



**City of Hamilton**  
**Agriculture and Rural Affairs**  
**Advisory Committee**  
**AGENDA**

**Meeting #:** 20-001

**Date:** November 24, 2020

**Time:** 7:00 p.m.

**Location:** Due to the COVID-19 and the Closure of City Hall

All electronic meetings can be viewed at:

City's YouTube Channel:

<https://www.youtube.com/user/InsideCityofHamilton>

Alicia Davenport, Legislative Coordinator (905) 546-2424 ext. 2729

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	<b>Pages</b>
<b>1. APPROVAL OF AGENDA</b>	
(Added Items, if applicable, will be noted with *)	
<b>2. DECLARATIONS OF INTEREST</b>	
<b>3. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>	
3.1. November 25, 2019	3
<b>4. COMMUNICATIONS</b>	
4.1. Correspondence from John Groen respecting Resignation from the Agriculture and Rural Affairs Advisory Committee	7
Recommendation: Be received.	
<b>5. WRITTEN DELEGATIONS</b>	
<b>6. CONSENT ITEMS</b>	

**7. STAFF PRESENTATIONS**

- |      |   |    |
|------|---|----|
| 7.1. | Hamilton Truck Route Master Plan Review           | 8  |
| 7.2. | Secondary Dwelling Units (SDUs) in the Rural Area | 21 |

**8. DISCUSSION ITEMS**

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|------|--|----|
| 8.1. | Stormwater Rate Program (PW20081) (City Wide)  | 48 |
| 8.2. | Presentation from Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian Sustainable Development Goals (SDGs) (referred from the General Issues Committee on September 23, 2020) | 66 |
| 8.3. | Update on Activities of Mayor's Task Force on Economic Recovery - Agriculture and Circular Economy Working Group (no copy)   |    |
| 8.4. | Natural Heritage Plans (no copy)   |    |
| 8.5. | Farm 911 (no copy)   |    |
| 8.6. | Climate Action Working Group Update (no copy)  |    |

**9. MOTIONS****10. NOTICES OF MOTION****11. GENERAL INFORMATION / OTHER BUSINESS****12. ADJOURNMENT**



## Hamilton

### **Agriculture and Rural Affairs Advisory Committee**

#### **MINUTES 19-005**

**Monday, November 25, 2019**

**7:00 p.m.**

**Ancaster Fairgrounds, Rooms A & B**

**630 Trinity Road, Ancaster**

**Present:** Councillors L. Ferguson and A. VanderBeek

A. Spoelstra (Chair), D. Smith (Vice-Chair), J. Mantel, C. McMaster, N. Mills, A. Payne, R. Pearce, R. Shuker, G. Smuk and M. Switzer

**Absent**

**With Regrets:** Councillors B. Clark and B. Johnson – Personal  
J. Groen, P. Krakar and C. Roberts

**Also Present:** H. Swierenga, Ontario Federation of Agriculture

**THE FOLLOWING ITEMS WERE REFERRED TO THE PLANNING COMMITTEE FOR CONSIDERATION:**

1. **Revised Terms of Reference - Agriculture & Rural Affairs Advisory Committee (PED19173) (Wards 9, 10, 11, 12, 13 and 15) (deferred from the September 9, 2019 meeting) (Item 10.1(a))**

**(Smith/Payne)**

That the revised Agriculture and Rural Affairs Advisory Committee Terms of Reference, attached as Appendix "C" to Report PED19173, be approved.

**CARRIED**

**(Ferguson/Switzer)**

That Report PED19173, respecting Revised Terms of Reference - Agriculture & Rural Affairs Advisory Committee, be received.

**CARRIED**

**2. Corporate Climate Change Task Force Request - Information Update (deferred from the September 9, 2019 meeting) (Item 10.2)**

**(a) (Ferguson/Switzer)**

That the Information Update, respecting a Corporate Climate Change Task Force Request, be received.

**CARRIED**

**(b) (McMaster/Spoelstra)**

(i) That a Climate Action Working Group of the Agriculture & Rural Affairs Advisory Committee be established to assemble current knowledge on farm abatement technologies, strategies and management practices to reduce agricultural greenhouse gas emissions and sequester carbon in soil while maintaining or enhancing productivity and report back to the Agriculture & Rural Affairs Advisory Committee at each meeting; and,

(ii) That the following Members of the Agriculture & Rural Affairs Advisory Committee be appointed to the Climate Action Working Group:

- (1) Cathy McMaster
- (2) Andrew Spoelstra

**CARRIED**

R. Shuker wished to be recorded as opposed.

**3. City Assessment of Development Charges to Agriculture Organizations Without a Farm Business Registration Number (Item 10.3)**

**(Switzer/Payne)**

That the Agriculture & Rural Affairs Advisory Committee is supportive of all Agricultural Societies in Hamilton (Rockton, Binbrook and Ancaster) being exempted from Development Charges.

**CARRIED UNANIMOUSLY**

**FOR INFORMATION:**

**(a) APPROVAL OF AGENDA (Item 2)**

The Committee Clerk advised of the following change to the agenda:

**6. DELEGATION REQUESTS (Item 6)**

- 6.1 Ian Graham, National Farmers Union Ontario Local 351, respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update (for today's meeting)

**(McMaster/Smith)**

That the agenda for the November 25, 2019 meeting of the Agriculture and Rural Affairs Advisory Committee be approved, as amended.

**CARRIED****(b) DECLARATIONS OF INTEREST (Item 3)**

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)****(i) September 9, 2019 (Item 4.1)****(Payne/Shuker)**

That the Minutes of the September 9, 2019 meeting of the Agriculture and Rural Affairs Advisory Committee be approved, as presented.

**CARRIED****(d) DELEGATION REQUESTS (Item 6)****(i) Ian Graham, National Farmers Union Ontario Local 351, respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update (for today's meeting) (Added Item 6.1)****(Smith/Switzer)**

That the delegation request, submitted by Ian Graham, National Farmers Union Ontario Local 351, respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update, be approved for today's meeting.

**CARRIED****(e) PUBLIC HEARINGS / DELEGATIONS (Item 8)****(i) Ian Graham, National Farmers Union Ontario Local 351, respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update (Added Item 8.1)**

Ian Graham, National Farmers Union Ontario Local 351, addressed the Committee respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update, with the aid of a presentation.

**(McMaster/Smith)**

That the delegation by Ian Graham, National Farmers Union Ontario Local 351, respecting Item 10.2 - Corporate Climate Change Task Force Request – Information Update, be received.

**CARRIED**

A copy of the presentation is available on the City's website at [www.hamilton.ca](http://www.hamilton.ca) or through the Office of the City Clerk.

For further disposition of this matter, refer to Item 2.

**(f) GENERAL INFORMATION / OTHER BUSINESS (Item 13)**

Agriculture & Rural Affairs Advisory Committee Members used this opportunity to discuss matters of general interest.

**(g) ADJOURNMENT (Item 15)**

**(Payne/Ferguson)**

That the meeting of the Agriculture & Rural Affairs Advisory Committee be adjourned at 8:35 p.m.

**CARRIED**

Respectfully submitted,

Andrew Spoelstra, Chair  
Agriculture and Rural Affairs  
Advisory Committee

Alicia Davenport  
Legislative Coordinator  
Office of the City Clerk



# Hamilton

## COMMITTEE MEMBER RESIGNATION FORM

I, John Groen, would like to submit my resignation, effective October 28, 2020, from the Agriculture and Rural Affairs Advisory Committee, for the following reason(s):

- My circumstances have changed and I no longer have the time to effectively participate on the Committee.
- Personal reasons.
- Other (please explain briefly):

I have moved and am no longer a resident or business owner within the  
City of Hamilton, which renders me ineligible to continue as a member of  
the City of Hamilton's Agriculture and Rural Affairs Advisory Committee  
per City policy.

Additional Comments (optional)

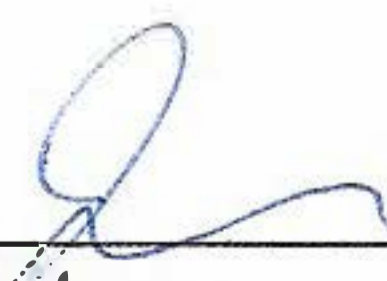
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 \_\_\_\_\_  
 Signature

Oct 29/20  
 \_\_\_\_\_  
 Date



# HAMILTON TRUCK ROUTE MASTER PLAN REVIEW

November 24, 2020



# Why Review the Truck Route Master Plan?



**The existing Truck Route Master Plan was approved by City Council in 2010.** Since then, a number of new planning considerations have emerged.

