

City Clerks Office

From: Obaseki, Dayna <dayna.obaseki@peelregion.ca>
Sent: 2018/04/19 4:42 PM
To: VanOfwegen, Stephen; Carey deGorter, Town of Caledon; Diana Rusnov, City of Mississauga; City Clerks Office
Cc: Attard, Daniela; West, Helena; Nagel, Stephanie; Murray, Curline; McBain, Kavita; Kumar, Raghu; Wojcik, Yvonne; Dickson, Steven
Subject: 16.1 - 2018 Final Levy By-law

Follow Up Flag: Follow up
Flag Status: Flagged

Your attention is drawn to the following resolution which was adopted by Regional Council on April 12, 2018:

2018 Final Levy By-law

RESOLUTION 2018-280:

That the Region of Peel, as an upper-tier municipality, adopt the property tax rate calculation adjustment, as outlined in the report of the Commissioner of Finance and Chief Financial Officer, titled "2018 Final Levy By-law", for the purpose of determining the tax revenue that is used to establish the allowable maximum 2018 revenue limit (2018 notional tax revenue);

And further, that the 2018 Operating Budget be adjusted to include the technical adjustment, as outlined in the subject report;

And further, that the necessary by-law be presented for enactment, to both adopt the property tax rate calculation adjustment, and apportion the 2018 Regional net levy requirement of \$1,040,087,710 to the Cities of Brampton and Mississauga and the Town of Caledon, in accordance with the Council-approved apportionment formula, attached as Appendix I to the subject report.

By-law 21-2018: A by-law to adopt estimates of all sums required during the year 2018 for the purposes of the Regional Corporation and to provide a general levy and special levies on lower-tier municipalities, and to elect to adjust the total assessment for property in a property class with changes to the tax roll for 2017 resulting from various prescribed events.

RESOLUTION 2018-301:

That the by-laws listed on the Regional Council agenda, being By-laws 18-2018 to 21-2018 inclusive, be given the required number of readings, taken as read, signed by the Regional Chair and the Regional Clerk, and the Corporate Seal be affixed thereto.

Thank you.

Best Regards,



DAYNA OBASEKI

Legislative Assistant

Legislative Services ♦ Clerk's Division

10 Peel Centre Drive - Suite A | ext.5454

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Office of the
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March 13, 2018

Resolution Number 2018-258

W. David Wilson
Chair of the Board of Directors of the GTAA
Greater Toronto Airports Authority
P.O. Box 6031
3111 Convair Drive
Toronto, AMF, Ontario
Canada L5P 1B2

Selma M. Lussenburg
Vice President, Governance, Corporate
Safety and Security, General Counsel,
Corporate Secretary
Greater Toronto Airports Authority
P.O. Box 6031
3111 Convair Drive
Toronto, AMF, Ontario
Canada L5P 1B2

Dear Mr. Wilson and Ms. Lussenburg:

Subject: **Nominations for a Region of Peel Municipal Member Candidate to
Serve on the Greater Toronto Airports Authority Board of Directors**

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, April 5, 2018:

RESOLUTION 2018-258:

That Stephen Griggs be nominated to serve as the Region of Peel Municipal Member on the Greater Toronto Airports Authority (GTAA) Board of Directors from May 9, 2018 until such time as a successor is appointed prior to the end of 2018;

And further, that the GTAA Liaison Committee be re-established to manage the process to select applicants and recommend three nominees for consideration to serve as the Region of Peel Municipal Member on the GTAA Board for a three year term beginning in 2018;

And further, that the Terms of Reference for the GTAA Liaison Committee, as outlined in Appendix I of the Report from the Commissioner of Corporate Services, titled "Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors", be approved;

And further, that the Mayor of Brampton, the Mayor of Caledon and the Mayor of Mississauga be appointed to the GTAA Liaison Committee as outlined in the Terms of Reference.

