



City of Hamilton

GENERAL ISSUES COMMITTEE ADDENDUM

Meeting #: 22-002(j)
Date: February 25, 2022
Time: 9:30 a.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

All electronic meetings can be viewed at:

City's Website:

<https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

	Pages
4. COMMUNICATIONS	
4.1. Correspondence respecting Hamilton Bike Share	
*f. Royal Botanical Gardens	3
*g. Ainsley Gelder	4
6. STAFF PRESENTATIONS	
*6.1. 2022 Preliminary Tax Supported Budget	5
*6.2. 2021 Assessment Growth (FCS22014) (City Wide)	21
7. DISCUSSION ITEMS	
7.2. Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding (PED20109(d)) (City Wide)	

- *a. AMENDING MOTION - Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding (PED20109(d)) (City Wide) (corrected)

(Deferred from the February 10, 2022 General Issues Committee budget meeting.)

NOTE: Appendix "A" to Report PED20109(d) is Private & Confidential and may be referenced under Item 11.2.

- *7.3. Living Wage - Supplementary Information (FCS20013(b)) (City Wide)
- *7.4. Summer Student General Labour – Recruitment Challenges (HUR22001(a)) (City Wide)

11. PRIVATE & CONFIDENTIAL

- *11.2. Appendices “A” and “B” to Report PED20109(e) - Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding

Pursuant to Section 9.1, Sub-section (i) of the City's Procedural By-law 21-021 and Section 239(2), Sub-section (i) of the *Ontario Municipal Act*, 2001, as amended, as the subject matter pertains to a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization.

NOTE: Please refer to Item 7.1 for the public portion of this report.



Royal
Botanical
Gardens

Tel: 905-527-1158
Fax: 905-577-0375
www.rbg.ca

February 23, 2022

To: General Issues Committee
Friday February 25 2022
City of Hamilton

Re: GIC Committed Item 7.1 - Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding (PED20109(d)) (City Wide)

Thank you to the City of Hamilton and Hamilton Bike Share staff for developing and establishing a bike share system in Hamilton. Royal Botanical Gardens has been a host site for one Bike Share station at Princess Point Cootes Paradise since the outset but has not been able to see expansion to the project beyond the southeast corner of the RBG property. We fully support the view that Bike Share is a form of public transit for the community and view it as an important way to reach RBG.

In recent years Royal Botanical Gardens has established consistent high-quality bike rack parking at every entrance across the property in order to encourage and facilitate alternate green transportation options. This includes local residence as well as those further away who choose GO Transit to reach us (Aldershot or West Harbour stations). Our preferred near-term expansion point for Bike Share is the Rock Garden, a central location within the RBG property and a site that hosts a diverse array of events and activities. Currently Bike Share bikes are often left at the Rock Garden.

A current combination of circumstances provides the opportunity to move forward with a slightly expanded access to both Royal Botanical Gardens and to link further with Burlington via York Blvd via Valley Inn Trail. These circumstances include the proposed updated funding model for the Bike Share project, a post COVID forward looking process for alternate transportation, the reopening of the Valley Inn route via the current replacement of the bridge, as well a Burlington project to completed separate bike lanes on Plains Rd West connecting cyclist form Aldershot Go to RBG Centre and Valley Inn.

Related to bike route redevelopment across the City, we would like to continue to be apprised of progress on the cycling routes components of the Transportation Plan. Projects of interest include providing safe access to the various Royal Botanical Gardens entrances. In Hamilton these include, Rock Garden/York Blvd, Arboretum/Old Guelph Rd, Princess Point and Westdale, as well as projects adjacent to the RBG property at Cootes Drive/Olympic Drive, and Rock Chapel/Sydenham Rd.

Royal Botanical Gardens thanks staff and council for advancing this project forward in 2022, and we look forward to working with the City of Hamilton and Bikeshare to further expand the bikeshare network.

Sincerely,

Nancy Rowland
Chief Executive Officer

Tys Theijsmeijer
Head of Natural Areas

From: Ainsley Gelder

Sent: Thursday, February 24, 2022 10:17 AM

To: Office of the Mayor <Officeofthe.Mayor@hamilton.ca>; clerk@hamilton.ca; Jackson, Tom <Tom.Jackson@hamilton.ca>

Subject: Hamilton Bike Share 2022

Good Morning City Hall!

I am writing to you today to send my support for the Bike Share program to continue into the foreseeable future.

Our City needs to move forward with accessible modes of transportation while trying to work its way out of the declared Climate Emergency.

I believe that the bike share program is one, of many, valuable opportunities that will showcase our city as a progressive city. Here are just a few of the points I feel demonstrate why bike share in Hamilton is essential:

- Having this program means making it easier to move around to reduce greenhouse gas emissions.
- With this program, it adds another element to the efforts to better our city.
- Having accessible & affordable transportation options allows residents to get to work, school, appointments, run errands, enjoy social outings and more.
- Barriers to cycling in our city are effectively eliminated by a robust bike-share system.
- With the intention to expand this program could this create more jobs? I see that as an opportunity!

When I see these types of projects moving forward it gives me great hope that our city truly wants to give everyone the chance to thrive. Giving constituents the opportunity to continue with this program ticks so many boxes and I do hope that the city council will make the right decision to move forward with this program for the betterment of our entire city.

Thank you for taking a moment to read my thoughts,

Ainsley Gelder

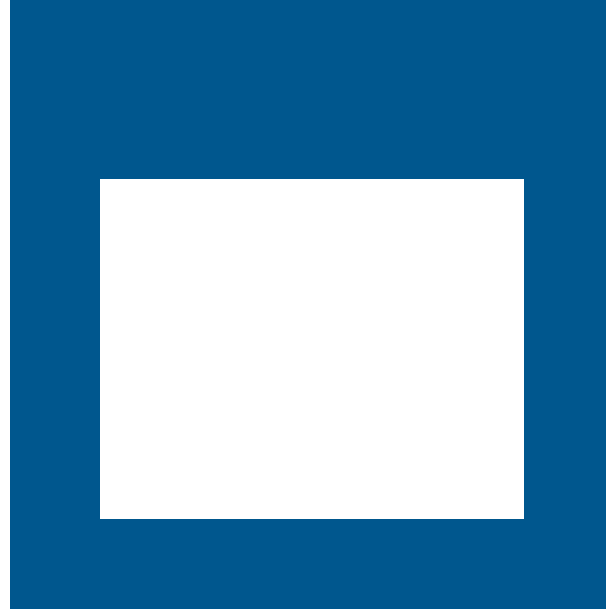
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**2022 PRELIMINARY TAX
SUPPORTED BUDGET- GIC
BUDGET DELIBERATIONS**

February 25th, 2022

1. 2022 Preliminary Tax Supported Budget – Current Position
2. Council Referred Items
3. Business Cases
4. Next Steps



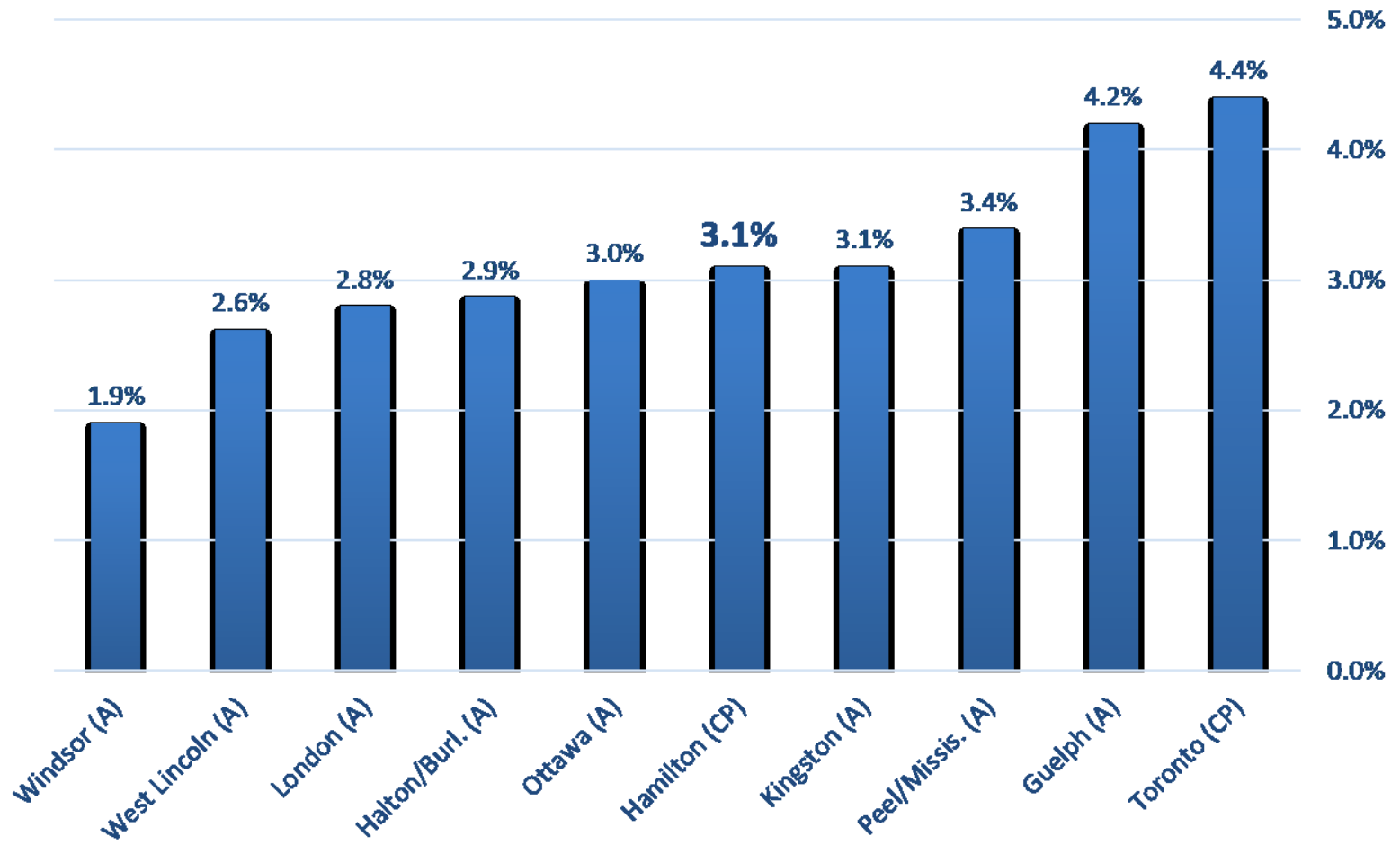
2022 PRELIMINARY TAX SUPPORTED BUDGET UPDATE