The review and refinement of the plan will be based on alignment with:

- The **City's vision, objectives and desired outcomes;**

City of Hamilton's Vision  
*To be the best place to raise a child and age successfully*

- **Health and well being** of the community;
- **Feedback, needs and lived experiences** of stakeholders; and,
- **Emerging technologies and goods movement policies.**

# Purpose of Truck Routes?

- **Economic** Prosperity & **Sustainable** Growth
- **Efficient** Regional & Global **Connectivity**
- Built Environment & Infrastructure
- Improve **Safety** for all road users
- Community Well-being & **Livability**



Advanced Manufacturing



Goods Movement



Agriculture / Food Processing



ICT / Digital Media



Creative / Cultural Industries



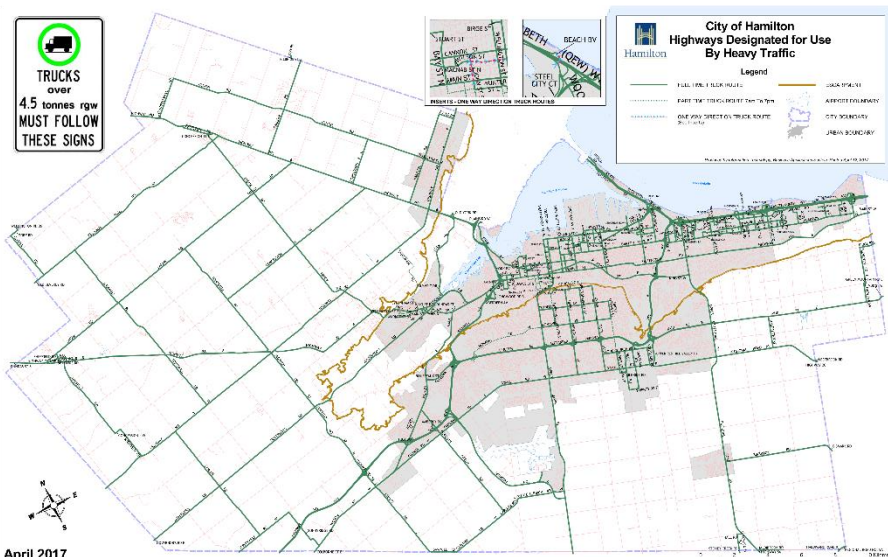
Life Science



Finance / Insurance / Real Estate



Tourism



The Truck Route Network defines the roadways that trucks are allowed to use in Hamilton.

Any vehicle or trailer which weighs more than **4,500 kg** required to use the truck route network.

# Truck Route Review Process



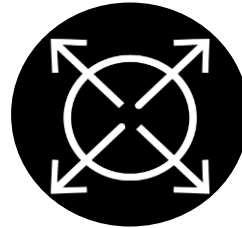
# Key Issues and Influences



**Public Health  
and Safety**



**Environment &  
Climate Emergency**



**Network Connectivity**



**Rural Issues  
and Needs**



**Enforcement**



**Social Equity**



**Emerging Technologies  
and Policies**



**Development in  
Employment Areas**



**Infrastructure  
and Problem  
Location**



**e-Commerce**

# Policy Topics & Evaluation Criteria



## Goods Movement Special Policy Topics

- Public Health & Roadway Safety (Vision Zero)
- Climate Change Resiliency & Air Quality
- Complete-Liveable-Better Streets
- Emerging Technologies and Disruptors
- Low Emission Zones & Zero Emission Vehicles
- Proliferation of Distribution/ Fulfillment Centres
- Freight Friendly land use planning...



## Evaluation criteria for alternatives



Environment & Public Health



Roadway Safety & Attributes



Social Equity



Multi-Modal Network Integration



Land Use & Community Destinations



Economic Influences

# Draft Policy Directions

## *DRAFT* Vision

A truck route network that supports Hamilton and regional **economic prosperity**, coexisting with a **high quality of life for communities** as well as **environmental and public health**.

## *DRAFT* Goals

### **Pillar 1: Environmental and Public Health Sustainability**

- Environmentally Sustainable
- Adaptable

### **Pillar 2: Community Livability**

- Safe
- Equitable

### **Pillar 3: Economic Prosperity**

- Economic aspirations
- Efficiently Connected
- Reliable

# Draft Policy Direction – Principles

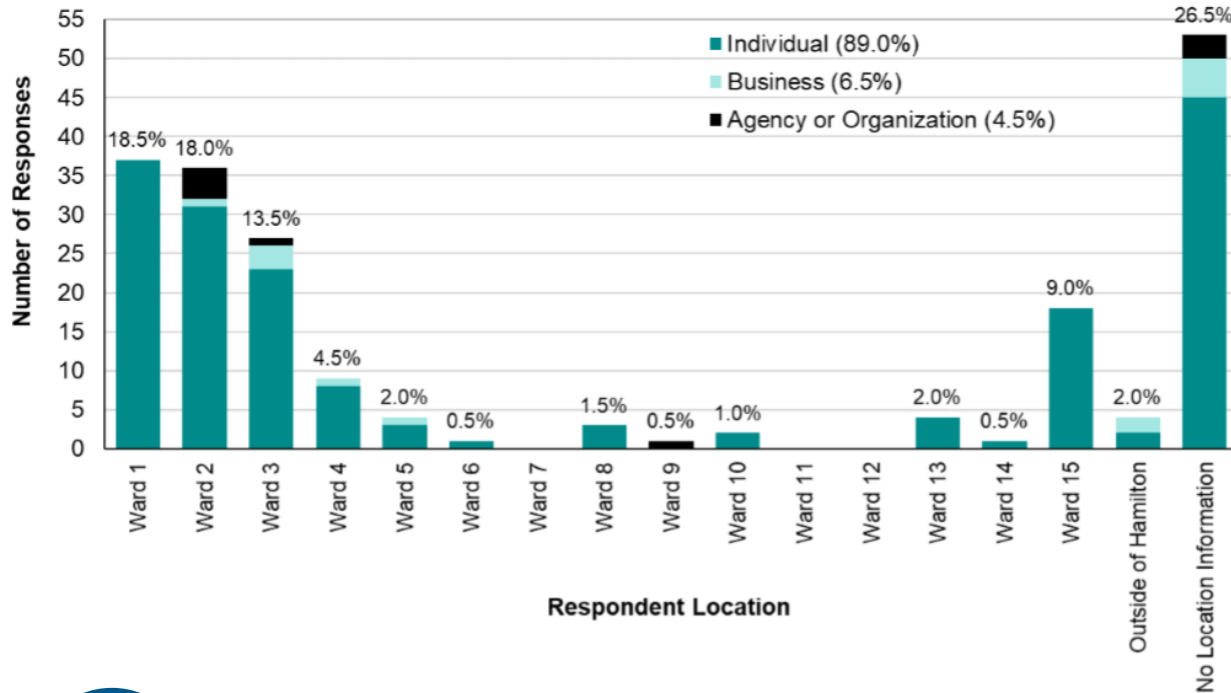
## **DRAFT Principles** (listed in no particular order)

- Create a **safer network** for all road users. Limit conflicts between trucks and vulnerable road users, such as pedestrians and cyclists, in alignment with the City's **Vision Zero** approach.
- Enable goods to be transported **economically**.
- Have a **transparent route selection** process.
- **Avoid the inequitable** distribution of impacts (e.g. public health, emissions, vibrations) on sensitive areas, such as schools, hospitals, parks, vulnerable residential neighbourhoods, and community destinations.
- Specify routes clearly and intuitively to minimize the need for Police **enforcement**.
- Enable the plan to **adapt** to changing conditions.
- Maintain route **connectivity** and **continuity** to provide **reliable** routes.
- Create routes that optimize the use of **higher-quality road** facilities, and match the relationship of trucks to road category and roadway configuration.



# Public and Stakeholder Consultation

## Let's Talk About Trucks Survey



### Key Themes

- Enforcement
- Separate trucks and vulnerable road users.
- Matching truck types with road classes
- Ring roads utilization
- Time of Day Restrictions
- Social equity



(200 responses)



# Public and Stakeholder Consultation

## Interactive Map-based feedback

Home > Hamilton Truck Route Master Plan Review

### Map your Comments

**Map Legend**

- █ Full Time Truck Route
- █ Part Time Truck Route
- █ Business Improvement Areas
- █ Industrial/Business Parks
- █ Child Care Services
- █ Long Term Care Facilities
- █ Residential Care Facilities

The City of Hamilton wants you to provide location-specific comments. Your comments will help us identify the issues, challenges and opportunities with the existing truck route network.

Tell us what you think of the truck route network

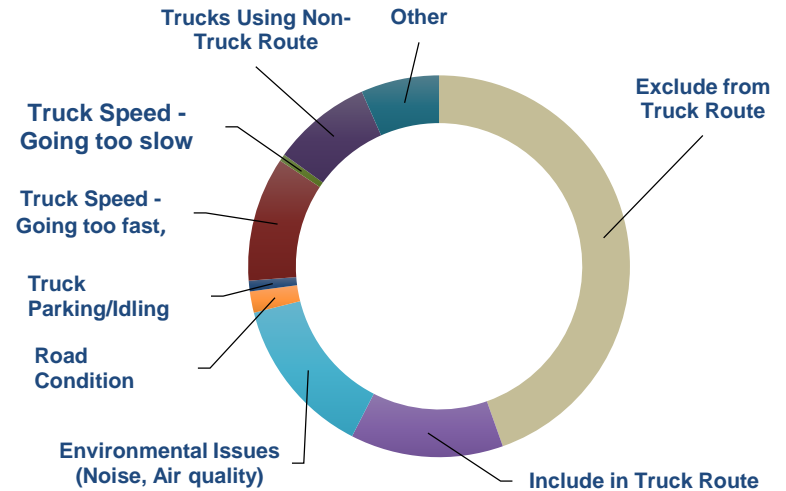
- What parts work well?
- What parts could be improved?
- Which are your main concerns regarding trucks (ie. speed, size, emissions, vibration, etc.)

Please submit one comment for each location. You can submit multiple comments.

<https://engage.hamilton.ca/trmp/maps/map-your-comments>



**(332 Location-specific comments)**



• Exclude from Truck Route Network	45%
• Include in Truck Route Network	13%
• Environmental Issues (Noise, Air quality)	14%
• Road Condition	2%
• Truck Parking/Idling	1%
• Truck Speed - Going too fast	11%
• Truck Speed - Going too slow	1%
• Trucks Using Non-Truck Route	8%
• Other	7%

10

# Next Steps

- Complete Policy Development,
- Develop alternative truck routes
- Second Phase of Public and Stakeholder Consultation



## Select Road Links for Assessment

- Determine the roadway links that should be assessed.