Yours Truly,



Jill Jones
Legislative Specialist

JJ:do

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Encl. - Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors Report

Also sent to:

Lori McKee, Director of Public Affairs and Stakeholders, GTAA

Howard Eng, President and CEO, GTAA

Stephen Griggs, Board Member, GTAA

Cheryl Stone, Manager, Stakeholder Relations, GTAA

Bonnie Crombie, Mayor, City of Mississauga

Linda Jeffrey, Mayor, City of Brampton

Allan Thompson, Mayor, Town of Caledon

Peter Fay, City Clerk, City of Brampton

Diana Rusnov, City Clerk, City of Mississauga

Carey deGorter, Town Clerk, Town of Caledon

c: Lorraine Graham-Watson, Commissioner of Corporate Services
Kathryn Lockyer, Regional Clerk

DATE: March 15, 2018

REPORT TITLE: **NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

RECOMMENDATION

That Stephen Griggs be nominated to serve as the Region of Peel Municipal Member on the Greater Toronto Airports Authority (GTAA) Board of Directors from May 9, 2018 until such time as a successor is appointed prior to the end of 2018;

And further, that the GTAA Liaison Committee be re-established to manage the process to select applicants and recommend three nominees for consideration to serve as the Region of Peel Municipal Member on the GTAA Board for a three year term beginning in 2018;

And further, that the Terms of Reference for the GTAA Liaison Committee, as outlined in Appendix I of the Report from the Commissioner of Corporate Services, titled "Nominations for a Region of Peel Municipal Member Candidate to Serve on the Greater Toronto Airports Authority Board of Directors", be approved;

And further, that the Mayor of Brampton, the Mayor of Caledon and the Mayor of Mississauga be appointed to the GTAA Liaison Committee as outlined in the Terms of Reference.

REPORT HIGHLIGHTS

- The term of the Region of Peel Municipal Member currently serving on the GTAA Board of Directors, Stephen Griggs, will expire on May 9, 2018.
- Correspondence has been received from W. David Wilson, Chair of the Board of Directors of the GTAA requesting that Stephen Griggs be re-nominated to serve on the Board from May 9, 2018 until such time as a successor has been appointed prior to the end of 2018.
- A term of appointment is three years and the maximum number of terms that may be served by any one nominee is three terms. Stephen Griggs is completing his third term but has not yet served a full nine years therefore he is eligible to continue to serve as a member until a successor is appointed.

NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS

- The GTAA General Operating By-law provides that the Region of Peel is entitled to submit the names of up to three nominees for the Board's consideration to serve as a Member of the GTAA Board of Directors.
- It is recommended that the GTAA Liaison Committee be re-established to manage the process to select candidates and recommend nominees for consideration to serve as the Municipal Member on the Board of the GTAA and that recruitment be completed on or before July 12, 2018.

DISCUSSION

1. Background

On March 8, 2018 Regional Council received a letter from W. David Wilson, Chair of the Board of Directors of the GTAA noting that the current term of the Region of Peel Municipal Member, Stephen Griggs, will expire on May 9, 2018. The GTAA Board of Directors has requested that Stephen Griggs be nominated to serve on the Board until such time as a successor has been appointed and that the Region of Peel submit nominations to replace Stephen Griggs.

The GTAA Operating By-law provides that a term of appointment is three years and the maximum number of terms that may be served by any one nominee is three. Stephen Griggs' initial term began with a mid-term appointment from January 2010 to May 2012, due to the passing of Stan Archdekin, resulting in a shortage of eight months in the first three year term. Therefore, while Stephen Griggs is completing his third term he has not yet served a full nine years and is eligible to continue to serve as a member until a successor is appointed at the end of 2018.

2. The GTAA Board

The GTAA Board is comprised of 15 Members of which five are Members appointed by the Board from candidates proposed by each Municipal Nominator of which the Region of Peel is included. Each Member is appointed for a three-year term and is eligible to serve for a total of three terms.

The GTAA General Operating By-law provides that the Region of Peel is entitled to submit the names of up to three nominees for the Board's Consideration to serve as a Member of the GTAA Board of Directors.

The GTAA Board is in the process of reviewing the preferred skills, abilities and experience required of members and will forward information to the Region of Peel after the Board meets on March 21, 2018. It is requested that the Region consider these attributes when choosing nominees.