2022 PRELIMINARY BUDGET – CURRENT POSITION

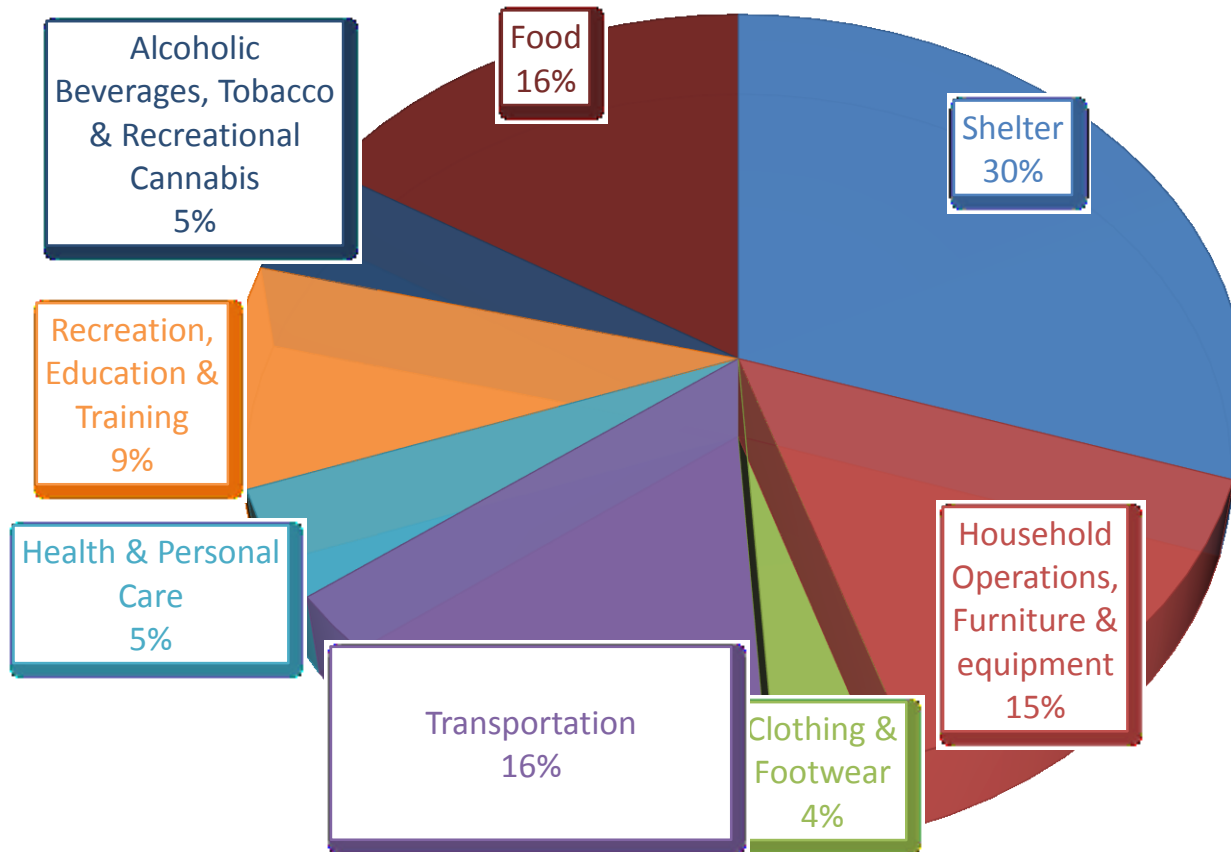
			Total Residential Tax Impact
Preliminary Residential Tax Increase - Budget Book		\$ 42,944,500	3.3%
AMENDMENTS:			
Approved			
Legislative	Volunteer Advisory Committees	80	
Pending Amendments			
PW	Blue Box Municipal Funding Allocation	(573,940)	
B&A	Hamilton Police Services – to align to Board Approval	3,389,570	
B&A	Conservation Authorities & Other Agencies – to align to Board Approval	<u>9,790</u>	
		\$ 45,770,000	<u>3.7%</u>
Education Impact – additional benefit			(0.2)%
Forecasted Assessment Growth – additional benefit			(0.2)%
Net levy restrictions (Tax Policy) – additional impact			0.1%
Council Referred Items		\$157,200	0.0%
Business Cases		\$1,080,900	0.1%
AVERAGE TOTAL RESIDENTIAL TAX IMPACT		\$47,008,100	3.6%

2022 PRELIMINARY BUDGET – PROPOSED AMENDMENTS

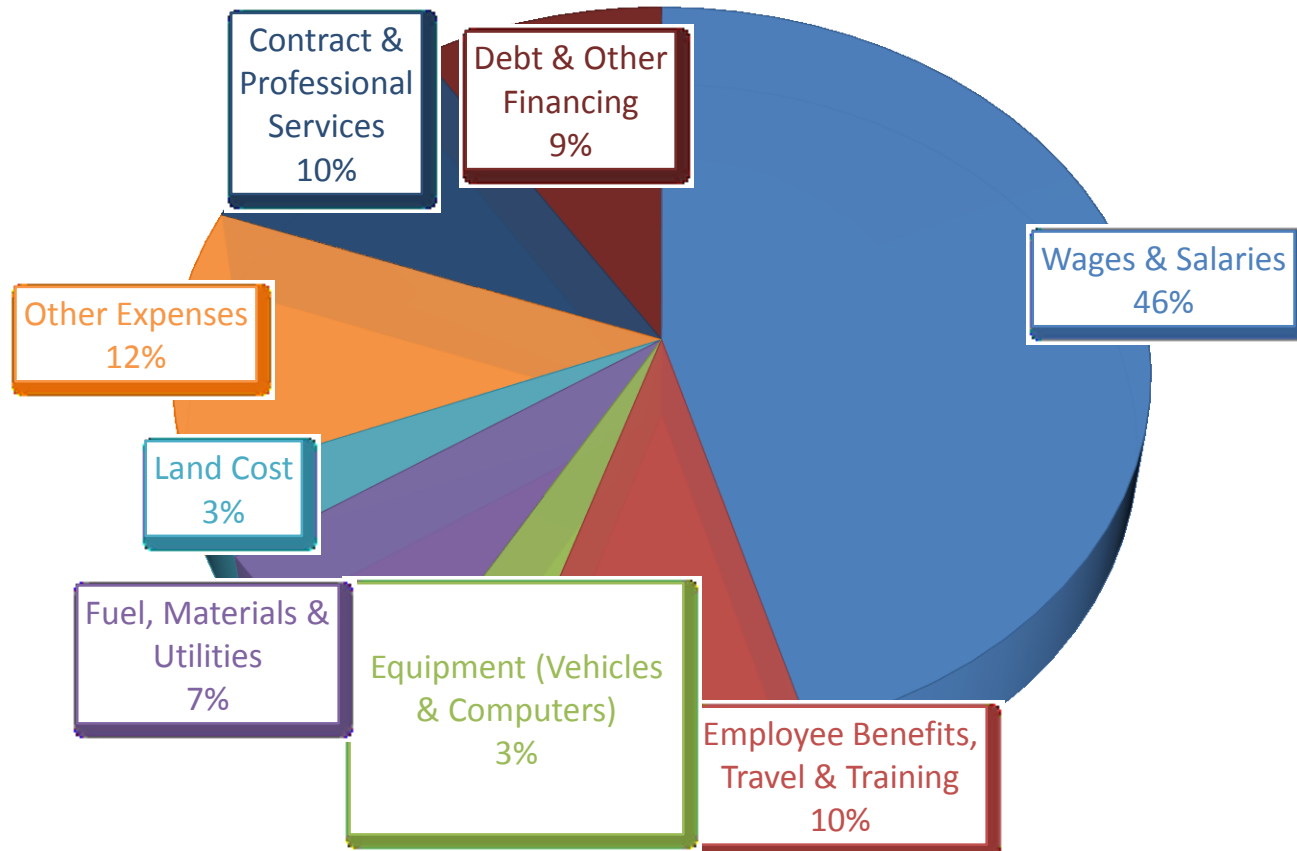
Description	Net Levy Increase	Ave. Total Res. Tax Impact	Cumulative Tax Impact
Forecast Feb. 10, 2022 GIC	\$ 47,008,100	3.6%	3.6%
PROPOSED AMENDMENTS:			
Council Referred Items (with adjustments)	(15,000)		
Business Cases (with adjustments)	(157,400)		
Operating Impacts of Capital	(1,653,800)		
Gapping	(79,200)		
PRESTO	(381,000)		
Hamilton Entertainment Facilities	(1,850,000)		
Ministry of Health Funding	(267,300)		
CSND Funding	(58,500)		
Subtotal Proposed Amendments	\$ (4,462,200)	(0.5)%	3.1%
ADDITIONAL MITIGATION OPTIONS:			
Provincial Gas Tax	\$ (800,000)		
HUC Dividends	\$ (1,285,000)		
Investment Income	\$ (700,000)		
Subtotal Additional Mitigation Options	\$ (2,785,000)	(0.3)%	2.8%
ADJUSTED BUDGET	\$ 39,760,900	2.8%	2.8%

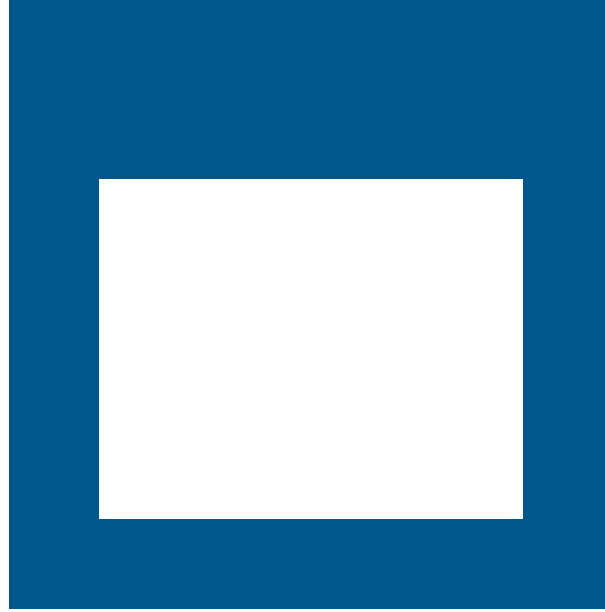


CONSUMER PRICE INDEX



MUNICIPAL PRICE INDEX

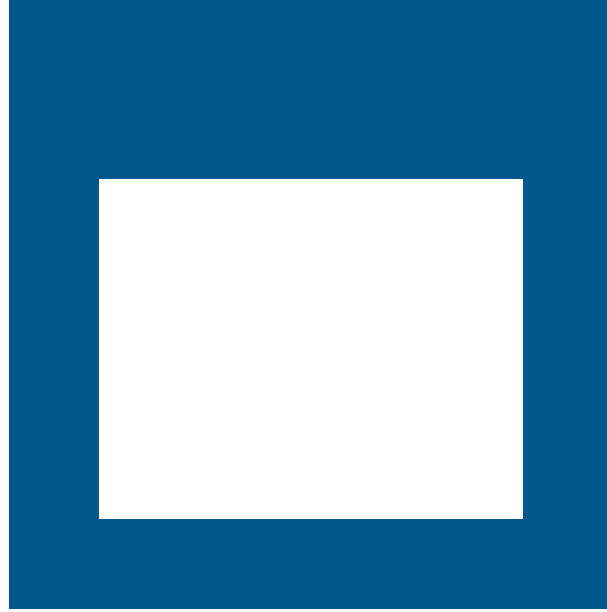




2022 COUNCIL REFERRED ITEMS

2022 COUNCIL REFERRED SUMMARY

#	Department	Item	Gross (\$)	Net (\$)	FTE
1	Public Works	City-Wide Private Tree Giveaway (PW21044)	\$45,000	\$45,000	0.00
2	Corporate Services	Canada Healthy Communities Initiative Intake Two (FCS21020(a)) - The Public Space and Park Wi-Fi Connectivity Project	\$15,000	\$15,000	0.00
3	Corporate Services	2022 Municipal Election: Communication Plan (FCS21071)	\$14,000	\$14,000	0.00
4	Corporate Services	City Clerk's Vote by Mail (FCS21073)	\$31,300	\$31,300	0.00
6	City Manager's Office	Transitioning CityLAB from pilot to permanent program (CM21009)	\$141,300	\$36,900	2.00
TOTAL COUNCIL REFERRED ITEMS			\$246,600	\$142,200	2.00



2022 BUSINESS CASES

2022 BUSINESS CASES SUMMARY

#	Dept.	Business Case Details	Gross (\$)	Net (\$)	FTE Impact
1	Planning & Economic Development	Film Production Facilitation	\$77,720	\$0	1.00
2	Planning & Economic Development	Infrastructure Planning Project Manager - in support of PW/EcDev/Corporate storm water management initiatives	\$101,000	\$0	1.00
3	Healthy and Safe Communities	Hamilton Paramedic Service 2022-2025 Enhancement (Ambulance)	\$1,082,000	\$541,000	10.00
4	Healthy and Safe Communities	Ontario Seniors Dental Care Program (OSDCP) Service Delivery	\$0	\$0	0.80
5	Corporate Services	POA Virtual Court	\$604,900	\$0	8.00
6	Corporate Services	Development Finance Analysis and Support	\$70,700	\$0	1.00

(CONTINUED ON NEXT SLIDE)

2022 BUSINESS CASES SUMMARY

#	Dept.	Business Case Details	Gross (\$)	Net (\$)	FTE Impact
7	Corporate Services	Additional FTEs for Information Technology	121,500	121,500	2.00
8	Corporate Services	Additional FTE for Senior Contract Specialist	55,000	55,000	1.00
9	Corporate Services	IT Security FTE	76,500	76,500	1.00
10	Corporate Services	Strategy & Architecture FTEs	57,500	57,500	1.00
11	Corporate Services	Administrative Assistant to City Solicitor	72,000	72,000	1.00
TOTAL BUSINESS CASES			\$2,318,820	\$923,500	27.80



NEXT STEPS

2022 TAX SUPPORTED BUDGET BUDGET DELIBERATIONS


1. March 1, 2022 (GIC)
2. March 3, 2022 (GIC)
 - Review of Area Rating Methodologies Report
 - Update on Preliminary 2021 Tax and Rate Supported Operating Variance
 - 2022 Tax Supported Operating Budget Recommendations Report
3. March 30, 2022 (Council) - Budget approval



THANK YOU



INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	February 25, 2022
SUBJECT/REPORT NO:	2021 Assessment Growth (FCS22014) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Gloria Rojas (905) 546-2424 Ext. 6247
SUBMITTED BY:	Mike Zegarac General Manager, Finance and Corporate Services Corporate Services Department
SIGNATURE:	

COUNCIL DIRECTION

N/A

INFORMATION

Net Assessment Growth

Assessment growth is the change in the assessment base due to new properties, deleted rolls and changes in the assessment of existing properties. Positive net assessment growth from 2021 has a positive impact on 2022 taxation by generating additional property tax revenue.

The final 2021 assessment growth used for 2022 taxation purposes is 1.2%, which is equivalent to approximately \$11.1 M in new tax revenue as shown in Table 1.

TABLE 1
2021 ASSESSMENT GROWTH – Gross and Net Tax Impact

(Gross/Net)		
Increases	\$ 13,693,382	1.4%
Decreases	\$ (2,549,881)	-0.3%
Total	\$ 11,143,500	1.2%

Anomalies due to rounding

SUBJECT: 2021 Assessment Growth (FCS22014) (City Wide) – Page 2 of 7

Table 2 provides an historical look at the City's recent assessment growth.

**TABLE 2
NET ASSESSMENT GROWTH 2017 - 2021**

	2017	2018	2019	2020	2021
Total	1.4%	1.2%	1.2%	1.2%	1.2%
Residential	1.3%	0.9%	1.1%	1.2%	0.7%
Non-Residential	0.1%	0.3%	0.1%	0.0%	0.4%

Table 2 shows a change in the trend that the City had been experiencing in previous years in which the residential property class had an average growth of 1.1% (2017-2020) and in 2021 was only 0.7%. In contrast, the non-residential classes had an assessment growth of 0.4% even though the City received notice of several appeals for the 2017-2021 assessment cycle. For 2021, these appeals resulted in reduced assessment of over \$85 M, including approximately \$23 M from 30 properties owned by ArcelorMittal Dofasco, which represent a revenue loss of approximately \$1.8 M. Additional details will be provided later in Report FCS22014.

It is important to note that the 1.2% growth is a net figure which considers both new construction / supplementary taxes (increase in assessment), as well as, write-offs / successful appeals, etc. (decrease in assessment). An existing property's assessment can change for many reasons, some of which include: a change as a result of a Request for Reconsideration (RfR) or Assessment Review Board decision; a change to the actual property (i.e. new structure, addition, removal of old structure); or a change in classification (i.e. property class change). In addition, the Municipal Property Assessment Corporation (MPAC) conducts regular reviews of properties, both individually and at the sector level, analyzing changing market conditions and economic trends to determine any potential changes in valuation in order to ensure that assessments are up to date and are reflective of the properties' current state.

Since each property class has its own specific tax ratio, some assessment changes have a larger impact on the net assessment growth than others. An assessment change on an industrial property (with a 2021 tax ratio of 3.2493) has a far greater impact on the net assessment growth than a similar assessment change on a residential property (with a tax ratio of 1.0000). As such, assessment reductions on a few properties (particularly in the industrial, large industrial and commercial property classes) can limit the total net assessment growth.

Assessment Growth by Property Class

Table 3 breaks down the 2021 assessment growth into major property classes.

**TABLE 3
2021 TOTAL ASSESSMENT GROWTH
BY CLASS**

	Change in Unweighted Assessment	Change in Municipal Taxes	% Class Change	% of Total Change
Residential	\$ 735,247,200	\$ 7,000,600	1.1%	0.7%
Multi-Residential	\$ 62,143,900	\$ 550,800	0.7%	0.1%
Commercial	\$ 73,218,900	\$ 1,378,500	0.9%	0.1%
Industrial	\$ 61,601,600	\$ 2,193,900	5.1%	0.2%
Other	\$ 866,300	\$ 19,900	0.2%	0.0%
Total	\$ 933,077,900	\$ 11,143,500	1.2%	1.2%

Anomalies due to rounding

The change in unweighted assessment is the net change in the assessment base for each property class. The change in municipal taxes is the increase or decrease in the tax revenue for the City resulting from the change in unweighted assessment.

The percentage of class change column is the change in municipal taxes from the previous year for the class, while the percentage of total change column represents the contribution of each class to the total assessment growth increase.

The change in net unweighted assessment recorded in 2021 of \$933 M is lower than that recorded in 2020 (\$1.2 B) and 2019 (\$1.1 B) with the largest difference being in the residential property class. Although the previously mentioned appeals have a significant weight on these results, construction activity, not only in Hamilton but across the country, has been affected by the COVID-19 pandemic resulting in a lack of readily available materials (reduced output, delays in deliveries) and labour (required social distancing, reduced workforce) which has led to project delays of several weeks.

The reduced construction activity in 2021 is also evident when looking at the gross assessment change which was \$1.097 B in 2021 compared to \$1.291 B in 2020 and \$1.138 B in 2019. However, as the City reached the \$2 B mark in building permits in 2021 for the first time, with increases of 77.3% in the non-residential property classes and 50.1% in the residential property class when compared to the previous three-year average, staff expects that assessment growth will return to the positive trend experienced in the previous years. It is important to note that building permit values are calculated using 2021 values, while MPAC assessed values reflect 2016 market values.

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SUBJECT: 2021 Assessment Growth (FCS22014) (City Wide) – Page 4 of 7

Residential Property Class

Even though construction activity in the residential property class in 2021 was not as strong as in previous years, it continues to be the main driver of the assessment growth in the City with an increase of 1.1% from last year, which represents additional tax revenue of \$7.0 M.

Ward 9 continues to be the area of the City with the largest year-over-year assessment growth (3.4%) with a large number of residential developments including single homes, townhouses and condos. Wards 11, 12 and 14 also had significant residential assessment growth.

Additional details of the residential property class assessment growth by ward can be found in Appendix “A” to Report FCS22014.

Multi-Residential and New Multi-Residential Property Classes

Assessment changes in the multi-residential property class (combined) resulted in a net increase 0.7% which represents additional \$551 K in municipal property taxes. There are three major changes driving this result: the increase in revenue from the development known as Marquee Residence on George Street (\$67.7 M) and the decrease in revenue resulting from two condo conversions known as The Gatsby on Bold Street and Scenic Trail Condos (-\$11.6 M).

Conversions affect the tax revenue for the City since the property tax classification changes from multi-residential, which has a tax ratio of 2.4407, to residential which has a tax ratio of 1.0000. In addition, although the newly converted condominiums are assessed at a higher value than the multi-residential units, the valuation is generally lower than comparable properties in the market.

Of note, there are two affordable housing projects (The Oaks and Roxborough) that have been reclassified from commercial to multi-residential vacant lands. Once these projects are completed, the assessment is expected to increase and the classification will change to either residential or new multi-residential. Two other properties have been reclassified from exempt to commercial (Wentworth Baptist Church and Mountain Secondary School) but the expected developments are also affordable housing projects and, therefore, the valuation and classification of the properties will also change to residential or new multi-residential. The final impact in terms of taxes will depend on the valuation of the new properties.

The tax revenue from the multi-residential property class has also been affected negatively since 2017 when restrictions were imposed on the multi-residential property class preventing municipalities from increasing taxes beyond the 2016 level, effectively reducing the valuation and tax rate for the multi-residential property class. Therefore, any increases in the multi-residential property class are taxed at a lower rate than in previous years.

Commercial and Industrial Property Classes

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SUBJECT: 2021 Assessment Growth (FCS22014) (City Wide) – Page 5 of 7

During 2021, the commercial property class had an increase of 0.9% which represents \$1.4 M in additional tax revenue to the City, contributing 0.1% to the overall assessment growth. The industrial property class had an increase of 5.1% which represents \$2.2 M in additional tax revenue to the City, contributing 0.2% to the overall assessment growth. These results are of utmost relevance as this growth was achieved even though there were several large appeals settled in 2021 with a value of over \$85 M. This represents a revenue loss of approximately \$1.8 M.

On the positive side, some developments that had been expected for a few years have now been included in the 2022 assessment roll. The most significant ones are the L3 Harris Wescam property and developments around the airport which include a new DHL Cargo building.

Other developments that contributed to the assessment growth of the commercial and industrial classes include:

- Bridgestone Distribution Centre
- TownePlace Suites by Marriot
- Aeon Studio Group
- Commercial units at the Marquee Residence
- Commercial suites and parking at the Royal Connaught
- Expansion of Benson Tire
- Carmen's (The Lakeview) at Confederation Park
- Commercial condos on Ditton Road
- Commercial / industrial condos on Dartnall Road
- Erik Cabinets
- Mountain Hyundai
- Additional developments in Wilson Commons (Giant Tiger)
- Columbia International College new campus
- Galer Equipment new dealership
- Denny's Lube Centre
- Commercial condominiums (Highway 56 and Binbrook Road)
- Commercial plaza - Queenston Road and Gray Road
- Commercial plaza - Fifty Road, Stoney Creek

There are a number of lands that have been reclassified as vacant for either industrial or commercial developments and will be fully taxable in the future. However, final classification will be known only when the project is completed. Some of these lands include:

- Land for the new McMaster grad residences
- Commercial lands on Upper James and Stone Church
- Additional developments in Wilson Commons
- Industrial lands on Fruitland Road
- Lands on 925 Main Street West
- Newly created commercial lands on Airport Road

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SUBJECT: 2021 Assessment Growth (FCS22014) (City Wide) – Page 6 of 7

As it was previously mentioned, there are a large number of appeals that were settled for the 2017-2021 assessment cycle effectively reducing the assessment base. For 2021, the most significant appeal is the one settled for 30 properties owned by ArcelorMittal Dofasco in the commercial, industrial and large industrial property classes that resulted in an assessment reduction of \$22.6 M (\$460 K revenue loss which is approximately 0.05% of total municipal taxes).

These appeals were successful on the basis that the valuation method used to determine the original assessment did not properly reflect the accurate value of the property. Special Purpose Properties, such as steel mills, are assessed based on the cost approach (value is estimated as the current cost of reproducing or replacing the improvements on the land (including buildings, structures and other taxable components) less any loss in value resulting from depreciation).

Some other notable appeals include:

- The Centre on Barton
- Big box stores (Fortinos, Home Depot, Canadian Tire)
- Hamilton Mountain Supercentre (Walmart)
- Heritage Green Plaza
- Canada Bread
- Stone Church Square
- Navistar

In most cases, these appeals reduced the assessment value on the basis of income / fair market rent, local market adjustments, equity adjustments and changes in classification.

Details of the most notable appeals in the commercial and industrial classes settled within the last year will be brought forward for Council's consideration in the "Annual Assessment Appeals as of December 31, 2021" report, scheduled for the spring of 2022.

It is important to note that the assessment roll for 2022 also recorded several changes in classification from industrial to commercial with no changes in the assessment value. However, since the tax ratio of the industrial property class is higher than that of the commercial property class (3.2493 and 1.9800 in 2021, respectively), the net result is a reduction in the tax revenue. For example, Max Aicher was reclassified from commercial to industrial resulting in a tax differential of \$110 K even though the assessment value remained unchanged.

Other Classes

The other classes (farmland awaiting development, pipelines, landfills, farm and managed forest) had a minimal increase of \$20 K in tax revenue. Due to low tax ratio of these classes, assessment increases do not result in significant tax revenue. Changes in these classes are also due to RfR and reclassifications from farmland awaiting development to residential,

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SUBJECT: 2021 Assessment Growth (FCS22014) (City Wide) – Page 7 of 7

multi-residential or commercial. Overall, the changes in the other classes are not substantial and do not have a significant impact on the City's assessment growth.

Assessment Growth by Ward

Table 4 shows the assessment growth by ward.

**TABLE 4
2021 TOTAL ASSESSMENT GROWTH
BY WARD**

	Change in Unweighted Assessment	Change in Municipal Taxes	% Ward Change	% of Total Change
Ward 1	\$ 8,803,000	\$ 89,600	0.1%	0.0%
Ward 2	\$ 78,137,200	\$ 749,100	1.2%	0.1%
Ward 3	\$ 19,303,500	\$ 48,500	0.1%	0.0%
Ward 4	\$ (10,631,000)	\$ (401,400)	-0.7%	0.0%
Ward 5	\$ 41,603,700	\$ 480,200	0.7%	0.1%
Ward 6	\$ 9,099,700	\$ 211,600	0.4%	0.0%
Ward 7	\$ 18,776,600	\$ 145,400	0.2%	0.0%
Ward 8	\$ 35,084,900	\$ 634,400	1.1%	0.1%
Ward 9	\$ 138,580,600	\$ 1,124,100	2.1%	0.1%
Ward 10	\$ 64,153,900	\$ 641,700	0.8%	0.1%
Ward 11	\$ 129,053,900	\$ 1,456,900	3.2%	0.2%
Ward 12	\$ 200,271,100	\$ 2,306,300	2.3%	0.2%
Ward 13	\$ 24,948,500	\$ 194,400	0.3%	0.0%
Ward 14	\$ 54,195,600	\$ 475,200	1.0%	0.0%
Ward 15	\$ 121,696,800	\$ 2,987,500	4.4%	0.3%
Total	\$ 933,078,000	\$ 11,143,500	1.2%	1.2%

Anomalies due to rounding

Additional assessment growth tables by tax class and ward are available in Appendix "A" to Report FCS22014.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report FCS22014 – 2021 Assessment Growth by Ward and Class

GR/dt

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2021 TOTAL ASSESSMENT GROWTH BY WARD

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Ward 5	\$ 41,603,700	\$ 480,200	0.7%	0.1%
Ward 6	\$ 9,099,700	\$ 211,600	0.4%	0.0%
Ward 7	\$ 18,776,600	\$ 145,400	0.2%	0.0%
Ward 8	\$ 35,084,900	\$ 634,400	1.1%	0.1%
Ward 9	\$ 138,580,600	\$ 1,124,100	2.1%	0.1%
Ward 10	\$ 64,153,900	\$ 641,700	0.8%	0.1%
Ward 11	\$ 129,053,900	\$ 1,456,900	3.2%	0.2%
Ward 12	\$ 200,271,100	\$ 2,306,300	2.3%	0.2%
Ward 13	\$ 24,948,500	\$ 194,400	0.3%	0.0%
Ward 14	\$ 54,195,600	\$ 475,200	1.0%	0.0%
Ward 15	\$ 121,696,800	\$ 2,987,500	4.4%	0.3%
Total	\$ 933,078,000	\$ 11,143,500	1.2%	1.2%

¹ % change in respective property class

Anomalies due to rounding

(*) Includes change in unweighted assessment of \$866,300 and change in municipal taxes of \$19,900 from other classes (Farm, Pipelines, Managed Forest and Landfills)

2021 RESIDENTIAL ASSESSMENT GROWTH BY WARD

	Change in Unweighted Assessment	Change in Municipal Taxes	% Ward Change ¹	% of Total Change
Ward 1	\$ 6,853,900	\$ 72,300	0.2%	0.0%
Ward 2	\$ 12,918,700	\$ 136,400	0.6%	0.0%
Ward 3	\$ 20,927,000	\$ 220,900	0.7%	0.0%
Ward 4	\$ 14,738,600	\$ 155,600	0.5%	0.0%
Ward 5	\$ 35,918,600	\$ 378,200	1.0%	0.1%
Ward 6	\$ 7,336,300	\$ 77,400	0.2%	0.0%
Ward 7	\$ 23,374,500	\$ 246,700	0.5%	0.0%
Ward 8	\$ 9,564,400	\$ 101,000	0.2%	0.0%
Ward 9	\$ 162,411,900	\$ 1,514,600	3.4%	0.2%
Ward 10	\$ 68,438,800	\$ 651,400	1.1%	0.1%
Ward 11	\$ 91,555,800	\$ 792,000	2.2%	0.1%
Ward 12	\$ 141,791,600	\$ 1,319,900	1.6%	0.2%
Ward 13	\$ 24,931,800	\$ 222,400	0.4%	0.0%
Ward 14	\$ 60,837,200	\$ 641,000	1.5%	0.1%
Ward 15	\$ 53,648,100	\$ 470,600	0.9%	0.1%
Total	\$ 735,247,200	\$ 7,000,400	1.1%	1.1%

¹ % change in respective property class

Anomalies due to rounding

2021 MULTI-RESIDENTIAL ASSESSMENT GROWTH BY WARD

	Change in Unweighted Assessment	Change in Municipal Taxes	% Ward Change ¹	% of Total Change
Ward 1	\$ 1,401,000	\$ 36,100	0.4%	0.0%
Ward 2	\$ 61,942,800	\$ 549,700	2.9%	0.7%
Ward 3	\$ 2,333,400	\$ 60,100	1.0%	0.1%
Ward 4	\$ 4,324,000	\$ 111,400	2.6%	0.1%
Ward 5	\$ 328,000	\$ 7,600	0.1%	0.0%
Ward 6	\$ -	\$ -	0.0%	0.0%
Ward 7	\$ (3,011,000)	\$ (73,400)	-0.9%	-0.1%
Ward 8	\$ -	\$ -	0.0%	0.0%
Ward 9	\$ -	\$ -	0.0%	0.0%
Ward 10	\$ (384,500)	\$ (8,900)	-1.6%	0.0%
Ward 11	\$ 446,400	\$ 3,800	3.9%	0.0%
Ward 12	\$ -	\$ -	0.0%	0.0%
Ward 13	\$ 300,800	\$ 7,000	0.2%	0.0%
Ward 14	\$ (5,537,000)	\$ (142,700)	-4.4%	-0.2%
Ward 15	\$ -	\$ -	0.0%	0.0%
Total	\$ 62,143,900	\$ 550,700	0.7%	1.3%

¹ % change in respective property class

Anomalies due to rounding

2021 COMMERCIAL ASSESSMENT GROWTH BY WARD

	Change in Unweighted Assessment	Change in Municipal Taxes	% Ward Change ¹	% of Total Change
Ward 1	\$ 2,812,900	\$ 58,800	0.7%	0.0%
Ward 2	\$ 3,679,600	\$ 76,900	0.4%	0.0%
Ward 3	\$ 6,356,300	\$ 132,800	1.3%	0.1%
Ward 4	\$ (27,767,800)	\$ (580,400)	-4.4%	-0.4%
Ward 5	\$ 6,537,100	\$ 134,800	0.8%	0.1%
Ward 6	\$ (5,597,300)	\$ (117,000)	-1.1%	-0.1%
Ward 7	\$ (1,452,900)	\$ (30,400)	-0.2%	0.0%
Ward 8	\$ 25,522,600	\$ 533,400	5.2%	0.3%
Ward 9	\$ (20,873,700)	\$ (394,000)	-4.7%	-0.2%
Ward 10	\$ 1,601,100	\$ 30,000	0.2%	0.0%
Ward 11	\$ 46,608,800	\$ 888,300	26.8%	0.5%
Ward 12	\$ 51,646,200	\$ 985,400	7.1%	0.6%
Ward 13	\$ 667,200	\$ 6,700	0.1%	0.0%
Ward 14	\$ (1,104,600)	\$ (23,100)	-0.8%	0.0%
Ward 15	\$ (15,416,500)	\$ (323,900)	-3.8%	-0.2%
Total	\$ 73,219,000	\$ 1,378,300	0.9%	0.9%

¹ % change in respective property class

Anomalies due to rounding

2021 INDUSTRIAL ASSESSMENT GROWTH BY WARD

	Change in Unweighted Assessment	Change in Municipal Taxes	% Ward Change ¹	% of Total Change
Ward 1	\$ (2,264,800)	\$ (77,700)	-11.9%	-0.2%
Ward 2	\$ (403,900)	\$ (13,900)	-1.6%	0.0%
Ward 3	\$ (10,313,200)	\$ (365,300)	-7.3%	-0.8%
Ward 4	\$ (1,925,800)	\$ (88,000)	-0.9%	-0.2%
Ward 5	\$ (1,180,000)	\$ (40,500)	-1.6%	-0.1%
Ward 6	\$ 7,320,200	\$ 251,100	13.2%	0.6%
Ward 7	\$ -	\$ -	#DIV/0!	0.0%
Ward 8	\$ -	\$ -	0.0%	0.0%
Ward 9	\$ 64,700	\$ 2,000	0.5%	0.0%
Ward 10	\$ (600,100)	\$ (22,800)	-0.2%	-0.1%
Ward 11	\$ (6,699,000)	\$ (230,300)	-4.6%	-0.5%
Ward 12	\$ (398,800)	\$ (12,500)	-0.3%	0.0%
Ward 13	\$ (1,464,500)	\$ (42,400)	-3.0%	-0.1%
Ward 14	\$ -	\$ -	0.0%	0.0%
Ward 15	\$ 79,466,800	\$ 2,834,000	163.2%	6.6%
Total	\$ 61,601,600	\$ 2,193,700	5.1%	5.1%

¹ % change in respective property class

Anomalies due to rounding



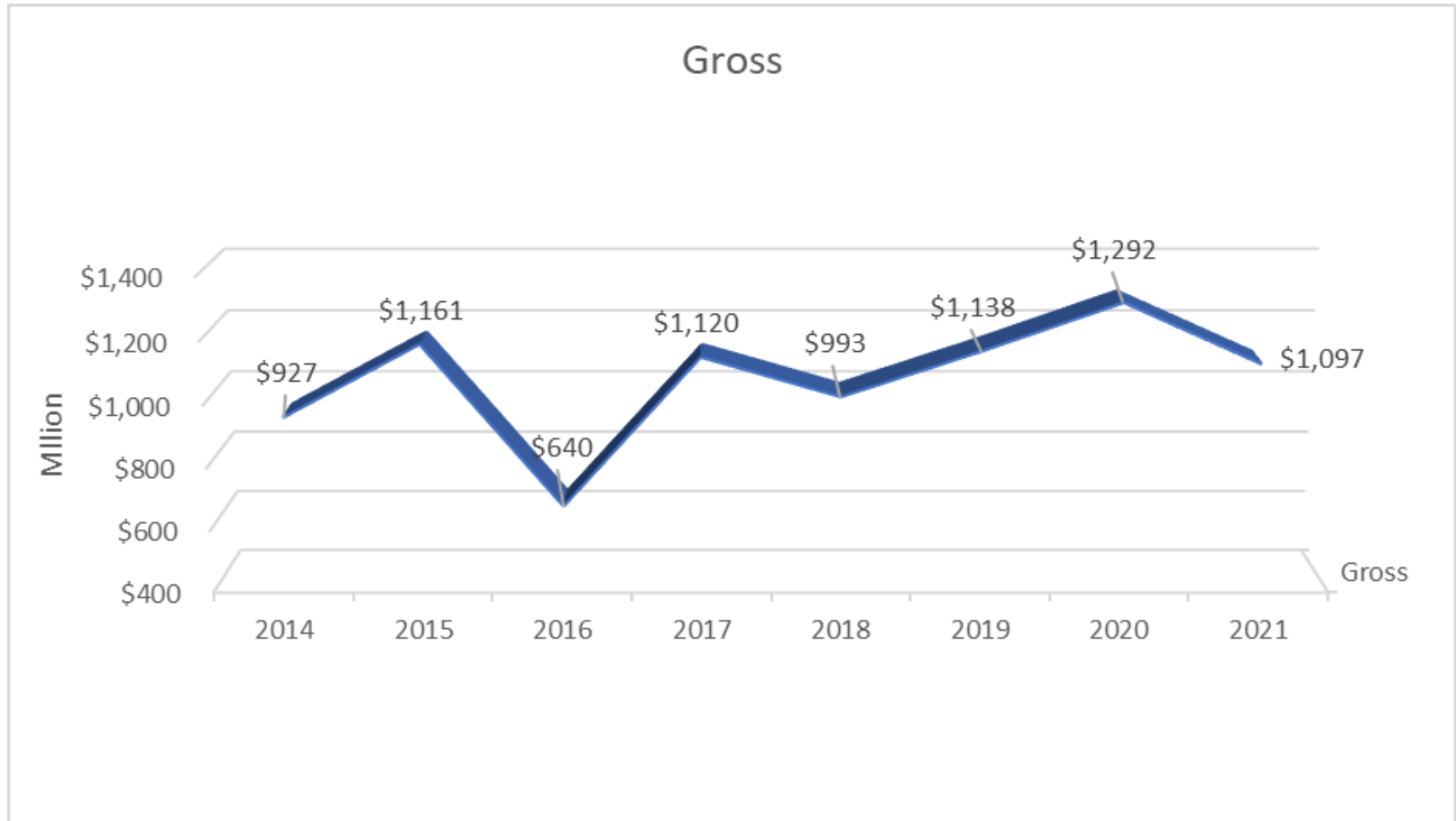
**2021 ASSESSMENT GROWTH
FCS22014**

GENERAL ISSUES COMMITTEE

February 25, 2022

Assessment Growth Activity

2014-2021



2021 Assessment Growth

- Gross assessment growth of 1.4% or \$1.1B assessed value
- Net assessment growth of 1.2% or \$933M assessed value and \$11.1M in municipal tax revenue

(Gross/Net)			
Increases	\$	13,693,382	1.4%
Decreases	\$	(2,549,881)	-0.3%
Total	\$	11,143,500	1.2%

Anomalies due to rounding

- Includes new assessment, changes in assessment due to Request for Reconsiderations (RfR) and Appeals.

Residential vs. Non-Residential Growth

	2017	2018	2019	2020	2021
Total	1.4%	1.2%	1.2%	1.2%	1.2%
Residential	1.3%	0.9%	1.1%	1.2%	0.7%
Non-Residential	0.1%	0.3%	0.1%	0.0%	0.4%

* Differences due to rounding

- Lower growth in the residential property class than in previous years
- Non-residential assessment growth, inclusive of legislative levy restrictions, has a greater tax benefit versus residential
- Multi-year non-res assessment appeals, continue to partially off-set assessment growth

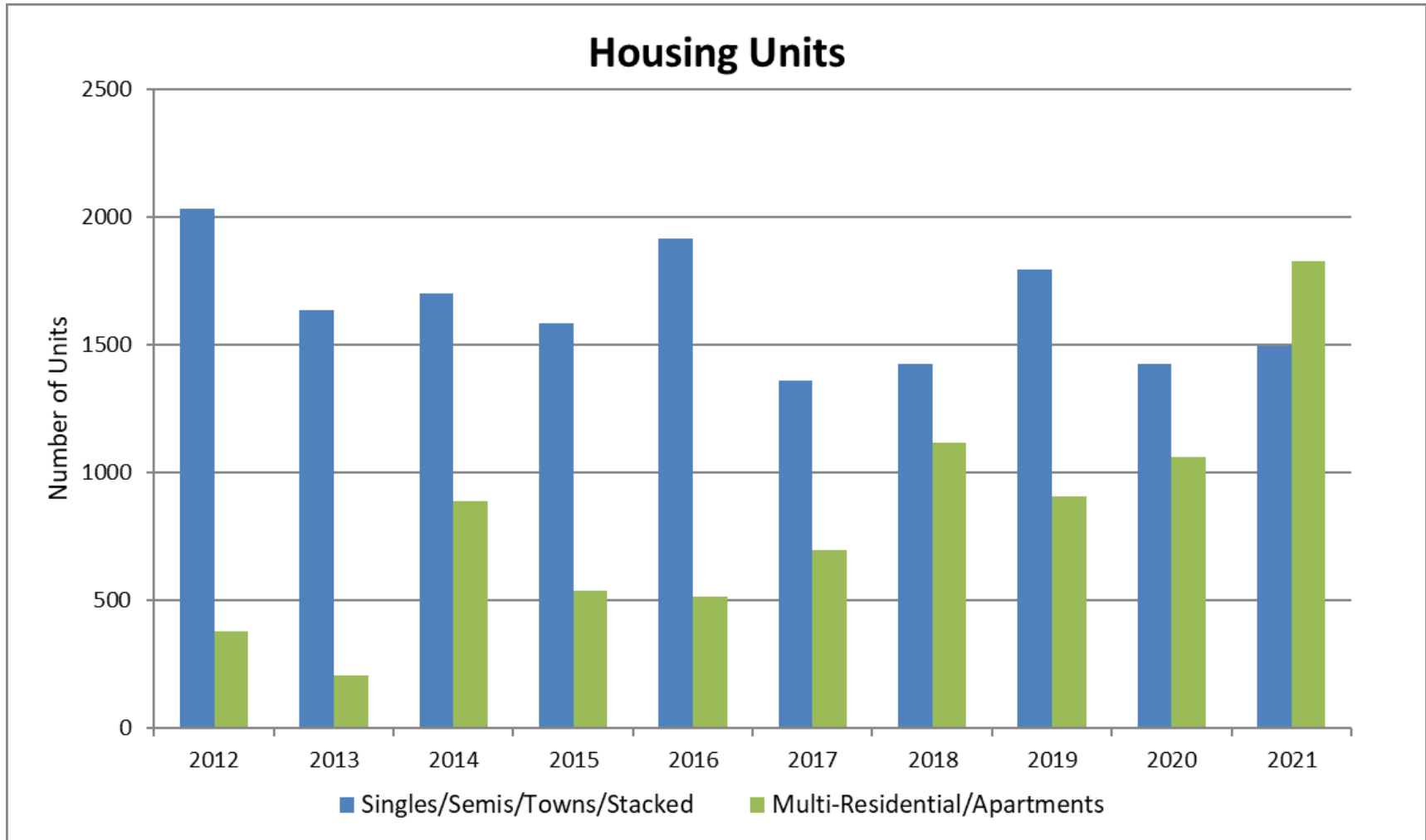
Residential vs. Non-Residential Growth

It's all about the tax ratio...

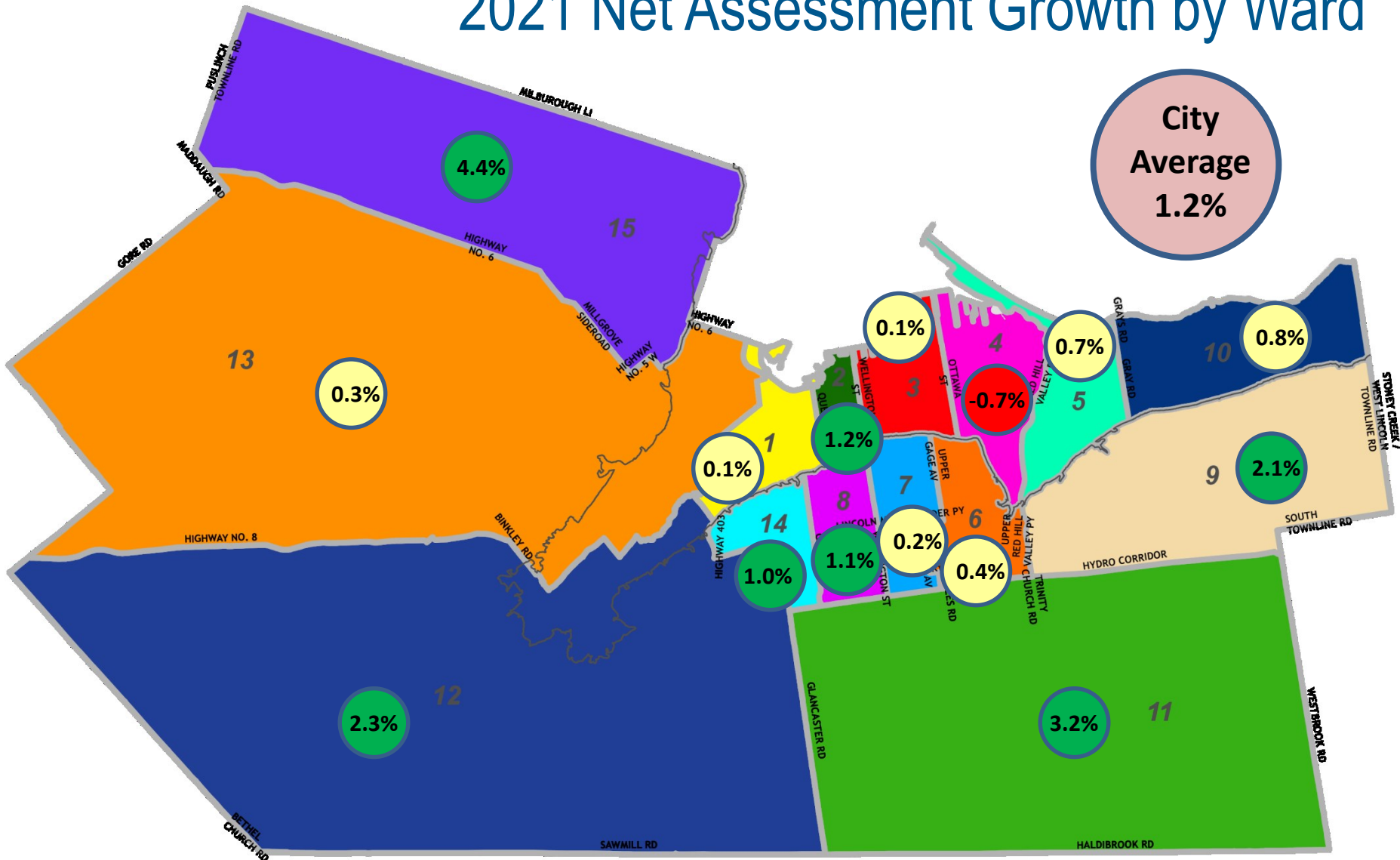
- \$1 million increase in residential assessment results in \$11,000 in additional taxes
- \$1 million increase in commercial assessment results in \$27,600 in additional taxes
- \$1 million increase in industrial assessment results in \$39,800 in additional taxes

Property Class	Tax Ratio
Commercial	1.9800
Industrial	3.2493

Housing Units



2021 Net Assessment Growth by Ward



2021 Net Assessment Growth by Class

	Change in Unweighted Assessment	Change in Municipal Taxes	% Class Change	% of Total Change
Residential	\$ 735,247,200	\$ 7,000,600	1.1%	0.7%
Multi-Residential	\$ 62,143,900	\$ 550,800	0.7%	0.1%
Commercial	\$ 73,218,900	\$ 1,378,500	0.9%	0.1%
Industrial	\$ 61,601,600	\$ 2,193,900	5.1%	0.2%
Other	\$ 866,300	\$ 19,900	0.2%	0.0%
Total	\$ 933,077,900	\$ 11,143,500	1.2%	1.2%

* Differences due to rounding

- \$933M net assessment growth and \$11.1 M in additional revenue
- Residential continues to be the main driver

Multi-Residential Property Class

- Net increase of 0.7% which represents additional \$551 K in municipal property taxes
- Major increase: Marquee Residences
- Major decreases due to conversion of multi-residential buildings to condos
- Condo conversions and levy restrictions continue to affect the revenue from multi-residential properties

Commercial & Industrial Property Classes

- During 2021 the Commercial property class had a net increase of 0.9% which represents \$1.4 M in additional tax revenue
- The industrial property class had an increase of 5.1% which represents \$2.2 M in additional tax revenue
- Net assessment growth was \$134.8 M after assessment appeals of over \$85 M
- Revenue loss of appeals is approximately \$1.8 M

Commercial & Industrial Property Classes

- Some of assessment increases in the Commercial & Industrial property classes include:
 - L3 Harris
 - Developments around the Airport lands – DHL building
 - Bridgestone Distribution Centre
 - TownePlace Suites by Marriot
 - Aeon Studio Group
 - Commercial units at the Marquee Residence
 - Commercial suites and parking at the Royal Connaught
 - Expansion of Benson Tire
 - Carmen's (The Lakeview) at Confederation Park

Commercial & Industrial Property Classes

- Commercial / industrial condos on Dartnall Road
- Erik Cabinets
- Mountain Hyundai
- Additional developments in Wilson Commons
- Columbia International College new campus
- Galer Equipment new dealership
- Denny's Lube Centre
- Commercial condominiums (Highway 56 and Binbrook Road)
- Commercial plaza - Queenston Road and Gray Road
- Commercial plaza - Fifty Road, Stoney Creek

- Successful appeals cover the entire assessment cycle (2017-2020)
- Some appeals are older than the current cycle
- In December 2021 Council approved resources to actively participate in assessment appeals
- 2021: Over \$85 M in assessment reductions and \$1.8 M in revenue loss due to appeals

- ArcelorMittal Dofasco:
 - Assessment reduction of \$22.6 M (12%)
 - \$460 K revenue loss - approximately 0.05% of total municipal taxes
- Some other notable appeals include:
 - Big box stores (Fortinos, Home Depot, Canadian Tire)
 - Several commercial plazas
 - Canada Bread
 - Navistar

Reclassifications

- Several properties changed classification from Industrial to Commercial with no changes in assessment
- Industrial tax ratio is higher than commercial which results in lower tax revenue
- Example: Max Aicher reclassification resulted in \$110 K lower tax revenue

In the Horizon.....

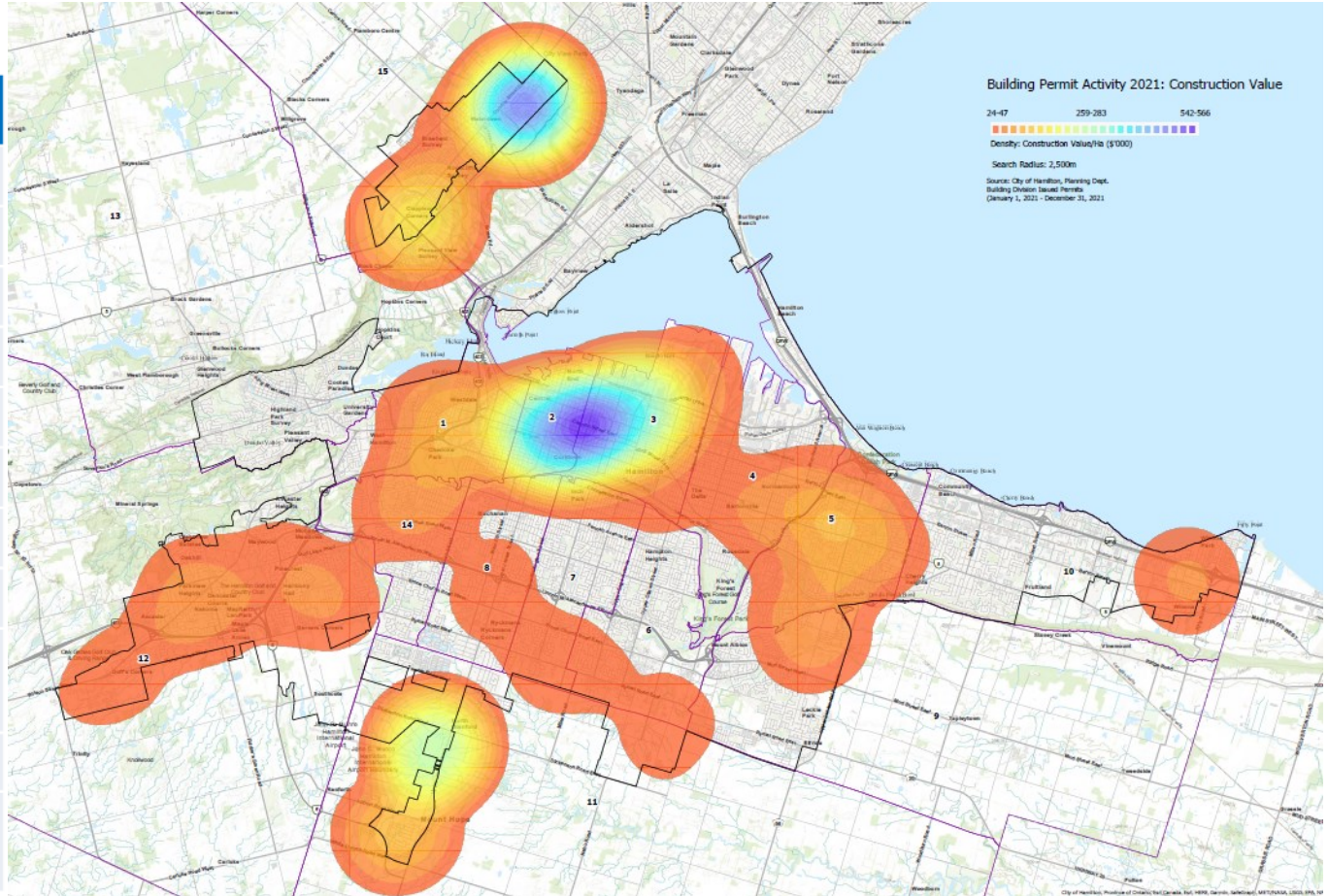
- A number of lands have been reclassified as vacant for either industrial or commercial developments including:
 - Land for the new McMaster grad residences
 - Commercial lands on Upper James and Stone Church
 - Additional developments in Wilson Commons
 - Industrial lands on Fruitland Road
 - Lands on 925 Main Street West
 - Newly created commercial lands on Airport Road



VALUE OF BUILDING PERMITS VS. ASSESSMENT GROWTH

Building Permits

Year	Construction Value
2011	\$731,019,287
2012	\$1,499,627,394
2013	\$1,025,785,000
2014	\$1,143,192,846
2015	\$1,108,192,846
2016	\$1,056,237,746
2017	\$1,364,145,418
2018	\$1,264,757,129
2019	\$1,408,521,764 / \$1,538,521,764
2020	\$1,380,775,409
2021	\$2,120,631,421



Assessment Growth vs. Building Permits

- There are three main reasons for the difference between assessment growth and building permits:
 1. Time lag
 2. Difference in valuation:
 - Jan. 2016 assessment vs current construction value
 3. Property Type

Assessment Approaches

- Three industry standard approaches to assess properties
- Direct Comparison Approach
 - Analyzes recent sales of comparable properties to provide an indication of value
 - Used for residential properties, commercial and industrial condominiums, vacant land

Assessment Approaches

- Income Approach
 - Used when the market value is directly tied to the property's ability to generate revenue
 - Examples include industrial malls, office buildings, retail properties, shopping centres, hospitality properties, multi-residential buildings

Assessment Approaches

- Cost Approach
 - Mainly used for property types where the market value is related to its cost
 - Examples include general purpose industrial properties, large and special purpose properties (automotive assembly plants, steel mills), grain elevators, marinas

Assessment Growth vs. Value of Building Permits

Property Type	Building Permit Value	Increase in Assessment	Assessment to Building Permit Ratio
Typical Subdivision House (Ancaster)	\$250,000	\$224,000	90%
Custom Built House (Ancaster)	\$3,070,000	\$2,190,000	71%
Apartment Building (Downtown)	\$7,936,110	\$10,164,000	128%
Hotel (Downtown)	\$6,983,000	\$10,531,000	151%
Industrial Building (Ancaster)	\$7,175,000	\$12,198,000	170%
Industrial Building (Waterdown)	\$12,256,750	\$11,662,000	95%
Industrial Building (Glanbrook)	\$26,601,700	\$20,095,500	76%
Hotel (Downtown)	\$30,215,000	\$14,347,500	47%
Institutional/Industrial Building (Hamilton)	\$55,000,000	\$15,366,000	28%
Industrial Building (Glanbrook)	\$85,531,933	\$34,406,000	40%

Assessment Growth vs. Value of Building Permits (Cont'd)

Property Type	Building Permit Year	MPAC Assessment	Assessment Effective Date	Taxes Received	Time Lag (Years)
Typical Subdivision House (Ancaster)	2013	2015	2015	2016	3
Custom Built House (Ancaster)	2012	2016	2015	2016	4
Apartment Building (Downtown)	2014	2015	2015	2016	2
Hotel (Downtown)	2011	2013	2012	2014	3
Industrial Building (Ancaster)	2012	2015	2014	2015	3
Industrial Building (Waterdown)	2017	2019	2019	2019	2
Industrial Building (Glanbrook)	2010	2012	2011	2012	2
Hotel (Downtown)	2012	2014	2014	2015	3
Institutional/Industrial Building (Hamilton)	2009	2016	2014	2014	5
Industrial Building (Glanbrook)	2012	2014	2014	2015	3



THANK YOU

CITY OF HAMILTON

AMENDING MOTION

General Issues Committee: February 25, 2022

MOVED BY MAYOR F. EISENBERGER.....

SECONDED BY COUNCILLOR

7.1 Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding (PED20109(d)) (City Wide)

- (a) That sub-section (b) to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, **be amended** by deleting the dollar amount of “\$302,400” and replacing it with the dollar amount “**\$201,600**”; and, by deleting the words “be referred to the 2022 Operating Budget” and replacing them with the words “**throughout the period from May 2022 to December 2022, be approved**”, to read as follows:
 - (b) That a budget enhancement of **\$201,600** to support the operating costs of the Hamilton Bike Share system **throughout the period from May 2022 to December 2022, be approved**;
- (b) That sub-section (c)(ii) to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, **be amended** by adding the words “**annualized**” and “**for the term of the contract**” to read as follows:
 - (c) (ii) a City contribution toward system operating costs of \$28 per bike, per month (total **annualized** cost \$302,400 **for the term of the contract**);
- (c) That sub-section (d) to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, be deleted in its entirety and replaced with the following, in lieu thereof:
 - ~~(d) That a budget enhancement of \$54 K based on \$5 per bike, per month, to support the Everyone Rides bike share equity program~~

~~through the provision of accessible bikes and fee subsidies for low income residents be referred to the 2022 Operating Budget;~~

(d) That a budget enhancement of \$36 K, in 2022, and \$54 K per year for each remaining year for the term of contract, based on \$5 per bike per month commencing in May 2022, to support the Everybody Rides bike share equity program through the provision of accessible bikes and fee subsidies for low income residents, be approved;

(d) That That sub-section (e) to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, be deleted in its entirety and replaced with the following, in lieu thereof:

~~(e) That a budget enhancement of \$130 K to fund the bike share system connectivity fees with Mobility Cloud be referred to the 2022 Operating Budget and that Council authorizes, directs and delegates authority to the General Manager, Planning and Economic Development Department to execute, on behalf of the City of Hamilton, the necessary agreements with Mobility Cloud;~~

(e) That a budget enhancement of \$87 K, in 2022, and \$130 K per year for each remaining year for the term of the contract to fund the bike share system connectivity fees with Mobility Cloud, be approved;

(e) That sub-section (f) to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, be deleted in its entirety and replaced with the following, in lieu thereof:

~~(f) That a budget enhancement of \$108 K based on \$120 per bike, per year, to establish and fund a Bike Share Capital Reserve be referred to the 2022 Operating Budget;~~

(f) That staff be authorized and directed to utilize up to \$108 K per year, from the cash-in-lieu of parking reserve, to fund the state of good repair capital improvements including new bike share parts and balancing equipment;

(f) That a new sub-section (i) be added to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, to read as follows, with the balance of the recommendations to be re-lettered accordingly:

(i) That the General Manager of the Planning and Economic Development Department be delegated the authority to

execute, on behalf of the City, any necessary agreements and ancillary documents with Mobility Cloud for the implementation of the bike share system connectivity, in a form satisfactory to the City Solicitor;

MAIN MOTION, AS AMENDED, TO READ AS FOLLOWS:

7.1 Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding (PED20109(d)) (City Wide)

- (a) That the Hamilton Bike Share system be transitioned from the current approach which provides no City contribution towards system operations or towards asset management to a Partnership Model approach which includes a City contribution toward operating and asset management costs to increase financial sustainability, maintain and improve service delivery, and build in asset management considerations;
- (b) That a budget enhancement of **\$201,600** to support the operating costs of the Hamilton Bike Share system ***throughout the period from May 2022 to December 2022, be approved;***
- (c) That upon approval by Council of the budget enhancement identified in Recommendation (b) that Council authorizes, directs and delegates authority to the General Manager of Planning and Economic Development Department to execute, on behalf of the City of Hamilton, the necessary agreements to amend and extend the existing contract with the current not-for-profit operator, Hamilton Bike Share Inc., to include the following:
 - (i) extended term of the agreement from December 31, 2022 to December 31, 2025;
 - (ii) a City contribution toward system operating costs of \$28 per bike, per month (total ***annualized*** cost \$302,400 ***for the term of the contract;***
 - (iii) key service and performance requirements for the operation of the system, including the Everyone Rides Initiative;
 - (iv) provisions related to potential future system expansion that would be based on generally the same terms and conditions, including geographic expansion and/or the expansion of the current fleet or the addition of e-bikes to the fleet;
 - (v) requirement for annual reporting by Hamilton Bike Share Inc. to the City, including an annual operating and financial report;

- (d) ***That a budget enhancement of \$36 K, in 2022, and \$54 K per year for each remaining year for the term of contract, based on \$5 per bike per month commencing in May 2022, to support the Everybody Rides bike share equity program through the provision of accessible bikes and fee subsidies for low income residents, be approved;***
- (e) ***That a budget enhancement of \$87 K, in 2022, and \$130 K per year for each remaining year for the term of the contract to fund the bike share system connectivity fees with Mobility Cloud, be approved;***
- (f) ***That staff be authorized and directed to utilize up to \$108 K per year, from the cash-in-lieu of parking reserve, to fund the state of good repair capital improvements including new bike share parts and balancing equipment;***
- (g) That upon approval by Council of the budget enhancement identified in Recommendation (f) that staff be authorized and directed to establish a Bike Share Capital Reserve Fund and, a Bike Share Capital Reserve Fund Policy to fund state of good repair capital improvements including new bike share parts and balancing equipment;
- (h) That the General Manager of Planning and Economic Development Department be authorized and directed to execute on behalf of the City of Hamilton, the necessary agreements to enter into a partnership with McMaster TransLab to analyze Hamilton Bike Share, Everyone Rides Initiative, and Commercial E-Scooter program data to support the delivery of the City's overall Micromobility Program to be funded from Project ID 4032155820 Sustainable Mobility to a maximum upset limit of \$15,000;
- (i) ***That the General Manager of the Planning and Economic Development Department be delegated the authority to execute, on behalf of the City, any necessary agreements and ancillary documents with Mobility Cloud for the implementation of the bike share system connectivity, in a form satisfactory to the City Solicitor;***
- (j) That Item ABL, respecting the Public Bike Share Program Phased Procurement Process, be identified as complete and removed from the Public Works Committee's Outstanding Business List; and,
- (k) That Appendix "A" to Report PED20109(d), respecting the Public Bike Share Program Phased Procurement Process – Sustainable Operations Model and Funding, remain confidential.