## Evaluate Links

- Criterion 1: Efficient Connectivity
- Criterion 2: Reliability
- Criterion 3: Safety
- Criterion 4: Environment and Public Health
- Criterion 5: Equity



## Form a Draft Truck Route Network

- Ensure that the network has the necessary connections.
- Develop alternatives by varying weights of evaluation criteria.



## Address Gaps and Specific Issues

- Where do trucks need to be?
- Where don't we want them?
- Are there a good alternate routes?
- What mitigation measures can be implemented?
- How can we make the truck route "desirable"?
- How do we enforce the truck route?



## Alternative Truck Route Network Configuration

- Use Geotab Data to assess the proportion of existing truck trips that would be served by the alternative
- Identify likely trip redistribution impacts





Hamilton

THANK YOU



QUESTIONS?

# 7.2

## 7.2 Secondary Dwelling Units (SDUs) in the Rural Area

The City is actively engaged in developing Zoning By-law regulations for secondary dwelling units in the urban area. City Council directed that staff consider regulations for additional dwelling units within a home for the rural area. Staff is also looking at detached SDU's. Many of the regulations in the information material would apply in a rural context.

Through the City of Hamilton's Engage Hamilton Public Engagement Portal, there is information about the topic as well as a survey you can take, specifically focused on the rural area.

Visit the project page located at <https://engage.hamilton.ca/residentialzoningproject> at any time for updates and to view current and archived material.



WELCOME TO THE CITY OF HAMILTON

## **Virtual Consultation**

### **Proposed Second Dwelling Unit Regulations**

**Options to Increase Housing Supply in Hamilton's Urban Area**

November 12, 2020

## Your Participation is important to us because...

1. Your time is important and you are investing your time in this Town Hall.
2. Feedback will be reviewed and considered
3. You are contributing to Hamilton's future health.



**RESIDENTIAL  
ZONES**  
ZONING BY-LAW NO. 05-200

# What are the elements of the Second Dwelling Unit Project?

## Second Dwelling Units in the Urban Area

## Second Dwelling Units in the Rural Area

- Council direction to include permissions SDUs in the Rural Area within main house



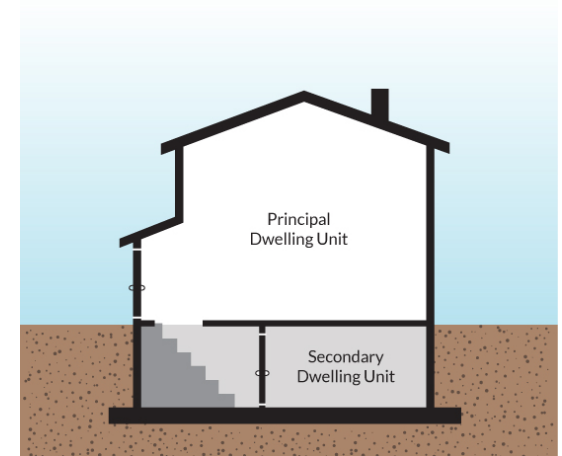
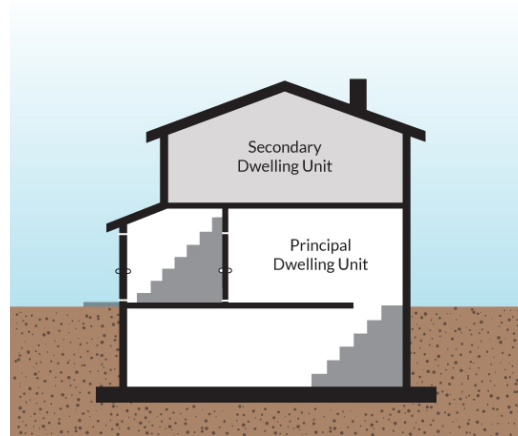
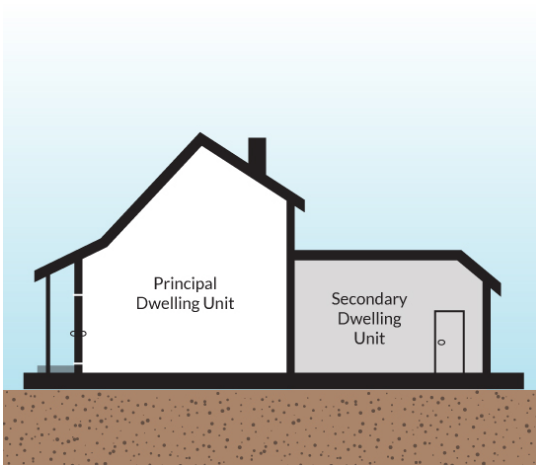
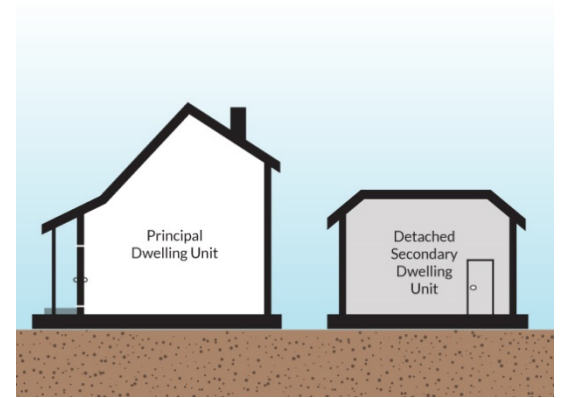
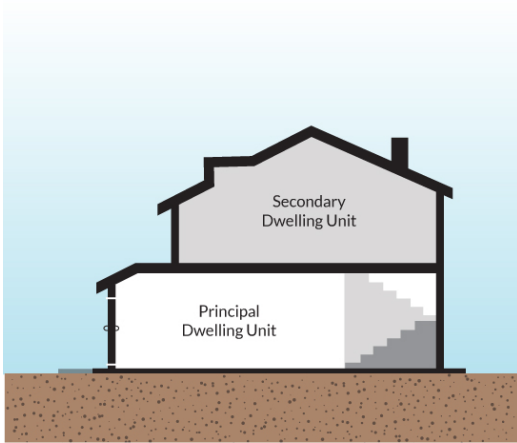
# What is the Purpose of Permitting Second Dwelling Units?

Permitting Second Dwelling Units (SDUs) in the Urban and Rural Area is one way to increase housing supply by:

- Allowing a greater range of housing opportunities; and,
- Creating a more diverse range of household types for various income levels.



# What are the Second Dwelling Unit?



# What are the Benefits of Second Dwelling Units?

Efficient use of existing  
Community Services



Tenant can save money



More Housing Option



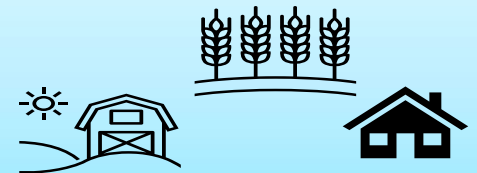
More People watching  
the Street



More Rental Housing



Efficient Use of Land

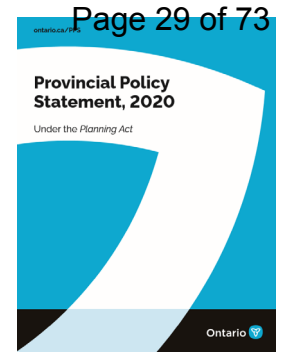


## More Homes, More Choice Act, 2019 (Bill 108)

- In addition to the main dwelling, two SDU are also permitted on a lot – 1 in the main building and 1 detached (subject to regulations).
- Owner is not required to reside on the lot to which the SDU is located on.
- Not a question of “if” SDUs are permitted, but where they should be permitted and what regulations should be included in the Zoning By-law

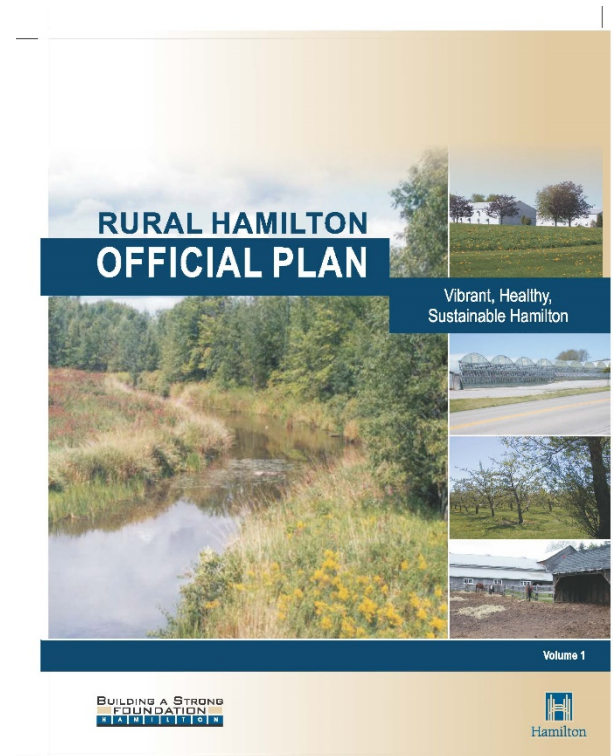
# History of Permitting Second Dwelling Units in Hamilton

- Province initiated expansion of housing options in the early 1990s – “Apartment in Houses”.
- Most former municipalities permitted accessory dwelling units in their Official Plans and Zoning By-laws
- In 2019, the Province introduced Bill 108 which requires municipalities to expand the range and type dwelling units where SDUs are permitted.



# Current Permissions in the Rural Hamilton Official Plan (RHOP)

- SDUs are currently not permitted in the RHOP. An amendment will be required to permit them in Single Detached Dwellings
- Garden suites are permitted provided they are temporary and the meet several conditions.



# Examples of Second Dwelling Units conditions being reviewed

- **Servicing of the SDU –**
  - SDU to be serviced using the septic tank and well of main house
  - capacity of the existing on-site well and septic tank to accommodate the additional SDU
  - Capacity of municipal wells (Freelton, Greensville, Carlisle, Lynden) to accommodate a SDU
- **Minimum lot area - 0.4 ha (1 acre)**
- **Location of detached SDU on the site**



# Proposed Regulations for Second Dwelling Units

SDUs internal or addition to the main dwelling

Newly Constructed Detached SDUs

Converted Detached SDUs

Mandatory "Fire" Regulations





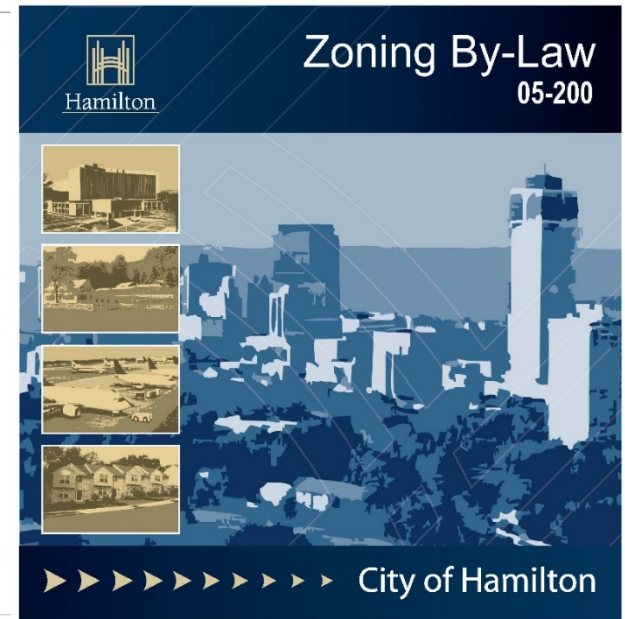
# Zoning By-laws cannot control...

The number or relationship of occupants residing in the dwelling unit.

Building Materials

Owner Occupied Requirements

Architectural Design and Type



## Second Dwelling Units By area

- The Rural Area is geographically diverse and has both the same and different issues that need to be addressed:
  - SDU's in all Rural Settlement Areas(RSA), except ones with municipal wells
  - SDU's in Carlisle, Freelton, Lynden, Greensville
  - SDU's outside of the RSA's

## Second Dwelling Units within the Main Dwelling

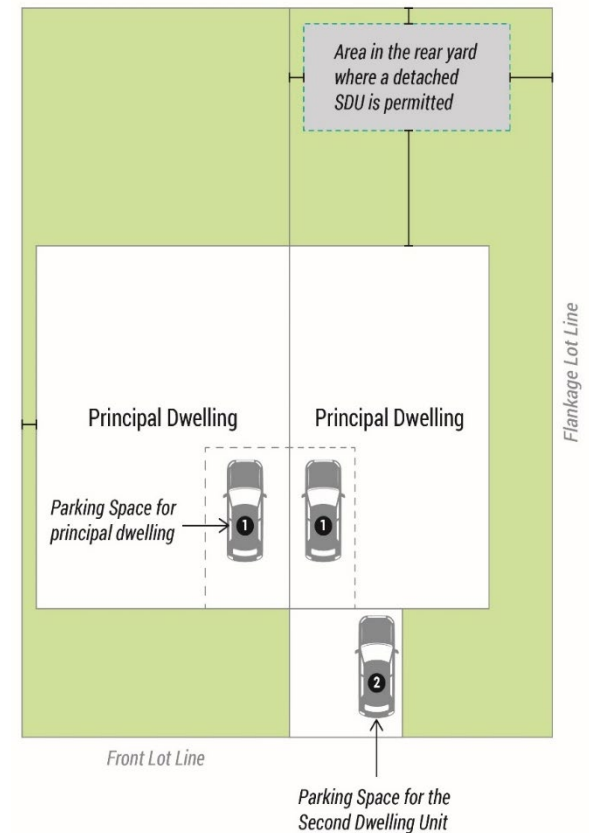
- Located inside the existing, or addition to the dwelling.
- Any addition to the main house for the SDU would have to meet the same regulations for the parent zone.
- There are no minimum or maximum size requirements for either dwelling units.

## Second Dwelling Units within the Main Dwelling

- RSA's - SDU Entrance options:
  - Side and Rear Entrances or Internal entrance.
  - Intent is to maintain the general appearance and character from the street.

# Detached Second Dwelling Units - New Construction

- Cannot be located in the front yard.
- Maximum size (50 sq m)
  - Maximum height (6.0 m)
  - Minimum Setback from Property Line (1.0m)



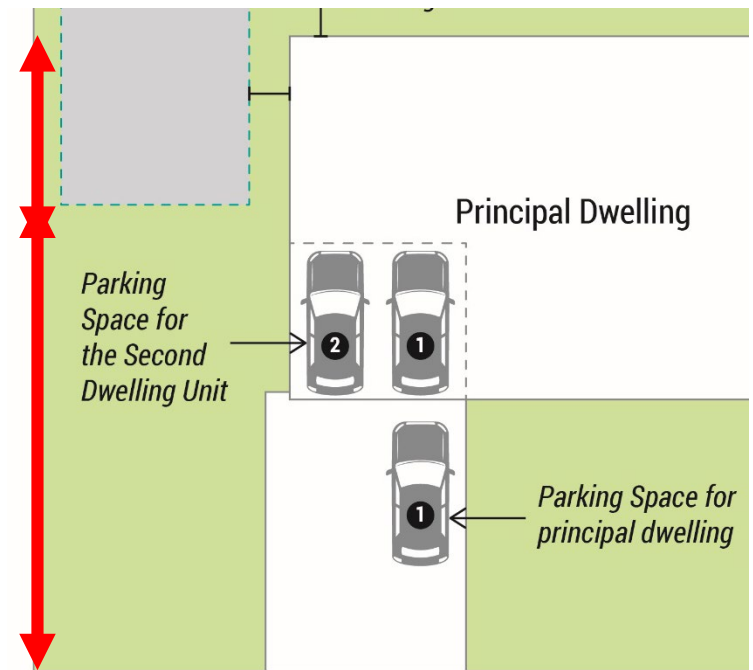
# Detached Second Dwelling Units - New Construction

- Proposed regulations to preserve backyard space:
  - Minimum Distance between Rear of Principal Dwelling and Detached SDU (7.5m).
  - Intent is to prevent the loss of backyard space due to accessory buildings and SDUs.



# Detached Second Dwelling Units - New Construction

- Regulations addressing appearance of detached SDU from the Street:
  - Detached SDU in the side yard shall not extend more than half the depth of the principal dwelling
  - Intent is to maintain general appearance of the streetscape.



# Detached Second Dwelling Units - New Construction

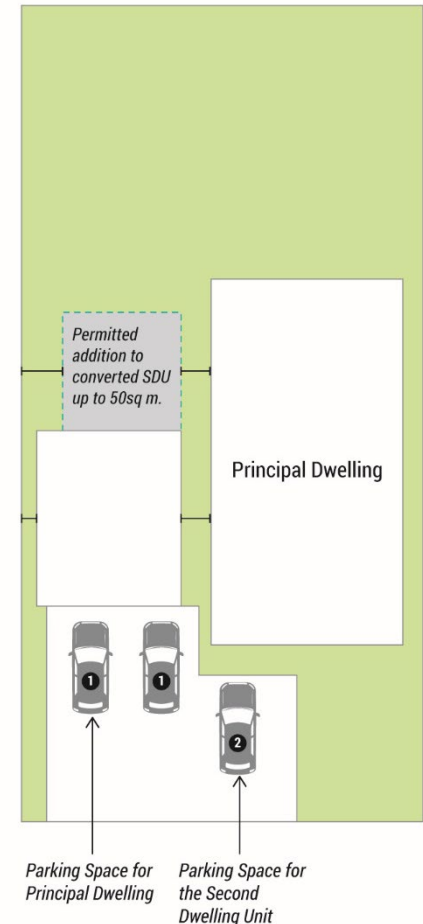
- Proposed design regulations for second floor detached SDUs:
  - Windows on the second floor permitted with increased distance from property line.
  - Balconies and stairs prohibited on the second floor.
  - Intent is to reduce impact of privacy and overlook





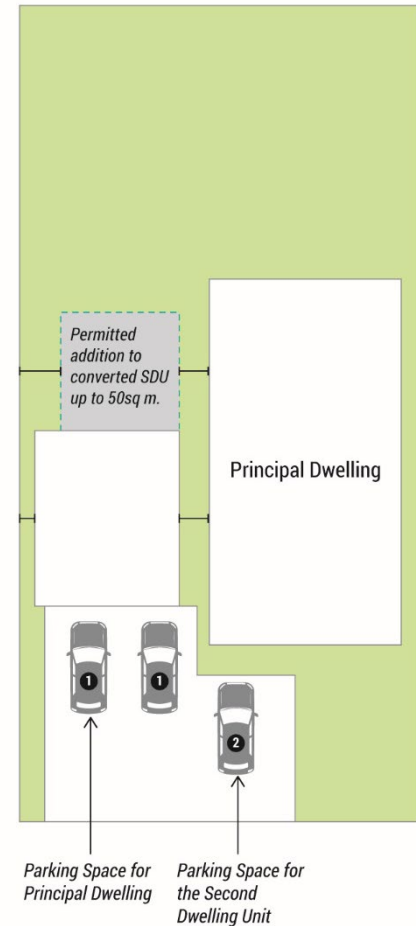
# Detached Second Dwelling Units - Conversion

- SDUs can be established in existing accessory buildings such as detached garages, work sheds, etc.
- Certain regulations are “deemed to comply” such as: Maximum Height and any setback requirements.
- Maximum floor area of 50 square metres applies even when converting an existing accessory building:

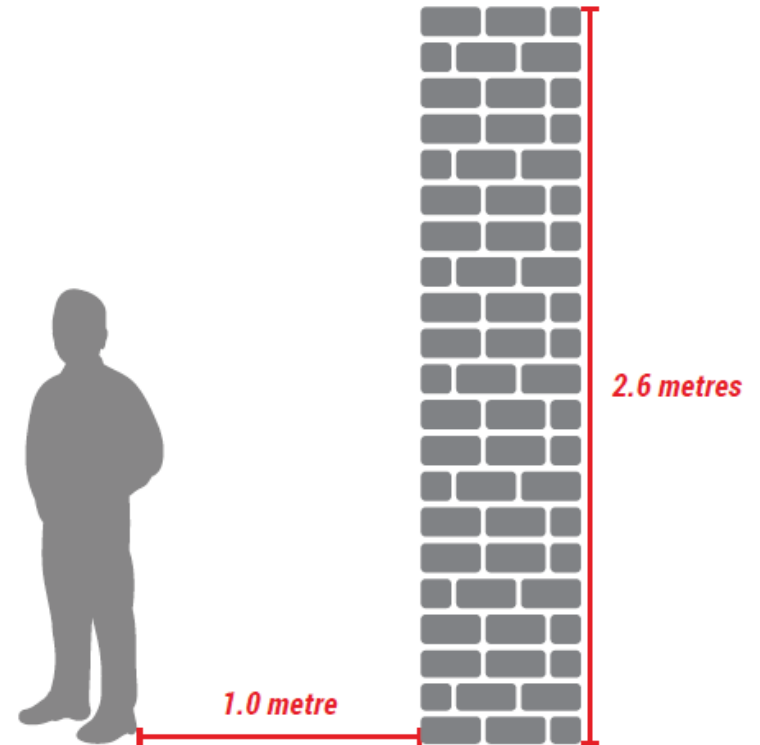
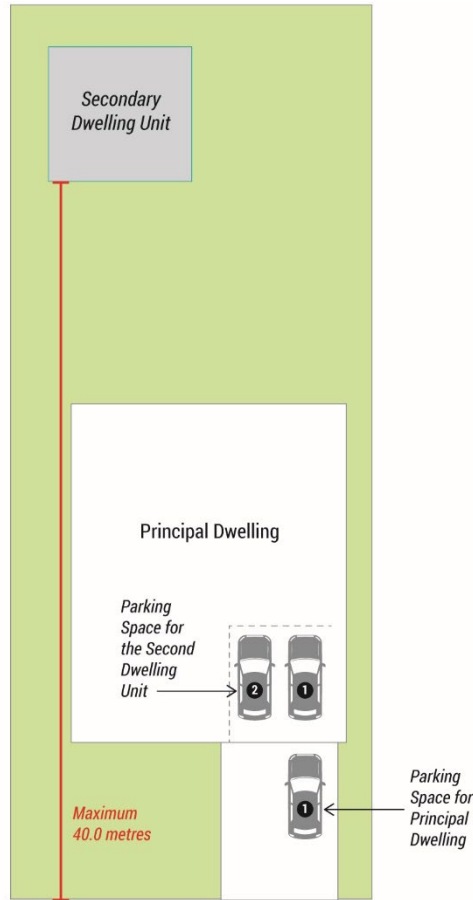


# Detached Second Dwelling Units - Conversion

- Additions to accessory buildings is possible subject to regulations.
- If a detached garage is converted, the required parking space inside the former garage must be relocated on the lot.



# Mandatory “Fire” Regulations for Detached Second Dwelling Units



## Parking Requirements for Second Dwelling Units

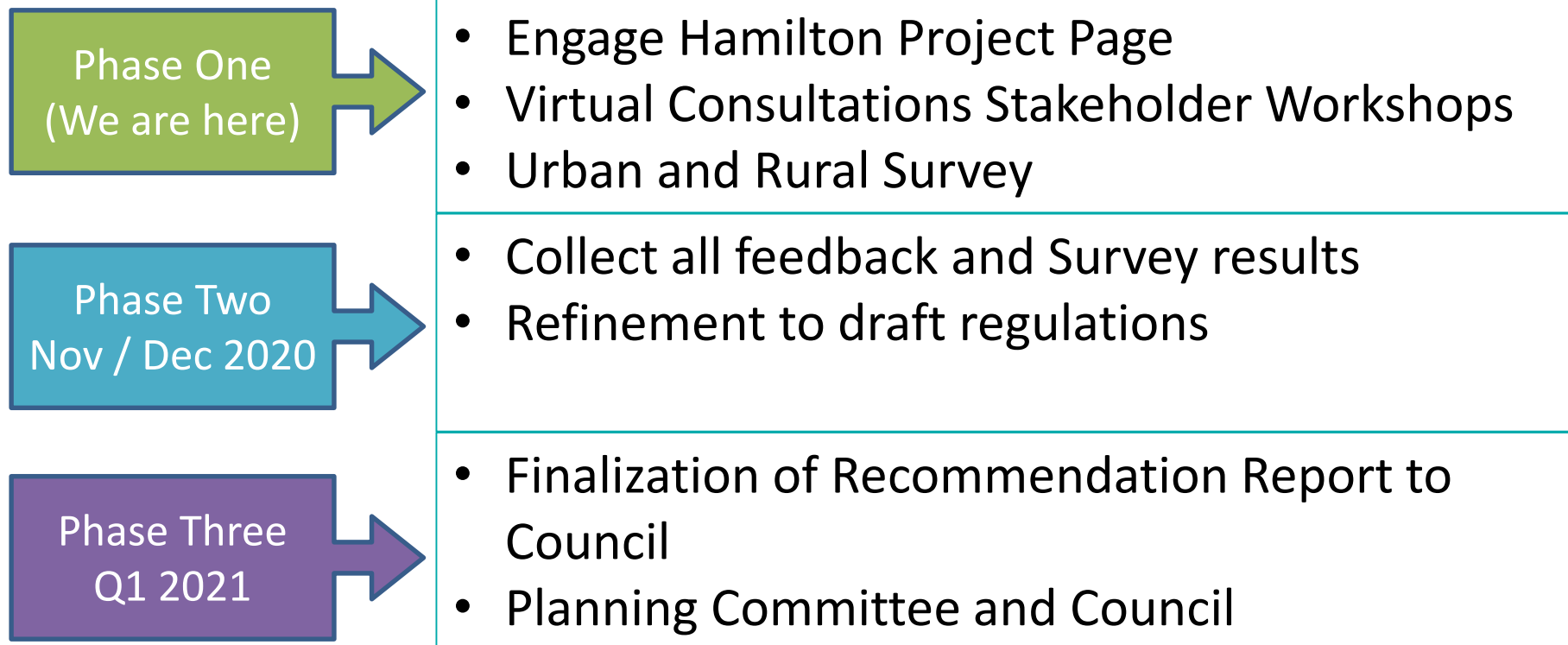
- A proposed city-wide requirement for 1.0 space per SDU.
- Tandem parking is not permitted with parking spaces belonging to the principle dwelling.

## Incentives to Second Dwelling Units

- Existing incentives include elimination of Development Charges and reduction in Parkland Dedication Fees.
- Cooperation with Healthy and Safe Communities Department to look into other innovative solutions to encourage SDUs.



# Next Steps for the Second Dwelling Units Project



Please fill out the Urban/Rural Survey if you have not done so



Hamilton

THANK YOU

For Your Attendance



## INFORMATION REPORT

<b>TO:</b>	Chair and Members Agriculture and Rural Affairs Advisory Committee
<b>COMMITTEE DATE:</b>	November 24, 2020
<b>SUBJECT/REPORT NO:</b>	Stormwater Rate Program (PW20081) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Ryan Doyle (905) 546-2424 Ext. 7455
<b>SUBMITTED BY:</b>	Andrew Grice Director, Hamilton Water Public Works Department
<b>SIGNATURE:</b>	

### COUNCIL DIRECTION

N/A

### INFORMATION

Stormwater management is a core business provided by the City of Hamilton (City) to manage water that is routed into drainage systems and discharges to natural areas such as creeks, lakes and wetlands. The absence of a functional stormwater management system will lead to stream erosion, water quality concerns, flooding impacts to public and private property and the disruption of aquatic habitat. Stormwater management is a shared responsibility between the City and private landowners.

#### Historical Stormwater Rate Discussions

Since 2009 there have been a number of discussions focused on the sustainability of the stormwater program. In 2009, an initial feasibility study to evaluate an alternative stormwater funding program was approved by Council and direction was provided to proceed with public consultation.

In October 2010 Council approved the creation of the Stormwater Rate Sub-Review Committee that was composed of four members of council and representation from various land owner groups and citizens-at-large. However, in 2011 the Stormwater

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OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.



**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 2 of 8**

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Rate Sub-Review Committee was dissolved as concerns were raised about the potential burden to various customer classes across the City.

In October 2015 a staff report focused on developing a stormwater rate program that provided transparency and equity amongst all contributing properties was presented to Council. The proposed strategy relied on a consulting assignment and Council was not supportive of the significant expenditure. Since then, several municipalities have implemented stormwater rate models and leveraging their work an internal review can be completed with existing resources.

Furthermore, on July 8, 2019 Council passed a motion that directed staff to review a Stormwater Rate Program for the City of Hamilton and report back to the General Issues Committee with a framework and options for implementation. This report was presented to Council on December 4, 2019 and outlined other municipal stormwater rate programs as well as a preliminary fee structure developed from the guiding principles identified within this document.

#### Municipal Scan – Ontario Stormwater Rate Programs

Hamilton is not alone in this sustainability and climate adaptation challenge. Over the past decade, a growing number of municipalities have shifted to a more equitable and robust stormwater structure to allow for better management of funding associated with maintenance and system enhancement. Staff completed a detailed review of existing stormwater rate models and a summary is presented below. There is no single funding mechanism that is a “best-fit” in every jurisdiction but many municipalities have implemented a financial strategy to shift funding from property tax to a dedicated rate-based structure.

#### City of Ottawa

Stormwater fees are based on property type, urban / rural service area and whether or not the property is connected to the sewer system. Stormwater fees are charged to all properties recognizing that everyone benefits from stormwater services. The Industrial, Commercial and Institutional (ICI) stormwater rate is calculated based on property assessment value as this is considered a reasonable proxy for property size. The program also provides a 30% discount for ICI properties that are not connected to the City wastewater system. Residential properties pay an annual fixed rate (\$32 to \$130) that recognizes the differences in urban and rural settings. The Ottawa stormwater rate structure displays fairness and flexibility to reflect the many different types of properties within the City.

**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 3 of 8**

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## City of Mississauga

The stormwater rate was introduced in 2016 and is calculated for each individual property utilizing a base fee (\$106.10 in 2019) and site-specific billing units. A single billing unit of 267 m<sup>2</sup> represents the average hard surface area on a single detached residential property in Mississauga. The rate is subject to approval by Council and is reviewed each year as part of the City's annual business planning and budget process.

Properties in Mississauga fall into one of the following categories: residential, multi-residential or non-residential. For multi-residential and non-residential properties, the total hard surface area of each property is assessed. For residential properties, each house is assigned to one of five tiers based on the rooftop area which is used as a predictor of the total hard surface area on the property. For a residential property the annual stormwater rate charge ranges from approximately \$50 to \$180.

## City of Guelph

The City of Guelph implemented a stormwater charge in 2017. The rate structure utilizes an Equivalent Residential Unit (ERU) of 188 m<sup>2</sup> representing the average area of hard surface on a residential property. All residential properties are assessed as 1 ERU with an associated 2019 stormwater rate of \$5.20 per month. For multi-residential and ICI properties the fees are adjusted to reflect the number of ERU's for the individual property.

## Town of Newmarket

The Town of Newmarket implemented a stormwater charge in 2017. Prior to implementation, stormwater was funded by property taxes and water / wastewater charges. The stormwater charge is calculated by multiplying the size of the property by a set runoff level rate. Properties categorized as low runoff (natural areas, vacant properties, golf courses, etc.) contribute \$0.016698 per m<sup>2</sup>, medium runoff (residential and institutional properties) contribute \$0.081633 per m<sup>2</sup>, and high runoff (commercial, industrial and mixed-use buildings) contribute \$0.163325 per m<sup>2</sup>.

## City of London

The City of London's stormwater rate was introduced in 1996 and is based on property size and land use type. Properties 0.4 hectare or less are charged \$195.60 per year, residential land no larger than 0.4 hectare without storm servicing (but within 90m of service area) are charged \$147 per year. Properties above 0.4 hectares are assessed on an individual basis with the current monthly stormwater rate set at \$135.71 per hectare.

**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 4 of 8**

## City of Kitchener

The City of Kitchener transferred stormwater management funding from property tax to a rate-based system in 2011. The Kitchener program utilizes a tiered flat fee based on property size and the impervious area of the property. Kitchener established the average impervious areas for small, medium and large residential properties and developed a stormwater rate for each size. Properties with greater than 344 m<sup>2</sup> of impervious area are considered non-residential and the associated stormwater charge is contingent upon the area of impervious surfaces. Stormwater fees are charged to urban and rural properties recognizing that everyone benefits from stormwater services. Estimated fees per year for residential properties range between \$105.84 to \$353.52 per year. Estimated fees per year for ICI properties range between \$337.92 to \$35,960.40 per year.

## Existing City of Hamilton Stormwater Funding Strategy

Hamilton's stormwater program is currently funded through the Wastewater rates and to a much lesser extent by property taxes.

The 2019 Approved Wastewater Budget (stormwater sub-component only) reflects a total net budget of \$26.2M. The operating component of the 2019 rate budget represents \$12M (\$4.8M expenditures and \$7.2M net capital financing costs) while the capital component of the 2019 rate budget reflects planned expenditures of \$10M for capital rehabilitation and system enhancements. Additionally, there continues to be a portion of the stormwater program funded by property taxes and the 2019 Tax Supported Budget reflects approximately \$4.2 million to support stormwater services.

The estimated replacement value of the City's stormwater assets is \$1.5B and the inventory continues to grow in response to the development of the City as shown in Table 1.

Stormwater Asset Component	2005 Inventory	2009 Inventory	2016 Inventory	2019 Inventory
Storm Sewers	965 km	1,010 km	1,149 km	1,216 km
Manholes	13,779	14,105	19,551	~21,000
Storm Pumping Stations	-	-	-	2
Watercourses	-	-	-	191 km
Major Swales	15 km	-	190 km	-
Ditches	20 km	-	2,164 km	-
Municipal Drains	-	-	-	57 km
Assumed Storm Ponds	50	76	119	120
Un-assumed Storm Ponds	-	N/A	36	39
Engineered Wetlands	-	-	-	7

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OUR Vision: To be the best place to raise a child and age successfully.

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**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 5 of 8**

Low Impact Development Features within ROW	-	-	-	4
Inlet/Outlet Structures	1,000	845	977	~1,000

## Existing Funding Structure Evaluation and Areas for Improvement

Fairness and Equity – The City’s current stormwater funding structure is a combination of Wastewater rates, development charges, direct developer contributions and property taxes. Most of the funding comes from the rate revenues which are based on the metered drinking water consumption of those connected users. Approximately 3,300 accounts within the City, such as parking lots, do not have a wastewater connection and therefore do not contribute to the stormwater program through their rates. Furthermore, there are properties such as large commercial plazas where the volume of water consumption is not proportional to the stormwater services they receive.

Financial Sustainability – As overall drinking water consumption has steadily declined over the past decade; wastewater and stormwater services are competing for limited funds. The frequency and duration of storms has increased in recent years and the pressures generated by drinking water conservation have resulted in additional financial pressures that cannot match program needs.

## City of Hamilton Potential Stormwater Rate Model

A sustainable stormwater program should address the following components:

- Flooding and Erosion
- Regulatory Requirements
- Asset life cycle costs (planning, construction, operations, etc)
- Water Quality
- Climate Change Adaptation
- Public Education and Enforcement
- Administration and Financial Management

To develop the potential stormwater rate framework the following guiding principles were utilized:

- Residential stormwater fee must reflect an equitable distribution that considers the average level of stormwater service provided
- Multi-residential / Industrial / Commercial / Institutional stormwater fees should reflect site specific stormwater contribution that is calculated utilizing land use, property size and estimated impervious area
- Stormwater rate should be a reallocation of the existing Wastewater rate and reflect net zero increases where applicable
- Simplify policy and billing mechanisms

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**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 6 of 8**

The volume of stormwater runoff produced is directly proportional to the amount of impervious area. This concept is often referred to as the run-off coefficient, which reflects the permeability of a property's surface area. Impervious area includes hard surfaces that block the infiltration of rainwater into the ground. Examples include rooftops, driveways, parking areas, patios, and garages. The amount of impervious area on a property has a direct correlation to its contribution of runoff volume and pollutant loading into the stormwater management system and is used as the basis of cost allocation for the stormwater fixed rate charge. Runoff from pervious and impervious surfaces must also be managed by the City's stormwater management system.

As a first step, the distribution of properties within rural and urban boundaries based on land use / size was calculated. Utilizing this information, the estimated impervious area coverage per land use type was calculated using run-off coefficients found within City of Hamilton's Comprehensive Development Guidelines. Additional consideration was given to rural properties recognizing the differences in development practices. Statistical analysis based on land size was used to separate the ICI properties into smaller groupings. Table 1 contains the distribution of impervious areas within the City by land type.

Table 1 – Impervious Area Distribution

Property Type	Percentage
Parking Lots	1%
Commercial Large (11%) Medium (1%) Small (<1%)	12%
Industrial Large (22%) Medium (4%) Small (1%)	27%
Institutional Large (8%) Medium (2%) Small (<1%)	10%
Residential – Town / Row	6%
Residential – Apartment Building	2%
Residential – Detached / Semi / Mobile	43%
Agricultural	1%

Utilizing a distributive approach based on impervious area ensures a consistent and equitable approach for all property classification while minimizing the administrative burden to run the program. Simply put, properties that have more impervious area put a

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## **SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 7 of 8**

larger demand on the stormwater system compared to naturalized space and the stormwater rate fee acknowledges this.

In addition, it is understood that different areas of the City (urban, rural, and settlement) receive different levels of stormwater service. In order to recognize the differences in service levels within the community, the developed model considers that rural settlement properties receive a 20% discount on fixed rate charge and rural properties receive a 40% discount on the fixed rate charge.

The potential stormwater rate framework was simulated against the 2019 approved Wastewater Budget (stormwater sub-component only) to understand the financial implications to several property types and service levels within the City. The results of the exercise are highlighted in Table 2.

Table 2 – Potential Stormwater Rate Structure Utilizing 2019 Approved Stormwater Budget

		20% Discount	40% Discount
MONTHLY CHARGE	Urban	Rural Settlement	Rural
Parking Lot	\$60.00	\$48.00	\$36.00
Commercial Large (> 0.22ha)	\$200.00	\$160.00	\$120.00
Commercial Medium	\$20.00	\$16.00	\$12.00
Commercial Small (< 0.03ha)	\$10.00	\$8.00	\$6.00
Industrial Large (> 1.56ha)	\$1400.00	\$1120.00	\$840.00
Industrial Medium	\$150.00	\$120.00	\$90.00
Industrial Small (< 0.25ha)	\$50.00	\$40.00	\$30.00
Institutional Large (> 1.12ha)	\$430.00	\$344.00	\$258.00
Institutional Medium	\$50.00	\$40.00	\$30.00
Institutional Small (< 0.06ha)	\$20.00	\$16.00	\$12.00
Residential - Town / Row	\$5.00	\$4.00	\$3.00
Residential – Apt Building	\$60.00	\$48.00	\$36.00
Residential Detach / Semi / Multiplex / Mobile	\$7.50	\$6.00	\$4.50
Agricultural Lands	\$1.25	\$1.00	\$0.75

### Stormwater Rate Incentives

Incentive programs associated with a stormwater rate have been implemented by some Ontario municipalities. The basic principle is that incentives should be given for approved private investments or actions that reduce public costs and the burden on the stormwater system. Depending on the type of detention, retention or direct discharge structure, the contribution to the municipal stormwater system may be reduced or eliminated.

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**SUBJECT: Stormwater Rate Program (PW20081) (City Wide) - Page 8 of 8**

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Since the last report was presented to Council at General Issues Committee on December 4, 2019, investigations have been underway evaluating the feasibility and types of residential, industrial, commercial, and institutional incentives programs. Additionally, as per Council's request, Hamilton Water is continuing to explore what a stormwater rate would look like for residential properties based on a defined rate for small, medium, and large residential property sizes.

**APPENDICES AND SCHEDULES ATTACHED**

N/A



Hamilton

# HAMILTON WATER Stormwater Rate Discussion

November 24, 2020



# AGENDA

- Stormwater Statistics
- Sanitary/Combined Sewer Network
- Stormwater Rate Discussion History
- Municipal Scan – Stormwater Rate Programs
- Hamilton Water Stormwater Rate Analysis
- Report to Council – Outcome



**Stormwater Management Pond - Carlisle**

# 2020 STORMWATER FORECAST



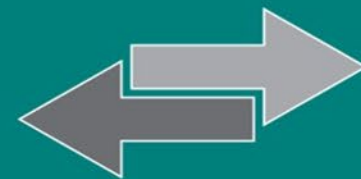
**1,586,424 m<sup>3</sup>**

STORMWATER STORAGE CAPACITY

SHORELINE ASSETS

**630M**

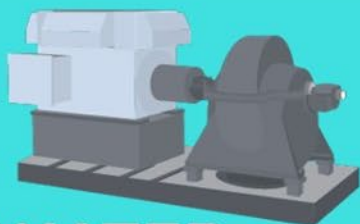
AT 29 LOCATIONS



**72** OIL & GRIT SEPARATORS

**1,231 km** OF STORM SEWER

**2**



STORMWATER PUMPING STATIONS

**148**

KILOMETRES OF WATERCOURSES

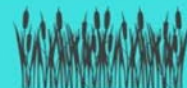


**57** KILOMETRES OF MUNICIPAL DRAINS



DRAINAGE EASEMENTS

**5**



WETLANDS

**74**

WET PONDS



**60**

DRY PONDS



**438**

EMERGENCY SPILLS ACTIVATIONS (YTD)



**2021**

FLOODING & DRAINAGE MASTER SERVICING STUDY



**1,465** RAIN BARRELS SOLD



# SANITARY/COMBINED SEWER NETWORK

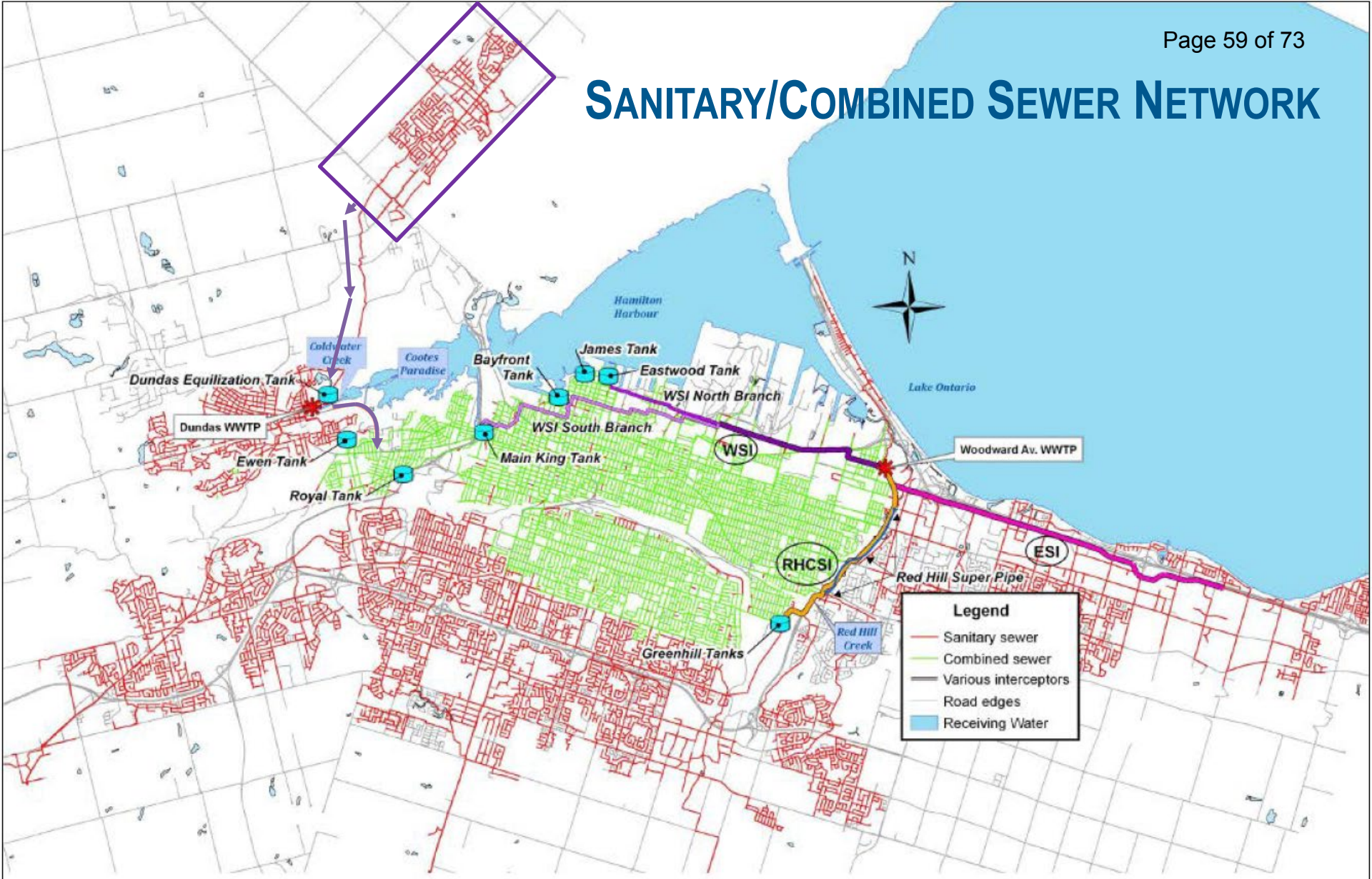
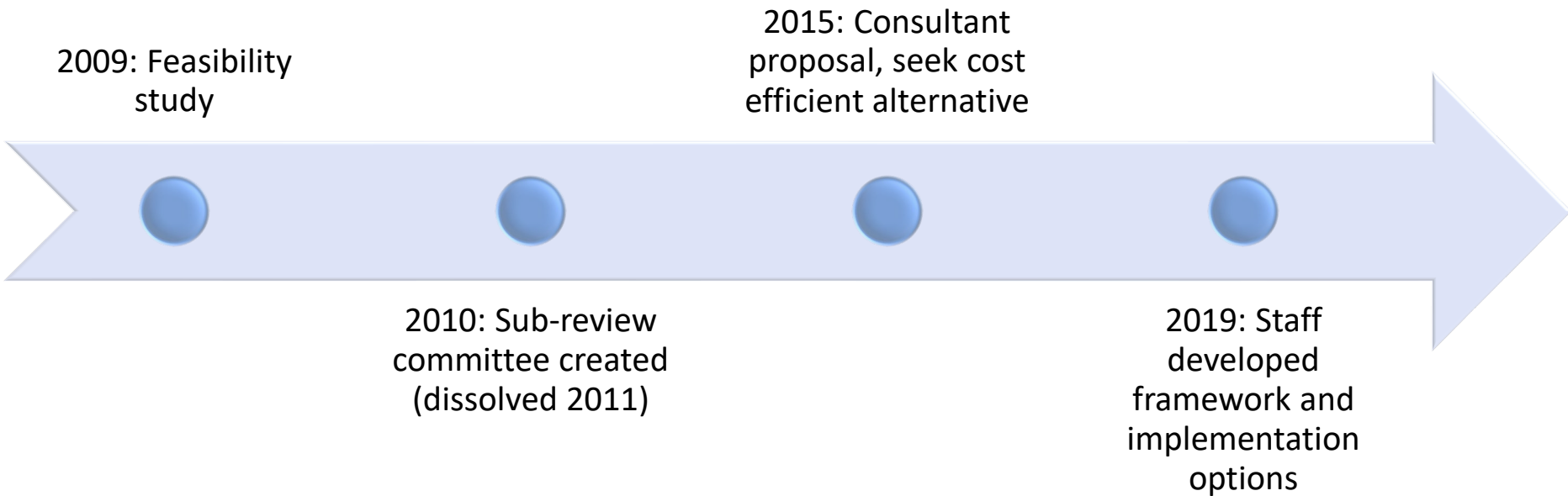


Figure 1.3 – Locations of the CSO Tank Outfalls and Special Structures - Combined Sewer System (CSS)

# STORMWATER RATE DISCUSSION HISTORY



# MUNICIPAL SCAN – STORMWATER RATE PROGRAMS

MUNICIPALITY	STORMWATER RATE TYPE	2019 RESIDENTIAL FEE	2019 MULTI RESIDENTIAL AND/OR INDUSTRIAL, COMMERCIAL, INSTITUTIONAL (ICI) FEE
City of Ottawa	<b>(Multi) Residential:</b> flat rate by type/use* <b>ICI:</b> Property Assessment Value <i>*Rural Rates discounted from Urban</i>	\$32 - \$130/yr	Varies by property size
City of Mississauga	<b>Residential:</b> flat rate tiered <b>Multi-Residential &amp; ICI:</b> Equivalent residential units (ERU)	\$50 - \$180/yr	Total hard surface area/ERU x \$110/yr <i>*1 ERU = 267m<sup>2</sup></i>
City of Guelph	<b>Residential:</b> flat rate <b>Multi-Residential &amp; ICI:</b> Equivalent residential units (ERU)	\$62/yr	Total hard surface area/ERU x \$62/yr <i>*1 ERU = 188m<sup>2</sup></i>
Town of Newmarket	<b>(Multi) Residential &amp; ICI:</b> tiered runoff area (RA)	<b>Low RA:</b> \$0.017/m <sup>2</sup> <b>Med RA*:</b> \$0.082/m <sup>2</sup> <i>*Med incl. institutional</i>	<b>High RA:</b> \$0.163/m <sup>2</sup>
City of London	<b>(Multi) Residential &amp; ICI:</b> fixed tiered and land use based on hectare's (ha)	1. No larger than 0.4ha = \$195/yr 2. Residential no larger than 0.4ha without storm servicing but within 90m of service area = \$147/yr 3. Same as Multi-Res/ICI	3. Above 0.4ha assessed individually, applicable rate \$135/month per ha
City of Kitchener	<b>(Multi) Residential:</b> flat rate tiered <b>ICI:</b> Individually assessed for total impervious area	<b>Property Size:</b> \$105/yr – \$353/yr	Greater than 344m <sup>2</sup> , assess individually for impervious area: \$337/yr to \$35,960/yr

# HAMILTON WATER STORMWATER RATE ANALYSIS

IMPERVIOUS AREA DISTRIBUTION	
Property Type	Percentage
Parking Lots	1%
Commercial Large (11%) Medium (1%) Small (<1%)	12%
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Residential – Apartment Building	2%
Residential – Detached / Semi / Mobile	43%
Agricultural	1%

- ❖ Fair and equitable approach
- ❖ Rates developed based on
  - Rural / urban / settlement split
  - Impervious area of property type from City's design guidelines
  - Property size (small, medium, large) using statistical analysis
- ❖ Rural settlements - 20% discount from urban fixed rate
- ❖ Rural properties - 40% discount from urban fixed rate

# HAMILTON WATER STORMWATER RATE ANALYSIS

		20% Discount	40% Discount
<b>MONTHLY CHARGE</b>	Urban	Rural Settlement	Rural
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<b>Residential Detach / Semi / Multiplex / Mobile</b>	\$7.50	\$6.00	\$4.50
<b>Agricultural Lands</b>	\$1.25	\$1.00	\$0.75

# REPORT TO COUNCIL - OUTCOME

## NEXT STEPS

- ❖ Incentive programs
  - (Multi) Residential
  - Industrial, Commercial, Institutional
- ❖ Further investigation in small, medium, large residential rates







QUESTIONS?

## 8.2

### **8.2 Presentation from Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian Sustainable Development Goals (SDGs) (referred from the General Issues Committee on September 23, 2020)**

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Hamilton City Council, at its meeting held on September 30, 2020, approved Item 8 of General Issues Committee Report 20-014, which reads as follows:

#### **8. Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian SDGs (Item 7.1)**

The presentation, provided by Dan Carter, Canadian Hemp Farmers Alliance, respecting Adopting Hemp into the Canadian SDGs, be referred to the Agricultural and Rural Affairs Sub-Committee for review and a report back to the Planning Committee.



**CANADIAN HEMP FARMERS ALLIANCE**  
**Federal, Provincial & Municipal**  
**SUSTAINABLE DEVELOPMENT PLAN**

## **Our Mission**

**The Canadian Hemp Farmers Alliance Mission is to tackle the United Nations Sustainable Development Goals by developing Sustainable, Functional hemp based products That help reduce the Need for Fracking for fossil fuels Mining, As well Deforestation**

The Canadian Hemp Farmers Alliance is looking to Raise \$3Million fo conduct R&D for processing + formulating on hemp Flower, seeds, grain, Grain oil, Protein, Stalk fibres to make functional hemp based Products :

1. Bio Plastics
2. Pulp and Paper
3. Liquid fuels
4. Solid Energy Pellets
5. Batteries
6. Auto Mobile Parts
7. Building Materials
8. Textile fabrics
9. Soil Remediation Materials

Raise \$3M

### R&D

- Plastic
- Pulp & paper
- Liquid Fuels
- Energy Pellets
- Batteries
- Auto Mobile Parts
- Building
- Textile fabrics
- Soil remediation mulch

Sell Hemp Recipes to Commercialized Processors and Formulators

Expand Globally



**1 NO POVERTY**

**2 ZERO HUNGER**

**3 GOOD HEALTH AND WELL-BEING**

**4 QUALITY EDUCATION**

**5 GENDER EQUALITY**

**6 CLEAN WATER AND SANITATION**

**7 AFFORDABLE AND CLEAN ENERGY**

**8 DECENT WORK AND ECONOMIC GROWTH**

**9 INDUSTRY, INNOVATION AND INFRASTRUCTURE**

**10 REDUCED INEQUALITIES**

**11 SUSTAINABLE CITIES AND COMMUNITIES**

**THE GLOBAL GOALS**  
For Sustainable Development

**12 RESPONSIBLE CONSUMPTION AND PRODUCTION**

**13 CLIMATE ACTION**

**14 LIFE BELOW WATER**

**15 LIFE ON LAND**

**16 PEACE AND JUSTICE STRONG INSTITUTIONS**

**17 PARTNERSHIPS FOR THE GOALS**

# Examples on Adopting Hemp into the Canadian Federal, Provincial & Municipal Sustainable Development Strategies Page 70 of 73

The Canadian Federal, Provincial & Municipal governments can open procurement opportunities for their own various government departments who will be the purchasers of the sustainable, functional hemp based products from the formulation facility who will be the sellers.

Ways that the Government Departments can encourage hemp agriculture growth is by purchasing hemp products like:

- 1) Hemp Toilet Paper, Photo copying paper, tissue, paper towels
- 2) Hemp Bio Plastic Cutlery, Plates, Bowls, Straws, Table Cloths,
- 3) Hemp Fibre Uniforms
- 4) Hemp Fibre for insulation for new building development projects
- 5) Hemp Super Capacitor Batteries for all Government + Public auto mobiles that are Electrically powered

By having the Canadian Federal, Provincial & Municipal Governments adopting functional hemp based materials into their Sustainable Development Plans this will help to reduce the global market need for things like fracking for fossil fuels, mining for coal as well deforestation.

This will Encourage other Corporations to adopt functional hemp based products into their Sustainable Development strategies, as well this will encourage agricultural growth and give the (Formulators + Processors + Farmers) the ability to work out a healthy profit sharing contract which allows for farmer + processing + formulation expansion at the same rate which will create over a Million Jobs in the process to tackle the United Nations 2030 Sustainable Development Goals.

# **Jobs Created by having government departments purchasing hemp products through procurement**

New Jobs opportunities that would be created by your municipality would be jobs for: Government, Research & Developers, processors, formulators, agriculture, marketing & business owners within different demographics such as Woman, Youth & Indigenous.



# Total CO2 Emissions in Canada for year 2018 & How many acres of hemp is needed to sequester 100% CO2 Emissions

Canadas CO2 Emissions 2018  
= 1.5 Trillion lbs

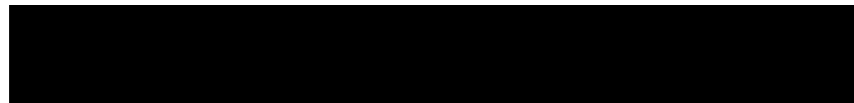
Hemp Acres Needed to  
sequester 100% Emissions  
= 77.5 Million acres

- **One Acre of Hemp Sequesters 20,000lbs of CO2 emissions**
- **Canada has 232 Million acres of Agriculture Farm land available for Cultivation as well crop rotations with hemp.**
- **If Canada was to grow one third (1/3rd) of Canadas Total farm land for year 1 this would sequester 100% of all Canadas CO2 Emissions which is 1.5 Trillion Pounds.**
- **If Canada grew 30 Million acres of hemp from years 2020 - 2025 this would sequester 1.5 Trillion pounds of CO2.**
- **If Canada grew 14 Million acres of hemp from years 2020 - 2030 this would sequester 100% of CO2.**
- **If Canada grew 5 Million acres per year from years 2020 - 2050 that would sequester 1.5 Trillion pounds of CO2.**
- **Canada is Currently growing 150,000 acres which contributes to 3 Billion pounds of CO2 sequestration.**



# Adopt HEMP into your Sustainable Development Plan!!

## CONTACT



[www.canadianhempfarmersalliance.com](http://www.canadianhempfarmersalliance.com)

<https://www.linkedin.com/in/dan-carter-24801476/>

 [CanadianHempFarmersAlliance](#)