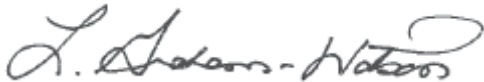
NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS

3. Proposed Direction

The GTAA Liaison Committee was first established in 1998 with a mandate for the development of appropriate mechanisms to assist in the selection of candidates and to position expectations for the Region of Peel member of the GTAA Board. It is recommended that the Committee be re-established to manage the process to select candidates and recommend nominees for consideration to serve as the Municipal Member on the Board of the GTAA. The Committee Terms of Reference is included as Appendix I.

It is also recommended that the process be completed on or before July 12, 2018 to ensure that a nomination can be finalized in sufficient time to allow the GTAA to complete their processes and further that the nomination process not be affected by the Municipal election.

Advertisements will be placed in three local newspapers and on the Region of Peel website for a two week period during the month of April and applications will be accepted for a three week period. Interviews could be scheduled in June allowing sufficient time for three nominees to be recommended by the committee through a report to Regional Council on or before July 12, 2018 for approval.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I - GTAA Liaison Committee Terms of Reference

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director of Clerk's, extension 4325, kathryn.lockyer@peelregion.ca.

Authored By: Jill Jones, Legislative Specialist

APPENDIX I**NOMINATIONS FOR A REGION OF PEEL MUNICIPAL MEMBER CANDIDATE TO SERVE ON THE GREATER TORONTO AIRPORTS AUTHORITY BOARD OF DIRECTORS****Terms of Reference – Greater Toronto Airports Authority (GTAA) Liaison Committee****Mandate:**

To manage the process to select candidates and recommend three nominees to Regional Council for consideration to serve as the Region of Peel Municipal Member on the Greater Toronto Airports Authority Board of Directors.

Membership:

The Committee is comprised of the Regional Chair (*ex-officio*), Mayor of Brampton, Mayor of Caledon, and Mayor of Mississauga.

Roles and Responsibilities of Members:

The Committee is responsible for managing the process to select candidates and, through Regional Council, recommending three nominees to the GTAA Board of Directors of which the Board will then select one. The GTAA General Operating By-law prohibits elected federal, provincial, and municipal officials from nomination to the GTAA.

Election of Chair and Vice-Chair:

The Committee will elect from among its members a Chair and Vice-Chair, and this election shall be held at the first meeting of the Committee.

The Committee shall elect a Vice-Chair who may act in the capacity of Chair and exercise all the rights, powers and authorities of the Chair when the Chair is absent through illness or otherwise, or is absent from the office in course of his or her duties, or on vacation or on an approved leave.

Quorum:

Quorum will consist of the majority of the total number of members of the committee.

Reporting Structure:

The Committee will report to Regional Council. The minutes of each Committee meeting will be placed on the next available Council Agenda for approval.

Term of Appointment:

Members are appointed for a term ending upon the dissolution of the Committee or the end of the current term of Regional Council, whichever comes first.

Frequency of Meetings:

Will be determined by the committee in consultation with Regional Staff

Staff Resources:

The Committee will be supported by staff from the Corporate Services.

April 20, 2018

Resolution Number 2018-275

Mr. Peter Fay
City Clerk
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Mr. Gregory Amoroso
Staff Sergeant, Road Safety Division
Peel Regional Police
7750 Hurontario Street
Brampton, ON L6V 3W6

Subject: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement a Westbound Left Turn Prohibition in the Morning and Afternoon Peak Periods from Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road Intersection (Buses Excepted), City of Brampton, Wards 4 and 6**

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I am writing to advise that Regional Council approved the following resolution and by-law at its meeting held on Thursday, April 12, 2018:

Resolution 2018-275:

That a westbound left turn prohibition be implemented on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods from Monday to Friday, buses excepted;

And further, that the necessary by-law be presented for enactment;

And further, that Peel Regional Police and City of Brampton be advised.

By-law 19-2018:

A by-law to prohibit westbound left turn in the morning and afternoon peak periods Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection (buses excepted); and to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

A copy of By-law 19-2018 is provided for your information.



Stephanie Jurrius
Legislative Specialist

SJ:ms

cc: Gary Kocialek, Director, Transportation, Public Works, Region of Peel

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 19-2018

A by-law to prohibit westbound left turn in the morning and afternoon peak periods Monday to Friday on Regional Road 15 (Steeles Avenue West) at Churchville Road intersection (buses excepted); and to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

WHEREAS, the Council of the Regional Corporation on the 24th day of January, 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 12th day of April, 2018, authorized the enactment of a by-law to amend By-law 15-2013 to prohibit westbound left turn movements in the morning (7:00-9:00) and afternoon (3:00-6:00) peak periods Monday to Friday, with the exception of buses at the intersection of Regional Road 15 (Steeles Avenue West) at Churchville Road;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 23 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Intersection	Direction	Turn Prohibited	Prohibited Times or Days
Regional Road 15 and Churchville Road	Westbound to southbound	Left	7:00 a.m. to 9:00 a.m., 3:00 p.m. to 6:00 p.m. Monday to Friday

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 12th day of April, 2018.



Regional Clerk



Regional Chair

April 16, 2018

Resolution Number 2018-229

Mr. Peter Fay
City Clerk
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Mr. Michael Trauzzi
Staff Sergeant
Peel Regional Police
7750 Hurontario Street
Brampton, ON L6V 3W6

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10 Peel Centre Dr.
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peelregion.ca

Subject: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Speed Limit Reductions on Regional Road 15 (Steeles Avenue) from Regional Road 19 (Winston Churchill Boulevard) to Regional Road 2 (Finch Avenue), City of Brampton, Wards 3, 4, 6, 7 and 8**

I am writing to advise that Regional Council approved the following resolution and by-law at its meeting held on Thursday, April 5, 2018:

Resolution 2018-229:

That the existing 80 kilometre per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 70 kilometres per hour from 160 metres (525 feet) west of Regional Road 1 (Mississauga Road) to Regional Road 18 (Mavis Road)/Chinguacousy Road;

And further, that the existing 70 kilometres per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 60 kilometres per hour from 100 metres (328 feet) west of McMurchy Avenue to 420 metres (1,378 feet) east of Hurontario Street/Main Street;

And further, that the existing 80 kilometres per hour posted speed limit on Regional Road 15 (Steeles Avenue) be reduced to 70 kilometres per hour from Rutherford Road South/First Gulf Boulevard to 300 metres (984 feet) east of Torbram Road;

And further, that the necessary by-law be presented for enactment;

And further, that the Peel Regional Police and the City of Brampton be advised.

By-law 14-2018:

A by-law to reduce the speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard/ Rutherford Road South; from Regional Road 18 (Mavis Road)/Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road); and from 70km/h to 60km/h from 420 metres east of Hurontario Street/Main Street to 100 metres west of McMurchy Avenue; and, to amend By-law Number 15-2013

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 14-2018

A by-law to reduce the speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard/ Rutherford Road South; from Regional Road 18 (Mavis Road)/Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road); and from 70km/h to 60km/h from 420 metres east of Hurontario Street/Main Street to 100 metres west of McMurchy Avenue; and, to amend By-law Number 15-2013 being a by-law to regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel.

WHEREAS, the Council of the Regional Corporation on the 24th day of January, 2013 passed By-law 15-2013 to consolidate the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel;

AND WHEREAS, the Council of The Regional Municipality of Peel has by resolution passed on the 29th day of March, 2018, authorized the enactment of a by-law to amend By-law 15-2013 to reduce speed limits on Regional Road 15 (Steeles Avenue) from 80km/h to 70km/h from 300 metres east of Torbram Road to First Gulf Boulevard / Rutherford Road South, and from Regional Road 18 (Mavis Road) / Chinguacousy Road to 160 metres west of Regional Road 1 (Mississauga Road), and from 70km/h to 60km/h from 420 metres east of Hurontario Street / Main Street to 100 metres west of McMurchy Avenue;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. That Part 13 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	First Gulf Boulevard / Rutherford Road South	Regional Road 18 / Chinguacousy Road	Anytime

2. That Part 14 of Schedule A of By-law 15-2013 is amended by deleting the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	550 metres west of Regional Road 50	First Gulf Boulevard / Rutherford Road South	Anytime
15	Regional Road 18 / Chinguacousy Road	Regional Road 19	Anytime

3. That Part 12 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	420 metres east of Hurontario Road / Main Street South	100 metres west of McMurchy Avenue	Anytime

4. That Part 13 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	300 metres east of Torbram Road	420 metres east of Hurontario Road / Main Street	Anytime
15	100 metres west of McMurchy Avenue	160 metres west of Regional Road 1 (Mississauga Road)	Anytime

5. That Part 14 of Schedule A of By-law 15-2013 is amended by adding the following:

Column 1	Column 2	Column 3	Column 4
Regional Road No.	From	To	Times or Days
15	550 metres west of Regional Road 50	300 metres east of Torbram Road	Anytime
15	160 metres west of Regional Road 1 (Mississauga Road)	Regional Road 19 (Winston Churchill Boulevard)	Anytime

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 5th day of April, 2018.



Regional Clerk



Regional Chair

DATE: March 20, 2018

REPORT TITLE: **IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

FROM: Nancy Polsinelli, Commissioner of Health Services
Lorraine Graham-Watson, Commissioner of Corporate Services
Jessica Hopkins, MD MHScc CCFP FRCPC, Medical Officer of Health

RECOMMENDATION

That the Region of Peel advocacy actions as outlined in Section 14 of the report of the Commissioner of Health Services, Commissioner of Corporate Services and Medical Officer of Health, titled “Implications of the Legalization of Cannabis for Recreational Use, be approved;

And further, that a copy of the report be shared with the federal Minister of Health, Minister of Justice and Attorney General of Canada, and Minister of Finance; the provincial Minister of Health and Long-Term Care, Minister of Finance, Attorney General, Minister of Community Safety and Correctional Services, Minister of Municipal Affairs; the City of Brampton, the City of Mississauga, the Town of Caledon, the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, and the Association of Local Public Health Agencies.

REPORT HIGHLIGHTS

- Legalization of cannabis for recreational-use is expected in the summer of 2018.
- The legislative framework proposed by the federal and provincial governments defines the production, distribution, sale, possession, use and personal cultivation of recreational cannabis.
- Legalization of cannabis is a complex issue that presents important implications for the residents of Peel. Given the Region’s role in public health, and safety and policing this new policy will require coordination and new resources to ensure the impacts to health and safety are mitigated to the greatest extent possible.
- At this time, there are still a number of unknowns regarding what final federal and provincial legislation and regulations will look like, what required programs and services will need to be implemented, how they will be implemented, and how they will be funded.
- Continued advocacy to the federal and provincial governments is recommended to ensure effective implementation is supported by adequate funding for local responsibilities as well as investment and a commitment to monitor, measure and mitigate impacts.
- Staff will work with local municipalities and community stakeholders to monitor and assess developments and ensure policies, programs and services are adjusted and updates will be provided to Regional Council as implementation progresses.

IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

DISCUSSION

1. Background

The Federal Government is expected to legalize cannabis for recreational use by the summer of 2018. In response, the Provincial government has passed Bill 174, the *Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017* to establish provincial rules regarding the distribution, sale, possession and consumption and personal cultivation of recreational cannabis.

At the April 27, 2017 Regional Council meeting, Council requested that the Commissioner of Health Services report to Regional Council on the impacts of recreational cannabis legalization (Resolution 2017-364). A stakeholder group has been formed with representatives from the Region, local municipalities, Peel Regional Police, and Caledon Ontario Provincial Police (OPP). This report specifically addresses the implications of the legalization of cannabis for recreational (non-medical) use.

Cannabis Use

Data on cannabis use is limited. Available information identifies that residents, including youth, are using cannabis despite its illegal status.

In Ontario:

- 13 per cent of residents aged 15 years and older have used cannabis in the past 12 months¹
- 19 per cent of students in grades 7-12 have used cannabis in the past 12 months²

In Peel:

- Approximately 8 per cent of residents (aged 12 years and older) have used cannabis at least once in the past 12 months³. Past-year cannabis use is higher among:
 - Males (11%) compared to females (5%)⁴
 - 19 to 29 year-olds (23%) compared to other age groups⁵
- 16 per cent of students in grades 7-12 have used cannabis in the past 12 months⁶

¹ Government of Canada. Canadian Tobacco Alcohol and Drugs (CTADS): 2015 summary [Internet]. Ottawa, ON: Her Majesty the Queen in Right of Canada; 2017 [cited 2017 Feb 8]. Available from: <https://www.canada.ca/en/health-canada/services/canadian-tobacco-alcohol-drugs-survey/2015-summary.html>.

² Ontario Student Drug Use and Health Survey, 2017. Centre for Addiction and Mental Health. Peel Public Health. The data used in this publication came from the 2017 Ontario Student Drug Use and Health Survey conducted by the Centre for Addiction and Mental Health and administered by the Institute for Social Research, York University. Its contents and interpretation are solely the responsibility of the author and do not necessarily represent the official view of the Centre for Addiction and Mental Health.

³ Canadian Community Health Survey, 2011/2012, Statistics Canada, Share File, Ontario Ministry of Health and Long-Term Care.

⁴ Ibid.

⁵ Ibid.

⁶ Ontario Student Drug Use and Health Survey, 2017. Centre for Addiction and Mental Health. Peel Public Health.

IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

- Over one-third of grade 12 students (37 per cent) report using cannabis at least once in the last 12 months⁷
- An estimated 68 per cent of students in grades 7-12 do not intend to use cannabis even if its legalized for adults⁸

2. Legislative Framework

Each level of government has different spheres of responsibility related to the legalization of recreational cannabis:

- The Federal Government is responsible for establishing and maintaining a national framework for regulating production, setting standards for health and safety, and establishing criminal prohibitions.
- Provincial and territorial governments are responsible for licensing and overseeing the distribution and sale of recreational cannabis, subject to minimum federal conditions.
- Regional and municipal governments in Ontario are responsible for public health and safety, including policing and court operations and prosecutions. They also have authority to enforce by-laws related to such things as zoning, home cultivation, and nuisance and consumption.

See Appendix I for more information on the legislative framework and federal, provincial and municipal responsibilities.

3. What will Legalized Recreational Cannabis Use Look Like in Ontario?

Distribution and Sale

The Liquor Control Board of Ontario (LCBO) will oversee the sale and distribution of recreational cannabis through a subsidiary corporation – the Ontario Cannabis Retail Corporation (OCRC). Recreational cannabis will be sold through provincially controlled stores and an online service, but will not be sold in the same stores as alcohol. Cannabis dispensaries will continue to be illegal and will be shut down by law enforcement.

The Government of Ontario plans to open 150 retail sites by 2020, including 40 sites by summer 2018. The Cities of Brampton and Mississauga have been identified by the Province for initial cannabis retail sites that will open by summer 2018.

It will be illegal for people under the age of 19 to buy, sell, possess and share recreational cannabis. Adults will be able to purchase fresh and dried cannabis, cannabis oils and seeds and plants for cultivation at home and to prepare cannabis products (edibles) for personal use. The sale of edible cannabis products (e.g., baked goods, candies) is not permitted. Federal Bill C-45 includes a commitment to regulate the sale of edible cannabis products and concentrates in 2019.

Places of Use

The use of recreational cannabis will be not allowed in public places, workplaces, in vehicles or boats or a place prescribed in regulations. Proposed regulations articulate some

⁷ Ibid.

⁸ Ibid.

IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

exceptions related to prohibited places of use (e.g., designated smoking rooms in hotels, vehicles and boats used as private residences, private residences that are also workplaces). Given the use restrictions, recreational cannabis use will only be permitted on residential properties (including residential backyards).

Personal Cultivation

It will be legal to cultivate up to four legal cannabis plants per residence anywhere on private property.

4. Implications of Recreational Cannabis Legalization

There is some available information regarding implications of legalization based on the experience from other jurisdictions. For example, in 2012, Colorado became one of the first U.S. states to legalize recreational cannabis, with retail sales beginning in 2014 through a system of licensed retailers. The assessment of policy impact is limited due to a lack of appropriate baseline data and presence of factors that simultaneously influence the observed outcomes, such as changes in self-reporting of cannabis use and enforcement after legalization. However, of the preliminary information available to date, the following is noted⁹:

- Cannabis use among youth and adults has not appeared to have increased.
- Perceptions of risk among youth have decreased significantly between 2013 and 2015 (54 and 48 per cent, respectively).
- Hospitalizations with cannabis-related codes increased between 2013 and 2015 (increased by 70 per cent).
- Emergency department visits also increased 19 per cent between 2013 and 2014, with a notable increase among tourists. However, rates decreased 27 per cent between 2014 and 2015, to a rate lower than 2013.¹⁰
- The number of drug-impaired driving incidences where cannabis was an impairing substance increased by 16 per cent between the first 10 months of 2014 and 2016. The number of road fatalities where cannabinoids were detected within the driver also increased between 2013 and 2015 by 80 per cent. However, fatality data do not indicate whether the driver was impaired or at fault. Furthermore, the increases may be influenced by changes in testing practices.

Given the short length of time that recreational cannabis has been legal in other jurisdictions, long-term impacts are currently unknown. As Canada moves to legalize cannabis use, it will be important to closely monitor, measure and evaluate the policy implications, particularly at the local level.

5. Public Health

The legalization of cannabis is a complex issue and presents important implications for communities and public health. The Public Health focus is on preventing and reducing the

⁹ Ghosh TS, Vigil DI, Maffey A, Tolliver R, Van Dyke M, Kattari L, et al. Lessons learned after three years of legalized, recreational marijuana: The Colorado experience. *Prev Med.* 2017;104:4-6.

¹⁰ Stakeholders have cautioned about the limitations of healthcare data due to variations in clinical coding practices. Additionally, overall cannabis-related hospitalizations and ED visits remain quite small in comparison to alcohol.

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prevalence of cannabis-use and cannabis-related harms (e.g., health harms, motor vehicle collisions). Region of Peel-Public Health submitted feedback as part of both the federal (August 2016) and provincial (July 2017) consultations on cannabis legalization. The feedback focused on the need for a public health approach to legalization, which includes investments in prevention, surveillance, and harm reduction efforts. Key areas of focus include ensuring a safe and responsible retail system, measures to protect youth and measures to promote public health and protect public safety.

(Refer to the report titled “Cannabis Legalization and Potential Implications for Public Health”, February 23, 2017 Regional Council Meeting)

Under the Ontario Public Health Standards (OPHS), Public Health is mandated to reduce the burden of chronic diseases of public health importance, preventable injuries, and substance use. Region of Peel-Public Health’s approach involves:

- Applying a comprehensive framework that includes prevention, harm reduction, treatment and enforcement;
- Monitoring evidence regarding the health effects of cannabis use;
- Surveillance and assessment of substance use and health effects in Peel;
- Working with stakeholders, including school boards, youth serving organizations and community agencies; and
- Developing appropriate evidence-based interventions to meet the needs of the Peel population.

Health Effects

Cannabis is not a benign substance. There are immediate and long-term health risks associated with cannabis use. Risks may include¹¹:

- Problems with thinking, memory, or physical coordination;
- Impaired perception or hallucinations;
- Impaired driving and injuries (both fatal and non-fatal);
- Mental health problems including dependence, addiction and psychosis;
- Chronic respiratory or lung problems; and
- Reproductive problems.

As recreational cannabis has been illegal for many years, it has been difficult to study and the existing body of evidence is limited. Further research is required to better understand the full health implications of recreational cannabis use.

Although the evidence continues to evolve, medical use of cannabis is currently recognized for certain conditions such as some types of chronic pain, nausea and vomiting from chemotherapy, and muscular spasticity. The federal legalization of recreational cannabis is not changing the existing system of access to cannabis for medical purposes, which began in 2001. (See Appendix II for a description of the medical cannabis legislative framework.)

¹¹ Fischer B, