimproved	4125 023 904	\$218.09	0.0232%		
4	74	Los Angeles World Airports	No current use - unimproved	4125 023 905	\$683.06	0.0728%		
5	75	Los Angeles World Airports	No current use - unimproved	4125 023 906	\$0.00	0.0000%		
6	76	Los Angeles World Airports	No current use - unimproved	4125 023 907	\$218.09	0.0232%		
7	77	Los Angeles World Airports	No current use - unimproved	4125 023 912	\$218.09	0.0232%		
8	78	Los Angeles World Airports	No current use - unimproved	4125 023 913	\$0.00	0.0000%		
9	79	Los Angeles World Airports	No current use - unimproved	4125 023 916	\$0.00	0.0000%		
10	80	Los Angeles World Airports	No current use - unimproved	4125 023 918	\$0.00	0.0000%		
11	81	Los Angeles World Airports	No current use - unimproved	4125 023 919	\$0.00	0.0000%		
12	82	Los Angeles World Airports	No current use - unimproved	4125 023 920	\$0.00	0.0000%		
13	83	Los Angeles World Airports	No current use - unimproved	4125 023 921	\$0.00	0.0000%		
14	84	Los Angeles World Airports	No current use - unimproved	4125 023 926	\$0.00	0.0000%		
15	85	Los Angeles World Airports	No current use - unimproved	4125 023 927	\$0.00	0.0000%		
16	86	Los Angeles World Airports	Former apartment building to be demolished	4125 023 928	\$0.00	0.0000%		
17	87	Los Angeles World Airports	Former apartment building to be demolished	4125 023 930	\$0.00	0.0000%		
<b>TOTALS:</b>					<b>\$3,983</b>	<b>0.4245%</b>		

R3 zoned. Not assessed

There are 32 total publicly-owned parcels in Zone 1 and Zone 2:

Table 3

Zone 1 and Zone 2 Publicly Owned Parcels											
TABLE NUMBER	ASSESSMENT ROLL ID NUMBER	OWNER	USE	APN	ZONE	2016 ASSESSMENT (\$)	2016 ASSESSMENT (%)	PUBLIC ENTITY TOTAL (\$)	PUBLIC ENTITY TOTAL (%)		
1	6	LA City Community College Dist	Commercial parking	4124 026 900	1	\$17,248	1.8381%	\$17,248	1.8381%		
2	10	LA City Dept Of Water & Power	Public utility station and surface parking	4124 027 900	1	\$3,177	0.3385%	\$3,246	0.3459%		
3	11	LA City Dept Of Water & Power	No current use - unimproved	4124 027 901	1	\$70	0.0074%				
4	60	Lacmta	Commercial parking	4124 030 900	1	\$10,546	1.1239%	\$10,546	1.1239%		
5	1	Los Angeles World Airports	Fast food	4124 009 921	1	\$2,883	0.3072%	\$94,295	10.0489%		
6	12	Los Angeles World Airports	No current use - unimproved	4124 027 902	1	\$349	0.0372%				
7	13	Los Angeles World Airports	No current use - unimproved	4124 027 903	1	\$349	0.0372%				
8	14	Los Angeles World Airports	No current use - unimproved	4124 027 904	1	\$318	0.0339%				
9	15	Los Angeles World Airports	No current use - unimproved	4124 027 905	1	\$28	0.0030%				
10	16	Los Angeles World Airports	Surface parking lot	4124 027 906	1	\$16,391	1.7467%				
11	17	Los Angeles World Airports	Surface parking lot	4124 028 900	1	\$30,692	3.2708%				
12	61	Los Angeles World Airports	Office building and shared parking garage	4124 030 901	1	\$12,865	1.3710%				
13	62	Los Angeles World Airports	Office building and shared parking garage	4124 030 902	1	\$12,913	1.3761%				
14	71	Los Angeles World Airports	No current use - unimproved	4125 023 902	2	\$218	0.0232%				
15	72	Los Angeles World Airports	No current use - unimproved	4125 023 903	2	\$2,428	0.2587%				
16	73	Los Angeles World Airports	No current use - unimproved	4125 023 904	2	\$218	0.0232%				
17	74	Los Angeles World Airports	No current use - unimproved	4125 023 905	2	\$683	0.0728%				
18	75	Los Angeles World Airports	No current use - unimproved	4125 023 906	2	\$0	0.0000%				
19	76	Los Angeles World Airports	No current use - unimproved	4125 023 907	2	\$218	0.0232%				
20	77	Los Angeles World Airports	No current use - unimproved	4125 023 912	2	\$218	0.0232%				
21	78	Los Angeles World Airports	No current use - unimproved	4125 023 913	2	\$0	0.0000%				
22	79	Los Angeles World Airports	No current use - unimproved	4125 023 916	2	\$0	0.0000%				
23	80	Los Angeles World Airports	No current use - unimproved	4125 023 918	2	\$0	0.0000%				
24	81	Los Angeles World Airports	No current use - unimproved	4125 023 919	2	\$0	0.0000%				
25	82	Los Angeles World Airports	No current use - unimproved	4125 023 920	2	\$0	0.0000%				
26	83	Los Angeles World Airports	No current use - unimproved	4125 023 921	2	\$0	0.0000%				
27	84	Los Angeles World Airports	No current use - unimproved	4125 023 926	2	\$0	0.0000%				
28	85	Los Angeles World Airports	No current use - unimproved	4125 023 927	2	\$0	0.0000%				
29	86	Los Angeles World Airports	Former apartment building to be demolished	4125 023 928	2	\$0	0.0000%				
30	87	Los Angeles World Airports	Former apartment building to be demolished	4125 023 930	2	\$0	0.0000%				
31	122	Los Angeles World Airports	Restaurant	4128 024 901	1	\$1,880	0.2004%				
32	123	Los Angeles World Airports	Hotel; surface parking; billboards	4128 024 902	1	\$11,644	1.2409%				
<b>TOTALS:</b>						<b>\$125,336</b>	<b>13.3568%</b>				
Unimproved & publicly-owned R3 zoned. Not assessed											

It should be noted that the following three (3) properties located in Zone 2 are in a state of transition, as of the preparation of this Management District Plan:

- 9613 Belford Avenue, LA CA, 90045 – APN: 4125-023-930
  - The existing building parking on the site is scheduled for demolition

- 9619 Belford Avenue, LA CA, 90045 – APN: 4125-023-928
  - The existing building on the site is scheduled for demolition
- 9520 Belford Avenue, LA CA 90045 – APN: 4125-023-007
  - This parcel includes an existing apartment building, and is the subject of acquisition by Los Angeles World Airports (LAWA) for future airport-related use

The nine (9) parcels below in Zone 2 have been acquired by the City/Airport for future airport-related uses, and are currently vacant and unimproved, but still have an R-3 residential zoning designation.

- 5830 W. 96<sup>th</sup> Street, LA CA 90045 - APN: 4125-023-926
- 9605 Belford Avenue, LA CA 90045 - APN: 4125-023-913
- 9625 Belford Avenue, LA CA 90045 - APN: 4125-023-906
- 9630 Belford Avenue, LA CA 90045 - APN: 4125-023-927
- 9624 Belford Avenue, LA CA 90045 - APN: 4125-023-919
- 9618 Belford Avenue, LA CA 90045 - APN: 4125-023-921
- 9612 Belford Avenue, LA CA 90045 - APN: 4125-023-920
- 9606 Belford Avenue, LA CA 90045 - APN: 4125-023-916
- 5814 W. 96<sup>th</sup> Street, LA CA 90045 - APN: 4125-023-918

While included within the PBID boundaries, no assessments will be levied on the twelve (12) residentially-zoned parcels listed above, until such time as the parcels are re-zoned to a non-residential zoning. This is due to Streets and Highways Code Section 36632(c) which reflects that properties zoned solely for residential use are conclusively presumed not to benefit from the improvements and services funded through a PBID assessment district. Therefore, these properties will not receive any District services until such time as the properties are re-zoned and assessed according to the methodology described in the Management District Plan and Engineer’s Report.

### **C. DISTRICT BOUNDARIES**

Properties beyond the PBID’s boundaries will not benefit from PBID services, as services will not be provided outside of the District. Properties beyond the PBID’s boundaries were not included within the PBID due to natural borders such as major arterials including La Cienega Boulevard on the east and Sepulveda Boulevard on the west, as well as a lack of juxtaposition to Century Boulevard for properties outside the District to the north and south. PBID services are unique to the District and to each of the District’s individually assessed parcels, and therefore all benefits provided are

particular and distinct to each individually assessed parcel. See Exhibit A for District boundaries map.

#### **D. LAND USES AND ZONING**

Individually-assessed parcels within the District are used for commercial, light industrial and office uses. The individually assessed parcels include several mid-rise office buildings and major hotels located in proximity to Los Angeles International Airport (LAX). There are also a number of airport-related businesses such as car rental agencies and off-airport parking facilities within the PBID boundaries.

Zoning designations for the parcels within the PBID comprise the following:

##### **Zoning**

M2

C2

LAX

LAX

R3

(parcels zoned R3 will not be assessed until re-zoned)

### **III. PBID OPERATIONS AND ACTIVITIES**

#### **A. DURATION OF THE PBID**

The term of the PBID will be ten (10) years: from January 1, 2016 through December 31, 2025.

#### **B. PBID GOALS AND OBJECTIVES**

The programs and activities of the PBID are specifically designed to meet the needs of individually assessed parcels within the PBID boundaries, which consists of hotels, office buildings, restaurants, off-airport parking facilities, light industrial, rental car agencies and other related airport uses. The PBID includes office buildings that were constructed in the 1970s and 1980s to meet the needs of the then-booming aerospace industry in the LAX-South Bay area. The hotels were developed to meet the needs of travelers to and from LAX. The hotels serve business travelers, airline personnel, tourists, and others seeking hotel rooms convenient to the Airport for short (overnight) stays. Individually-

assessed airport-related parcels include off-airport parking operations that provide long-term parking for airline passengers, as well as rental car agencies.

The goals for the PBID continue to be:

- 1) Provide a safe and clean environment for the individually assessed parcels (Zones 1 and 2) within the PBID that will attract private investment and more business activity;
- 2) Improve commerce for the individually assessed hotel parcels (Zone 1) with the goal to increase the length of hotel stays from a current average of just over one room-night per visit;
- 3) Improve commerce for the individually assessed office parcels (Zone 1) with the goal to reduce office vacancies and increasing office lease rates to encourage reinvestment in the properties;
- 4) Identify individually assessed parcels (Zone 1) that may recycle for opportunities to attract additional retail, restaurants and entertainment uses; and
- 5) Improve the economic vitality for each individually assessed parcel (Zone 1 and 2) by increasing pedestrian traffic and vehicular access.

The programs and activities of the PBID are intended to achieve the goal of maintaining and improving commerce for the individually assessed parcels by:

- Enhancing the appearance and safety of the individually assessed properties within the district, including perimeter and median landscaping, and providing a clean, safe environment (Direct Programs – Zones 1 and 2)
- Increasing office building occupancy through marketing the individually assessed properties, and making those properties more attractive as a business location (Direct Programs and Marketing Programs – Zone 1)
- Attracting restaurants, entertainment and retailers to the District to benefit individually assessed properties with increased amenities (Marketing Programs – Zone 1)
- Increasing the length of hotel room stays and hotel occupancy by providing access to leisure, retail, dining and entertainment to individually assessed properties within the District (Marketing Programs – Zone 1)



### C. IMPROVEMENTS AND ACTIVITIES

The PBID will continue providing a number of services and activities that have been successfully implemented to date. These include direct program services, marketing and administration. These programs and activities have been developed specifically to benefit the individually assessed properties within the District. Through making the individually assessed properties within the District and their environment a more attractive, safe and desirable place to conduct business, more business activity (such as increased hotel room occupancy, improved rents) will continue to occur, thereby benefitting the individually assessed properties within the District.

These programs are described in more detail below. The services and activities will only be provided within the PBID boundaries to individually assessed parcels as described herein. No services funded by assessments will be provided outside of the PBID boundaries. These services support the goals and objectives of the PBID for properties in Zones 1 and 2 to maintain the appearance, enhance the image and improve safety and cleanliness of individually assessed parcels in the District.

A summary of the budget for the services and activities for the first year (2016) of the renewed PBID (Zones 1 and 2) will be as follows:

*Table 4*

<b>Activity / Benefit</b>	<b>Zone 1</b>	<b>Zone 2</b>
Direct Programs	Yes	Yes
Marketing Programs	Yes	No
Administration	Yes	Yes

*Table 5*

<b>BUDGET ITEM</b>	<b>ZONE 1</b>	<b>ZONE 2</b>	<b>TOTAL BUDGET</b>	<b>% OF TOTAL</b>
Direct Programs (1)	\$400,947	\$15,733	\$416,680	44.16%
Marketing Programs	\$185,439	\$0	\$185,439	19.65%
Administration	\$335,670	\$5,783	\$341,453	36.19%
<b>TOTAL BUDGET</b>	<b>\$922,056</b>	<b>\$21,516</b>	<b>\$943,572</b>	<b>100.00%</b>
<b>REVENUES</b>				
<b>Assessment Revenues</b>	<b>\$917,044</b>	<b>\$21,319</b>	<b>\$938,363</b>	
Other Revenue (2)	\$5,012	\$197	\$5,209	
<b>TOTAL REVENUE</b>	<b>\$922,056</b>	<b>21,516</b>	<b>\$943,572</b>	
<i>(1) The Engineer's Report found that there is a 1.25% general benefit that stems from Direct Program activity, which cannot be levied.</i>				
<i>(2) Other non-assessment funding to cover the cost associated with general benefit</i>				

## **1. Direct Programs (Zones 1 and 2)**

These are programs which provide special benefits to the individually assessed parcels within the PBID. These programs are described in the following paragraphs.

### **a. Security / Goodwill Ambassador Program**

This program utilizes security/goodwill ambassadors to create a visible presence to the individually assessed parcels within the District to foster a sense of safety for those parcels. Teams conduct bike patrols in the PBID 7 days a week. The special benefit to assessed parcels comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency, air cargo services and off-airport parking facility parcels from these services are that the bike patrol teams provide additional eyes and ears on the street to discourage crime and panhandling, and help create a safer and more pedestrian-friendly environment. This encourages more business activity, which provides special benefits to individually assessed properties within the PBID by encouraging commerce. Expenses include but may not be limited to the cost of contracting with an outside service to supply goodwill ambassador personnel; the cost of Gateway to LA's Operation Manager who supervises the Ambassadors and related activity, the cost of uniforms, bicycles used by the ambassadors to patrol the individually assessed properties within the District, walkie-talkies and related communication devices, and incidental expenses. The special benefit to assessed parcels from these services also includes an increased likelihood of improved lease and occupancy rates because of an increase in commercial activity from the perception of safety. The Security / Goodwill Ambassador program is a special benefit to all individually assessed parcels in the District because without these services, the perception of crime could deter potential customers and patrons from visiting the District.

### **b. Landscape Maintenance / Clean Streets & Sidewalk Program**

These program activities include but may not be limited to street sweeping, sidewalk sweeping, sidewalk pressure-washing, trash pick-up and removal, graffiti removal, targeted major cleanups where needed, planting and tree trimming along the perimeter and

medians, landscape maintenance, and other services necessary to maintain and enhance the appearance of individually assessed properties within the District. Expenses may include Factory Cat automated street sweeper(s), supplying of trash receptacles with the Gateway to L.A. logo and other expenses. Keeping the individually assessed parcels within the District clean improves the perception of safety and creates a better business environment, thereby improving the individually assessed properties within the District. The special benefit to assessed parcels comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency, air cargo services and off-airport parking facility parcels from the Landscape Maintenance and Clean Streets & Sidewalk Program is an increased likelihood of improved commercial activity because of an increase in patronage from the creation of a clean, safe and aesthetically-pleasing environment for customers, patrons, and tenants, and because litter-strewn and unkempt parcels detract from commerce.

**c. Keep It Green Program**

For the Keep It Green Program, the PBID hosts shredding events and electronic waste collection events for the use of individually assessed parcels within the District. The special benefit to individually assessed parcels comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency, air cargo services and off-airport parking facility parcels from the Keep It Green Program is the provision of amenities to the parcels over and above the City's services related to waste disposal that creates a sustainable environment.

**2. Marketing Programs (Zone 1 only)**

These programs are the marketing activities which provide special benefits to individually assessed properties in Zone 1 by encouraging commerce, and through which the PBID directly interacts with and provides services to the individually assessed parcels within the District.

Zone 1 properties, oriented along or near Century Boulevard, include many high-rise office buildings, restaurants, hotels, rental car operations,

parking operations and airport-serving uses which specially benefit from the District's Marketing Programs.

Unimproved publicly-owned parcels in Zone 1 will not be assessed for Marketing Programs, as those properties would gain no special benefit from marketing programs, due to the lack of vehicular traffic to/from the parcels, the lack of pedestrian activity to/from the parcels, and the overall lack of commerce and use taking place at these unimproved parcels.

However, improved publicly-owned parcels in Zone 1 will be assessed for Marketing Programs as those properties will specially benefit due to existing vehicular and pedestrian traffic activity to those parcels and the commerce and uses taking place at those publicly-owned parcels.

Zone 2 parcels will not be assessed for Marketing Programs, as those properties would gain no special benefit from marketing programs due to the lack of proximity to and visibility from Century Boulevard, which is the main commerce corridor having significant vehicular traffic as well as pedestrian activity. Zone 2 parcels are located primarily along and adjacent to 96<sup>th</sup> Street which experiences little vehicular and pedestrian traffic activity by comparison, and which properties are not visible from Century Boulevard. Further, the land uses of the individually assessed properties in Zone 2 are primarily light industrial and less visitor-serving in nature compared to the majority of individually assessed properties in Zone 1.

#### **a. Marketing and Public Relations Efforts**

Marketing and public relations efforts will focus on business, tenant and visitor retention and attraction to improve commerce for the individually assessed properties within the District. Marketing may include, but is not limited to public relations, media placement of positive stories concerning the PBID and its revitalization, utilization of the PBID website, publication of a quarterly newsletter, utilization of services such as CoStar Group to showcase office properties within the PBID, promotional events, advertising, mobile applications ("app") implementation related to transportation access, continuing efforts to strengthen the PBID's relationship with the Los Angeles Tourism & Convention Board, and maintaining and updating the Gateway to L.A. PBID website. The special benefit to

individually assessed parcels comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency, and off-airport parking facility parcels from the Marketing and Public Relations efforts is an increased awareness of the businesses within the district which attracts new patronage to the District businesses and provides an increase in commercial activity which corresponds to increases in lease rates and improved level of commerce.

**b. Ocean Express Shuttle Program**

The Ocean Express is a fee-for-service and predominantly self-sufficient private shuttle service for the employees, visitors and tenants of individually assessed parcels within the District, with fares covering the largest portion of the shuttle's annual operating costs. The shuttle is designed to connect employees, visitors and tenants of individually assessed parcels with other properties within the District and local amenities. Shuttle stops are located within convenient walking distance for employees, visitors and tenants of individually assessed parcels of the District. Employees, visitors and tenants of individually assessed parcels must purchase tickets to utilize the shuttle. Ocean Express does not provide service to the general public. The shuttle program is a special benefit to individually assessed properties in the District by providing access to amenities, such as the Gateway to Lunch program, for employees, visitors and tenants of individually assessed parcels within the District comprised of hotel, office, commercial, restaurants, light industrial, car rental agency and off-airport parking facility parcels and by creating a more attractive business location and place to work, with the goal of helping to increase patronage to the individually assessed properties. By providing the shuttle, individually assessed parcels within the District also enjoy special benefits from the shuttle services, including an easy-to-use transportation system available for use by the employees, visitors and tenants of individually assessed parcels, reduced congestion to and from the properties, and employee attraction and retention.

**c. Gateway to Lunch Program**

The Gateway to Lunch Program offers a discount on lunch at participating restaurants in hotels located in the PBID. Using the

“Gateway to Lunch” card, restaurant patrons receive discounts off food and non-alcoholic beverages for themselves and their guests, as well as complimentary parking at any of the participating hotel restaurants. The card also allows for travel on the Ocean Express shuttle. The discount is available 7 days a week to owners of individually assessed parcels, their employees, guests and tenants. The special benefit to the hotel, office, commercial, restaurant, gas station, light industrial, car rental agency and off-airport parking facility parcels within the District is increased patronage of participating restaurants of individually assessed parcels that have restaurants, as well as providing discounts to encourage employees, visitors and tenants of individually assessed parcels to stay and eat lunch within the PBID, which is an enhancement for employee attraction and retention efforts.

### **3. Administration (Zones 1 and 2)**

Administrative services include compensation paid to the Executive Director for the PBID; administrative assistance provided to the Executive Director for word processing; expenses related to rent, stationery, postage, copies, faxes, vehicle mileage reimbursement, and may include other incidental items, insurance premiums (both General Liability coverage and Director & Officer Liability coverage), fees and expenses related to the renewal and adoption of the PBID for an additional term, the pursuit of grants and sponsorships to improve individually assessed properties within the District and fund District programs, tax and accounting services, and legal services as needed to ensure accounting and legal compliance. A small portion of administrative funding may be set aside to address unforeseen shortfalls. Set aside shall only be used in the aforementioned categories.

The special benefit to individually assessed parcels within Zone 1, comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency, air cargo services and off-airport parking facility parcels from these administrative services is effective and efficient delivery of District services and management oversight related to District program implementation..

Pertaining to Zone 1, administrative services will also encompass the use of professional consultants to monitor and advise the PBID related to the implementation and timing of major public capital improvements under

planning and/or construction by the City of Los Angeles, the Metropolitan Transportation Authority, the Department of Airports, and other public agencies which improvements impact vehicular and pedestrian circulation within the PBID, primarily along Century Boulevard. The special benefit to individually assessed parcels in Zone 1 comprised of hotel, office, commercial, restaurant, gas station, light industrial, car rental agency and off-airport parking facility parcels by the use of professional consultants to provide advocacy will help mitigate disruptive vehicular circulation issues within Zone 1 of the District during such construction.

The 5 publicly-owned and unimproved parcels in Zone 1 will not be assessed for professional consultant services, as those properties would gain no special benefit from consultant services due to the overall lack of commerce and activity taking place at these unimproved parcels. These parcels will be assessed their proportionate special benefit costs.

Parcels within Zone 2 comprised of light industrial and air cargo parcels, will not be assessed for professional consultant services, as those properties would gain no special benefit from consultant services due to the lack of proximity to Century Boulevard, which is the main commerce corridor having significant vehicular traffic as well as more intense pedestrian activity. The special benefit for the administrative services that Zone 2 will receive will be the effective and efficient delivery of District services and management oversight related to District program implementation.

#### **D. GENERAL AND SPECIAL BENEFITS**

State Law, Proposition 218, and judicial opinions require that assessments be levied according to the estimated special benefits each assessed parcel receives from the activities and improvements. Article XIID Section 4(a) of the California Constitution states, in part, “only special benefits are assessable” which requires that general benefits be separated from the special benefits provided by the proposed activities and improvements. Clarification from the *Golden Hill* judicial opinion states that “even minimal general benefits must be separated from special benefits and quantified so that the percentage of the cost of services and improvements representing general benefits, however slight, can be deducted from the amount of the cost assessed against specially benefitting properties”. A special benefit as defined in Article XIID means a particular and distinct benefit over and above general benefits conferred on real property located in the PBID or to the public at large. The special benefits to parcels from the proposed PBID

activities and improvements described in this Management District Report is equal to or exceeds the total amount of the proposed assessment. Each individually assessed parcel's assessment is no greater than the special benefit it receives from the PBID services.

Services provided under the Gateway to L.A. Management District Plan for properties within the PBID directly and specially benefit the properties within the PBID. For example, without the clean streets and sidewalks program, each individually assessed property within the PBID could suffer from a perception that the area in front of their property is dirty and un-cared for, which could be a deterrent to commerce. As another example, without the Goodwill Ambassador program, an individually assessed property within the PBID could suffer from a perception that the area in front of their property is un-safe. A benefit, if any, to the general public at large or to other real property outside the PBID boundaries from services provided under the District Plan is incidental.

However, the Engineer's Report, prepared in conjunction with this Management District Plan finds that of the Direct Program (safe and clean services) benefits, that an incidental 1.25% could be attributed to "General Benefits" which could possibly benefit properties outside of the PBID boundaries. Only special benefits can be assessed, and therefore the budget reflects the separation of general benefits from special benefits, as assessment revenue is not used to pay for general benefits.

Individually assessed parcels within the District shall be assessed according to each parcel's proportionate special benefit derived from the services provided to that parcel. Each parcel pays 100% of the special benefit derived by the individual parcel.

For further discussion, please refer to the Engineer's Report.

## **E. ASSESSMENT METHODOLOGY**

District improvements and activities will be funded through a benefit assessment against real property located within the District. The assessment formula has been designed to ensure that no parcel will be assessed an amount that exceeds the cost of the proportional special benefit that each assessed parcel derives from the improvements and activities provided by the District.



**Zone 1:**

For Zone 1, the year 1 (2016) budget is \$922,056. The budget within Zone 1 may increase to a maximum of \$1,203,074 in 2025 if the maximum allowable (3%) increase is approved each year.

For individually assessed properties in Zone 1, fifty percent (50%) of the assessment is based upon building square footage and fifty percent (50%) of the assessment is based upon land square footage. This has been the assessment methodology utilized by the PBID since its inception in 1998. The Zone 1 assessment formula is due to properties in Zone 1, which include high-rise hotels, high-rise office buildings, rental car facilities, gas stations, restaurants, parking operations, and a smaller amount of light industrial and unimproved properties, having an intense level of pedestrian and vehicular utilization.

*Table 6*

	<b>Zone 1: Total Assessed Area in Square Feet</b>	<b>Year 1 (2016) Assessment</b>	<b>Total Budget Share</b>
<b>BUILDING</b>	12,295,409	\$458,522	50%
<b>LAND</b>	6,117,243	\$458,522	50%

In 2016 (Year 1) of the renewal, the assessment calculation for each individually assessed parcel in Zone 1 is derived by a formula of building (improved) square footage multiplied by a factor of \$0.03729213, plus land square footage multiplied by a factor of \$0.07495567. See also the Engineer’s Report attached hereto. The assessment calculation for each individually assessed parcel in Zone 2 is derived by a formula based on the individually assessed parcel’s street frontage. The total 2016 (Year 1) assessments for individually assessed properties in Zones 1 and 2 are derived as follows:

*Table 7*

<b>Zone 1 Formula Multiplier</b>	<b>Rate Per Foot</b>
Building / Improvements (sq. ft.)	\$0.03729213
Land (sq. ft.)	\$0.07495567
Linear Frontage (linear feet)	N/A

*Table 8*

<b>Zone 2 Formula Multiplier</b>	<b>Rate Per Foot</b>
Building / Improvements (sq. ft.)	N/A
Land (sq. ft.)	N/A
Linear Frontage (linear feet)	\$4.114843

Of the 15 publicly-owned parcels in Zone 1, five (5) are vacant, unimproved land that do not have any active uses (APNs 4124-027-901; 4124-027-902; 4127-027-903; 4124-027-904; 4124-027-905). As such, these parcels do not receive the same special benefits from all of the PBID's programs and activities as properties with active uses and/or improvements do. The 5 parcels will be assessed at their share of the programs and activities from which the 5 parcels derive special benefit, which calculates to 74.457191%. This calculation is described further in the Engineer's Report. Those activities are the Direct Programs and Administration (not including consultant services).

## **Zone 2:**

The Annual year 1 (2016) budget for Zone 2, comprised of 35 parcels, is \$21,516, increasing to a maximum of \$28,073 in 2025 (Year 10), if the maximum allowable (3%) increase is approved each year. Zone 2 properties include privately-owned parcels on which light industrial and cargo related uses take place in one and two-story buildings, as well as 17 publicly-owned parcels that were acquired by the City of Los Angeles/Department of Airports which parcels are primarily vacant.

As differentiated from Zone 1, the assessments in Zone 2 will be calculated based on the individually assessed parcels' share of street frontage totaling 5,181 linear feet.

The purpose for a different assessment formula or methodology for individually assessed properties in Zone 2, as compared to Zone 1, is that the benefit to parcels within Zone 2 (Direct Programs and Administration, not including consultant services) will relate directly to the properties' less intense pedestrian and vehicular utilization. The assessments for properties within Zone 2 will be calculated on each parcel's relative share of Zone 2's assessed street frontage which totals 5,181 linear feet.

## **F. RULES AND REGULATIONS APPLICABLE TO THE PBID**

No special rules or regulations will be applicable to the PBID.

## **G. PBID GOVERNANCE**

The City of Los Angeles will contract with a private non-profit entity to provide the services in this Management District Plan. The private non-profit entity will be charged with the operations of the PBID. It is anticipated that the entity known as Gateway to L.A., Inc. will continue to be the entity charged with operations of the PBID during the 10-year renewal period.

## **H. TIMELINE FOR ACTIVITIES AND IMPROVEMENTS**

<b><u>Approximate Date</u></b>	<b><u>Activity</u></b>
July 2014	First draft of Management District Plan and Engineer's Report to City Clerk's Office
March 2015	Anticipated approval of Management District Plan and Engineer's Report by City Clerk's Office
March-April 2015	Conduct Petition drive – petitions sent to all parcels/property owners
April 2015	Signed Petitions submitted to City Clerk's Office and City Council
April 2015	City Council adoption of Ordinance of Intention to Form PBID
May 2015	Proposition 218 ballot election (all parcels/property owners sent ballots)
June-July 2015	Final City Council hearing and ballot counting
July-August 2015	Approval of new City Contract for PBID administration. City Clerk initiates PBID assessment collection process for initial year (2016); transmits property assessment data to the County Assessor
January 1, 2016	Begin new operation period for Gateway to L.A. PBID for 10-year period

As provided by State law, the new (renewed) Gateway to LA PBID will have a set term. The District's term will be January 1, 2016 through December 31, 2025. At the end of that period, the District may be renewed as permitted by State law. If

the District is not renewed or is otherwise terminated for any reason, all unexpended assessment funds will be returned to property owners as required by State law.

#### **IV. FINANCING OF ACTIVITIES**

##### **A. BUDGET**

The PBID budget for Zones 1 and 2 will be \$943,572 for 2016 (Year 1), increasing to a maximum of \$1,231,147 if the maximum allowable (3%) increase is approved each year.

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 will be subject to an annual increase of up to 3% per year to address changes in the cost of providing services. The actual amount of increase will be determined by the owners association and will vary between 0% to 3% in any given year. 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 owner's association board of directors, and submitted to the City within its annual planning report.

The annual budget for the PBID will be as follows.

**Zone 1:**

*Table 9*

Zone 1 Annual PBID Budget*					
Budget Item	Year 1 - 2016	Year 2 - 2017	Year 3 - 2018	Year 4 - 2019	Year 5 - 2020
Direct Programs	\$400,947	\$412,975	\$425,365	\$438,126	\$451,269
Marketing Programs	\$185,439	\$191,002	\$196,732	\$202,634	\$208,713
Administration	\$335,670	\$345,740	\$356,112	\$366,796	\$377,800
<b>TOTAL BUDGET</b>	<b>\$922,056</b>	<b>\$949,717</b>	<b>\$978,209</b>	<b>\$1,007,556</b>	<b>\$1,037,782</b>
Assessment Revenues	\$917,044	\$944,555	\$972,892	\$1,002,079	\$1,032,141
Other Revenue	\$5,012	\$5,162	\$5,317	\$5,477	\$5,641
<b>TOTAL REVENUES</b>	<b>\$922,056</b>	<b>\$949,717</b>	<b>\$978,209</b>	<b>\$1,007,556</b>	<b>\$1,037,782</b>

Budget Item	Year 6 - 2021	Year 7 - 2022	Year 8 - 2023	Year 9 - 2024	Year 10 - 2025
Direct Programs	\$464,807	\$478,752	\$493,114	\$507,908	\$523,145
Marketing Programs	\$214,975	\$221,424	\$228,067	\$234,909	\$241,956
Administration	\$389,134	\$400,808	\$412,832	\$425,217	\$437,973
<b>TOTAL BUDGET</b>	<b>\$1,068,916</b>	<b>\$1,100,984</b>	<b>\$1,134,013</b>	<b>\$1,168,034</b>	<b>\$1,203,074</b>
Assessment Revenues	\$1,063,106	\$1,094,999	\$1,127,849	\$1,161,685	\$1,196,534
Other Revenue	\$5,810	\$5,985	\$6,164	\$6,349	\$6,540
<b>TOTAL REVENUES</b>	<b>\$1,068,916</b>	<b>\$1,100,984</b>	<b>\$1,134,013</b>	<b>\$1,168,034</b>	<b>\$1,203,074</b>

\* Calculations reflect a maximum revenue/budget increase of 3% per year

**Zone 2:**

*Table 10*

Zone 2 Annual PBID Budget*					
Budget Item	Year 1 - 2016	Year 2 - 2017	Year 3 - 2018	Year 4 - 2019	Year 5 - 2020
Direct Programs	\$15,733	\$16,205	\$16,691	\$17,192	\$17,708
Marketing Programs	\$0	\$0	\$0	\$0	\$0
Administration	\$5,783	\$5,956	\$6,135	\$6,319	\$6,509
<b>TOTAL BUDGET</b>	<b>\$21,516</b>	<b>\$22,161</b>	<b>\$22,826</b>	<b>\$23,511</b>	<b>\$24,217</b>
Assessment Revenues	\$21,319	\$21,958	\$22,617	\$23,296	\$23,995
Other Revenue	\$197	\$203	\$209	\$215	\$222
<b>TOTAL REVENUES</b>	<b>\$21,516</b>	<b>\$22,161</b>	<b>\$22,826</b>	<b>\$23,511</b>	<b>\$24,217</b>

Budget Item	Year 6 - 2021	Year 7 - 2022	Year 8 - 2023	Year 9 - 2024	Year 10 - 2025
Direct Programs	\$18,239	\$18,786	\$19,350	\$19,930	\$20,527
Marketing Programs	\$0	\$0	\$0	\$0	\$0
Administration	\$6,704	\$6,905	\$7,112	\$7,326	\$7,546
<b>TOTAL BUDGET</b>	<b>\$24,943</b>	<b>\$25,691</b>	<b>\$26,462</b>	<b>\$27,256</b>	<b>\$28,073</b>
Assessment Revenues	\$24,715	\$25,456	\$26,220	\$27,006	\$27,816
Other Revenue	\$228	\$235	\$242	\$250	\$257
<b>TOTAL REVENUES</b>	<b>\$24,943</b>	<b>\$25,691</b>	<b>\$26,462</b>	<b>\$27,256</b>	<b>\$28,073</b>

\* Calculations reflect a maximum revenue/budget increase of 3% per year

**Zone 1 and Zone 2:**

*Table 11*

<b>Zone 1 and Zone 2 Annual PBID Budget*</b>					
<b>Budget Item</b>	<b>Year 1 - 2016</b>	<b>Year 2 - 2017</b>	<b>Year 3 - 2018</b>	<b>Year 4 - 2019</b>	<b>Year 5 - 2020</b>
Direct Programs	\$416,680	\$429,180	\$442,056	\$455,317	\$468,978
Marketing Programs	\$185,439	\$191,002	\$196,732	\$202,634	\$208,713
Administration	\$341,453	\$351,697	\$362,247	\$373,115	\$384,308
<b>TOTAL BUDGET</b>	<b>\$943,572</b>	<b>\$971,879</b>	<b>\$1,001,035</b>	<b>\$1,031,066</b>	<b>\$1,061,999</b>
Assessment Revenues	\$938,363	\$966,514	\$995,509	\$1,025,375	\$1,056,137
Other Revenue	\$5,209	\$5,365	\$5,526	\$5,691	\$5,862
<b>TOTAL REVENUES</b>	<b>\$943,572</b>	<b>\$971,879</b>	<b>\$1,001,035</b>	<b>\$1,031,066</b>	<b>\$1,061,999</b>

<b>Budget Item</b>	<b>Year 6 - 2021</b>	<b>Year 7 - 2022</b>	<b>Year 8 - 2023</b>	<b>Year 9 - 2024</b>	<b>Year 10 - 2025</b>
Direct Programs	\$483,046	\$497,537	\$512,464	\$527,838	\$543,672
Marketing Programs	\$214,975	\$221,424	\$228,067	\$234,909	\$241,956
Administration	\$395,838	\$407,713	\$419,944	\$432,542	\$445,519
<b>TOTAL BUDGET</b>	<b>\$1,093,859</b>	<b>\$1,126,674</b>	<b>\$1,160,475</b>	<b>\$1,195,289</b>	<b>\$1,231,147</b>
Assessment Revenues	\$1,087,821	\$1,120,455	\$1,154,069	\$1,188,691	\$1,224,351
Other Revenue	\$6,038	\$6,219	\$6,406	\$6,598	\$6,796
<b>TOTAL REVENUES</b>	<b>\$1,093,859</b>	<b>\$1,126,674</b>	<b>\$1,160,475</b>	<b>\$1,195,289</b>	<b>\$1,231,147</b>

\* Calculations reflect a maximum revenue/budget increase of 3% per year

Accrued interest and delinquent payments will be expended in the budget categories. Each year, any surplus or deficit of the remaining budget will be carried forward to the next year’s operating budget.

Any remaining surplus from the 10-year PBID for the years 2006-2015 will be carried forward as well, but can only benefit the parcels comprising the 2006 PBID.

Surplus may also be used for PBID renewal efforts in 2024-2025.

The PBID will not issue bonds to finance improvements in the district or for renewal efforts.

**Future Development**

As a result of continued development, the PBID may experience the addition or subtraction of assessable commercial footage for parcels included and assessed within the PBID. The modification of parcel improvements assessed within the PBID may then change upwards or downwards by the amount of total footage assessment for these parcels. In future years, the assessments for the special benefits bestowed upon the individually assessed parcels within the District may change in accordance with the assessment methodology formula show above in this Plan and in the Engineer’s Report, provided the assessment rate does not

change. If the assessment formula changes, then a Proposition 218 ballot will be required to approve the assessment formula changes.

**B. SOURCES OF FUNDING**

The primary source of funding for PBID operations will be derived from assessments levied on properties included in the PBID.

Other sources of funding include income from Ocean Express, sponsorship, grants received and carry-over from previous years.

**C. TIME AND MANNER OF COLLECTING THE ASSESSMENTS**

The PBID assessment will be included on the annual property tax bills sent by the County of Los Angeles. The County collects the assessments and disburses them to the City; the City in turn disburses to the PBID upon receipt of written request by the PBID’s Executive Director or designated representative. If necessary, the Los Angeles City Clerk’s office will directly bill property owners of entities that do not appear on the tax roll. Any delinquent assessments will be placed on the next year’s County tax roll.

The timing and collection of the assessments on an annual basis will be as follows:

**Annual Assessment Collection and Disbursement**

*Table 12*

<b>Time Frame</b>	<b>Activity</b>
October	Property tax bills, including assessments, are mailed to property owners in the PBID
December	First installment, equivalent to 40%, is advanced by the County to the City
January	Second installment, equivalent to 10%, is advanced by the County to the City
April	Third installment, equivalent to 35%, is advanced by the County to the City
August	Final disbursement (15%) is sent to the City by the County

NOTE: Periodic accrued interest is also sent to the City by the County.

# Map of PBID and PBID Boundary (Year 2016)

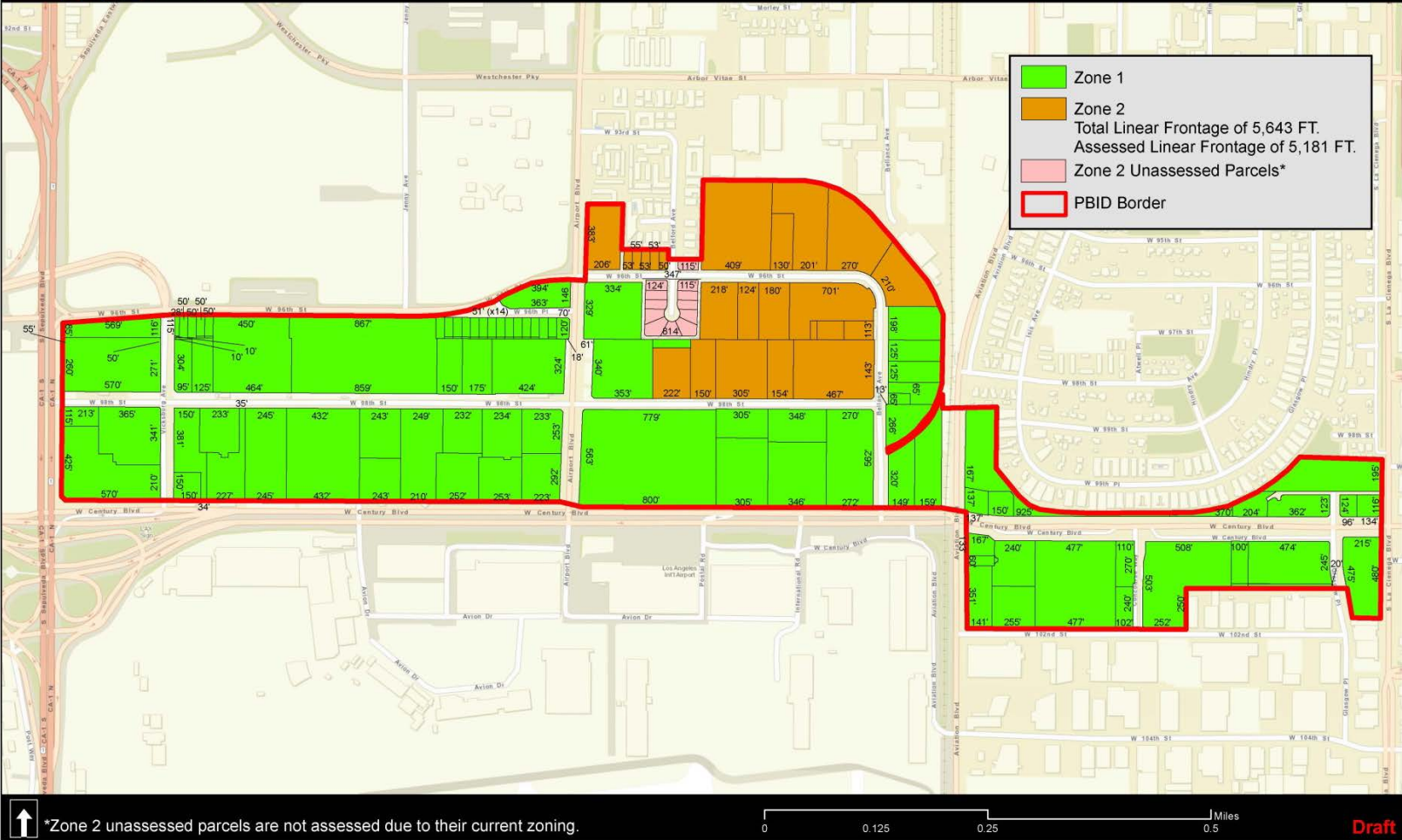
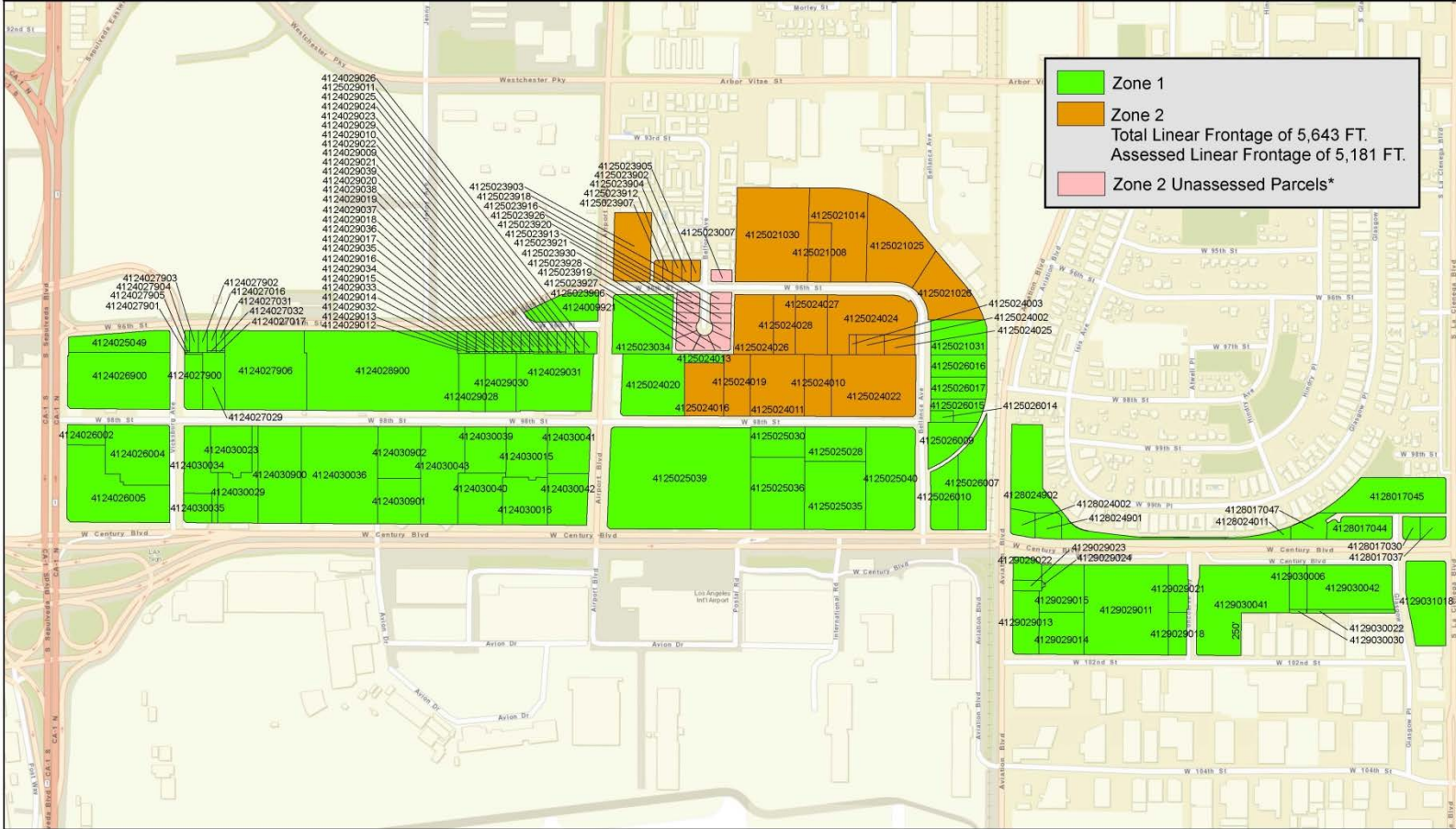


Exhibit 1  
Map of PIBD and PBID Boundary



### Zone 1 & Zone 2 Map of PBID Properties with APNs (Assessor Parcel Numbers)

Exhibit # 2



- Zone 1
- Zone 2
- Zone 2 Unassessed Parcels\*

Total Linear Frontage of 5,643 FT.  
Assessed Linear Frontage of 5,181 FT.

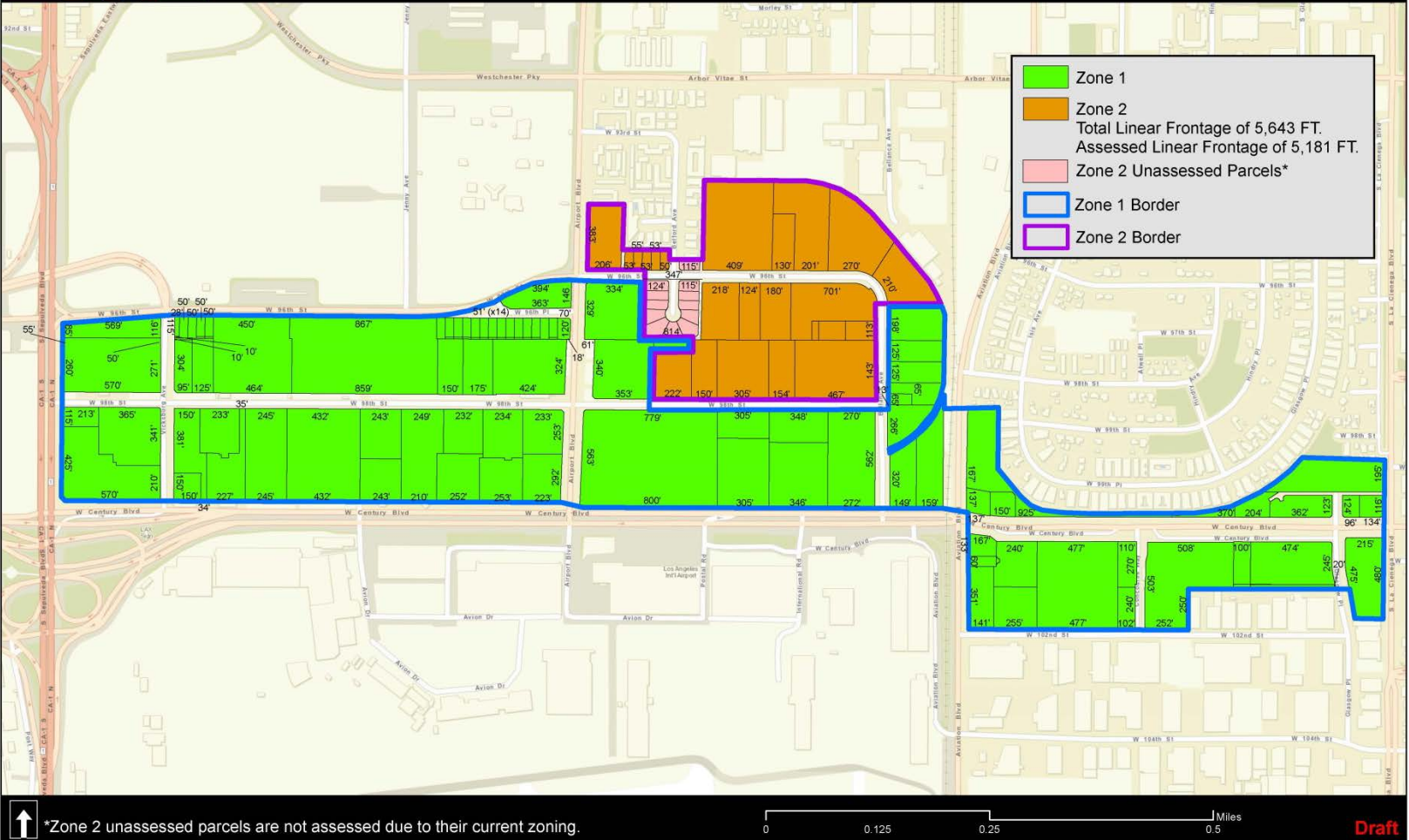
\*Zone 2 unassessed parcels are not assessed due to their current zoning.



Draft

Exhibit 2  
Map of PBID with APNs (Assessor Parcel Numbers)

### Map of PBID - Zone 1 and Zone 2 Boundary



\*Zone 2 unassessed parcels are not assessed due to their current zoning.

Draft

Exhibit 3  
Map of PBID - Zone 1 and Zone 2 Boundary

## Exhibit 4 2016 PBID Assessment Roll (Zone 1 and Zone 2)

ASSESSMENT ROLL ID NUMBER	APN	Zone	Assessed Frontage (Zone 2 Only)	Frontage Asmt (Zone 2 Only)	Land Area (Zone 1 Only)	Assessed Land Area (Zone 1 Only)	Bldg Area (Zone 1 Only)	Land Area Asmt (Zone 1 Only)	Building Area Asmt (Zone 1 Only)	Total 2016 Asmt (Zone 1 & Zone 2)	% of Total
1	4124009921	1	0	\$0.00	36,692	36,692	3,551	\$2,750	\$132	\$2,882.70	0.3072%
2	4124025049	1	0	\$0.00	63,598	63,598	1,296	\$4,767	\$48	\$4,815.36	0.5132%
3	4124026002	1	0	\$0.00	26,841	26,841	112,285	\$2,012	\$4,187	\$6,199.23	0.6606%
4	4124026004	1	0	\$0.00	118,918	118,918	822,890	\$8,914	\$30,687	\$39,600.90	4.2202%
5	4124026005	1	0	\$0.00	201,683	201,683	472,067	\$15,117	\$17,604	\$32,721.67	3.4871%
6	4124026900	1	0	\$0.00	209,524	209,524	41,384	\$15,705	\$1,543	\$17,248.31	1.8381%
7	4124027029	1	0	\$0.00	43,560	43,560	0	\$3,265	\$0	\$3,265.07	0.3480%
8	4124027031	1	0	\$0.00	6,250	6,250	0	\$468	\$0	\$468.47	0.0499%
9	4124027032	1	0	\$0.00	6,250	6,250	0	\$468	\$0	\$468.47	0.0499%
10	4124027900	1	0	\$0.00	42,379	42,379	0	\$3,177	\$0	\$3,176.55	0.3385%
11	4124027901	1	0	\$0.00	1,249	930	0	\$70	\$0	\$69.71	0.0074%
12	4124027902	1	0	\$0.00	6,251	4,654	0	\$349	\$0	\$348.87	0.0372%
13	4124027903	1	0	\$0.00	6,250	4,654	0	\$349	\$0	\$348.81	0.0372%
14	4124027904	1	0	\$0.00	5,702	4,246	0	\$318	\$0	\$318.23	0.0339%
15	4124027905	1	0	\$0.00	500	372	0	\$28	\$0	\$27.90	0.0030%
16	4124027906	1	0	\$0.00	218,671	218,671	0	\$16,391	\$0	\$16,390.63	1.7467%
17	4124028900	1	0	\$0.00	409,464	409,464	0	\$30,692	\$0	\$30,691.65	3.2708%
18	4124029009	1	0	\$0.00	5,865	5,865	0	\$440	\$0	\$439.61	0.0468%
19	4124029010	1	0	\$0.00	5,865	5,865	0	\$440	\$0	\$439.61	0.0468%
20	4124029011	1	0	\$0.00	5,865	5,865	0	\$440	\$0	\$439.61	0.0468%
21	4124029012	1	0	\$0.00	6,373	6,373	0	\$478	\$0	\$477.69	0.0509%
22	4124029013	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
23	4124029014	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
24	4124029015	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
25	4124029016	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
26	4124029017	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
27	4124029018	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
28	4124029019	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
29	4124029020	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
30	4124029021	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
31	4124029022	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
32	4124029023	1	0	\$0.00	5,865	5,865	504	\$440	\$19	\$458.41	0.0489%
33	4124029024	1	0	\$0.00	6,375	6,375	0	\$478	\$0	\$477.84	0.0509%
34	4124029025	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
35	4124029026	1	0	\$0.00	9,394	9,394	0	\$704	\$0	\$704.13	0.0750%
36	4124029028	1	0	\$0.00	52,708	52,708	0	\$3,951	\$0	\$3,950.76	0.4210%
37	4124029029	1	0	\$0.00	510	510	0	\$38	\$0	\$38.23	0.0041%
38	4124029030	1	0	\$0.00	61,420	61,420	16,650	\$4,604	\$621	\$5,224.69	0.5568%
39	4124029031	1	0	\$0.00	148,104	148,104	28,546	\$11,101	\$1,065	\$12,165.78	1.2965%
40	4124029032	1	0	\$0.00	5,887	5,887	0	\$441	\$0	\$441.26	0.0470%
41	4124029033	1	0	\$0.00	6,070	6,070	0	\$455	\$0	\$454.98	0.0485%
42	4124029034	1	0	\$0.00	6,416	6,416	0	\$481	\$0	\$480.92	0.0513%
43	4124029035	1	0	\$0.00	6,942	6,942	0	\$520	\$0	\$520.34	0.0555%
44	4124029036	1	0	\$0.00	7,650	7,650	0	\$573	\$0	\$573.41	0.0611%
45	4124029037	1	0	\$0.00	8,165	8,165	0	\$612	\$0	\$612.01	0.0652%
46	4124029038	1	0	\$0.00	7,000	7,000	0	\$525	\$0	\$524.69	0.0559%
47	4124029039	1	0	\$0.00	5,867	5,867	0	\$440	\$0	\$439.76	0.0469%
48	4124030015	1	0	\$0.00	67,518	67,518	340,420	\$5,060.86	\$12,694.99	\$17,755.84	1.8922%
49	4124030016	1	0	\$0.00	73,181	73,181	219,645	\$5,485.33	\$8,191.03	\$13,676.36	1.4575%
50	4124030023	1	0	\$0.00	63,162	63,162	350,895	\$4,734.35	\$13,085.62	\$17,819.97	1.8990%
51	4124030029	1	0	\$0.00	78,844	78,844	239,389	\$5,909.80	\$8,927.33	\$14,837.13	1.5812%
52	4124030034	1	0	\$0.00	76,666	76,666	109,072	\$5,746.55	\$4,067.53	\$9,814.08	1.0459%
53	4124030035	1	0	\$0.00	34,525	34,525	64,821	\$2,587.84	\$2,417.31	\$5,005.16	0.5334%
54	4124030036	1	0	\$0.00	248,728	248,728	660,040	\$18,643.57	\$24,614.30	\$43,257.87	4.6099%
55	4124030039	1	0	\$0.00	60,984	60,984	338,386	\$4,571.10	\$12,619.13	\$17,190.23	1.8319%
56	4124030040	1	0	\$0.00	79,715	79,715	224,338	\$5,975.09	\$8,366.04	\$14,341.13	1.5283%
57	4124030041	1	0	\$0.00	62,726	62,726	185,906	\$4,701.67	\$6,932.83	\$11,634.50	1.2399%
58	4124030042	1	0	\$0.00	71,003	71,003	291,817	\$5,322.08	\$10,882.48	\$16,204.55	1.7269%
59	4124030043	1	0	\$0.00	131,116	131,116	351,511	\$9,827.89	\$13,108.59	\$22,936.48	2.4443%
60	4124030900	1	0	\$0.00	140,699	140,699	0	\$10,546.19	\$0	\$10,546.19	1.1239%
61	4124030901	1	0	\$0.00	68,389	68,389	207,520	\$5,126.14	\$7,738.86	\$12,865.01	1.3710%
62	4124030902	1	0	\$0.00	71,438	71,438	202,682	\$5,354.68	\$7,558.44	\$12,913.13	1.3761%
63	4125021008	2	130	\$534.93	0	0	0	\$0.00	\$0.00	\$534.93	0.0570%
64	4125021014	2	201	\$827.08	0	0	0	\$0.00	\$0.00	\$827.08	0.0881%
65	4125021025	2	266	\$1,094.55	0	0	0	\$0.00	\$0.00	\$1,094.55	0.1166%
66	4125021026	2	210	\$864.12	0	0	0	\$0.00	\$0.00	\$864.12	0.0921%
67	4125021030	2	409	\$1,682.97	0	0	0	\$0.00	\$0.00	\$1,682.97	0.1794%
68	4125021031	1	0	\$0.00	62,726	62,726	503,120	\$4,701.67	\$18,762.42	\$23,464.09	2.5005%
69	4125023007	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
70	4125023034	1	0	\$0.00	114,127	114,127	286,309	\$8,554.47	\$10,677.07	\$19,231.54	2.0495%
71	4125023902	2	53	\$218.09	0	0	0	\$0.00	\$0.00	\$218.09	0.0232%
72	4125023903	2	590	\$2,427.76	0	0	0	\$0.00	\$0.00	\$2,427.76	0.2587%
73	4125023904	2	53	\$218.09	0	0	0	\$0.00	\$0.00	\$218.09	0.0232%
74	4125023905	2	166	\$683.06	0	0	0	\$0.00	\$0.00	\$683.06	0.0728%
75	4125023906	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%

ASSESSMENT ROLL ID NUMBER	APN	Zone	Assessed Frontage (Zone 2 Only)	Frontage Asmt (Zone 2 Only)	Land Area (Zone 1 Only)	Assessed Land Area (Zone 1 Only)	Bldg Area (Zone 1 Only)	Land Area Asmt (Zone 1 Only)	Building Area Asmt (Zone 1 Only)	Total 2016 Asmt (Zone 1 & Zone 2)	% of Total
76	4125023907	2	53	\$218.09	0	0	0	\$0.00	\$0.00	\$218.09	0.0232%
77	4125023912	2	53	\$218.09	0	0	0	\$0.00	\$0.00	\$218.09	0.0232%
78	4125023913	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
79	4125023916	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
80	4125023918	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
81	4125023919	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
82	4125023920	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
83	4125023921	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
84	4125023926	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
85	4125023927	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
86	4125023928	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
87	4125023930	2	0	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
88	4125024002	2	50	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
89	4125024003	2	50	\$0.00	0	0	0	\$0.00	\$0.00	\$0.00	0.0000%
90	4125024010	2	154	\$633.69	0	0	0	\$0.00	\$0.00	\$633.69	0.0675%
91	4125024011	2	305	\$1,255.03	0	0	0	\$0.00	\$0.00	\$1,255.03	0.1337%
92	4125024013	1	0	\$0.00	11,236	11,236	10,736	\$842.20	\$400.37	\$1,242.57	0.1324%
93	4125024016	2	225	\$925.84	0	0	0	\$0.00	\$0.00	\$925.84	0.0987%
94	4125024019	2	150	\$617.23	0	0	0	\$0.00	\$0.00	\$617.23	0.0658%
95	4125024020	1	0	\$0.00	124,146	124,146	332,560	\$9,305.45	\$12,401.87	\$21,707.32	2.3133%
96	4125024022	2	827	\$3,402.97	0	0	0	\$0.00	\$0.00	\$3,402.97	0.3627%
97	4125024024	2	701	\$2,884.50	0	0	0	\$0.00	\$0.00	\$2,884.50	0.3074%
98	4125024025	2	113	\$464.98	0	0	0	\$0.00	\$0.00	\$464.98	0.0496%
99	4125024026	2	218	\$897.04	0	0	0	\$0.00	\$0.00	\$897.04	0.0956%
100	4125024027	2	180	\$740.67	0	0	0	\$0.00	\$0.00	\$740.67	0.0789%
101	4125024028	2	124	\$510.24	0	0	0	\$0.00	\$0.00	\$510.24	0.0544%
102	4125025028	1	0	\$0.00	67,518	67,518	403,648	\$5,060.86	\$15,052.89	\$20,113.75	2.1435%
103	4125025030	1	0	\$0.00	52,707	52,707	530,020	\$3,950.69	\$19,765.58	\$23,716.26	2.5274%
104	4125025035	1	0	\$0.00	133,729	133,729	876,364	\$10,023.75	\$32,681.48	\$42,705.23	4.5110%
105	4125025036	1	0	\$0.00	125,017	125,017	480,571	\$9,370.73	\$17,921.52	\$27,292.25	2.9085%
106	4125025039	1	0	\$0.00	459,994	459,994	632,476	\$34,479.16	\$23,586.38	\$58,065.53	6.1880%
107	4125025040	1	0	\$0.00	161,608	161,608	562,856	\$12,113.44	\$20,990.10	\$33,103.53	3.5278%
108	4125026007	1	0	\$0.00	83,635	83,635	0	\$6,268.92	\$0.00	\$6,268.92	0.6681%
109	4125026009	1	0	\$0.00	47,480	47,480	22,493	\$3,558.90	\$838.81	\$4,397.71	0.4687%
110	4125026010	1	0	\$0.00	57,935	57,935	5,091	\$4,342.56	\$189.85	\$4,532.41	0.4830%
111	4125026014	1	0	\$0.00	8,451	8,451	0	\$633.45	\$0.00	\$633.45	0.0675%
112	4125026015	1	0	\$0.00	29,946	29,946	0	\$2,244.62	\$0.00	\$2,244.62	0.2392%
113	4125026016	1	0	\$0.00	39,617	39,617	251,125	\$2,969.52	\$9,364.99	\$12,334.50	1.3145%
114	4125026017	1	0	\$0.00	39,534	39,534	251,125	\$2,963.30	\$9,364.99	\$12,328.28	1.3138%
115	4128017030	1	0	\$0.00	12,924	12,924	4,911	\$968.73	\$183.14	\$1,151.87	0.1228%
116	4128017037	1	0	\$0.00	18,664	18,664	2,546	\$1,398.97	\$94.95	\$1,493.92	0.1592%
117	4128017044	1	0	\$0.00	45,738	45,738	134,839	\$3,428.32	\$5,028.43	\$8,456.76	0.9012%
118	4128017045	1	0	\$0.00	118,483	118,483	196,069	\$8,880.97	\$7,311.83	\$16,192.80	1.7256%
119	4128017047	1	0	\$0.00	25,287	25,287	0	\$1,895.40	\$0.00	\$1,895.40	0.2020%
120	4128024002	1	0	\$0.00	19,813	19,813	1,722	\$1,485.10	\$64.22	\$1,549.31	0.1651%
121	4128024011	1	0	\$0.00	10,868	10,868	2,529	\$814.62	\$94.31	\$908.93	0.0969%
122	4128024901	1	0	\$0.00	21,431	21,431	7,347	\$1,606.37	\$273.99	\$1,880.36	0.2004%
123	4128024902	1	0	\$0.00	123,710	123,710	63,595	\$9,272.77	\$2,371.59	\$11,644.36	1.2409%
124	4129029011	1	0	\$0.00	247,856	247,856	115,507	\$18,578.21	\$4,307.50	\$22,885.71	2.4389%
125	4129029013	1	0	\$0.00	60,984	60,984	35,100	\$4,571.10	\$1,308.95	\$5,880.05	0.6266%
126	4129029014	1	0	\$0.00	64,033	64,033	36,000	\$4,799.64	\$1,342.52	\$6,142.15	0.6546%
127	4129029015	1	0	\$0.00	65,776	65,776	39,000	\$4,930.28	\$1,454.39	\$6,384.68	0.6804%
128	4129029018	1	0	\$0.00	25,750	25,750	0	\$1,930.11	\$0.00	\$1,930.11	0.2057%
129	4129029021	1	0	\$0.00	29,896	29,896	0	\$2,240.87	\$0.00	\$2,240.87	0.2388%
130	4129029022	1	0	\$0.00	21,978	21,978	3,143	\$1,647.38	\$117.21	\$1,764.58	0.1880%
131	4129029023	1	0	\$0.00	10,802	10,802	9,000	\$809.67	\$335.63	\$1,145.30	0.1221%
132	4129029024	1	0	\$0.00	570	570	0	\$42.72	\$0.00	\$42.72	0.0046%
133	4129030006	1	0	\$0.00	25,102	25,102	14,800	\$1,881.54	\$551.92	\$2,433.46	0.2593%
134	4129030022	1	0	\$0.00	10,014	10,014	0	\$750.61	\$0.00	\$750.61	0.0800%
135	4129030030	1	0	\$0.00	2,000	2,000	0	\$149.91	\$0.00	\$149.91	0.0160%
136	4129030041	1	0	\$0.00	209,959	209,959	625,154	\$15,737.62	\$23,313.32	\$39,050.94	4.1616%
137	4129030042	1	0	\$0.00	121,968	121,968	243,746	\$9,142.19	\$9,089.81	\$18,232.00	1.9430%
138	4129031018	1	0	\$0.00	108,900	108,900	326,292	\$8,162.67	\$12,168.12	\$20,330.80	2.1666%
GRAND TOTALS (Zone 1 and Zone 2)			5,181	\$21,319.00	6,122,339	6,117,243	12,295,409	\$458,522	\$458,522	\$938,363	100.0000%

Reference Figures		
Zone 1	Unimproved & Pub-Owned Assessment Factor:	0.74457191
	Land Area Calculation Rate:	0.07495567
	Building Area Calculation Rate:	0.03729213
	Half Assessments:	\$458,522
	Land Area Total:	6,122,339
	Assessed Land Area Total	6,117,243
Zone 2	Frontage Calculation Rate:	4.11484269
	Assessments:	\$21,319

Publicly Owned Parcels
R3 Zoned, Not assessed.
Unimproved & Publicly-Owned

## **Engineers Report**

(See attachment)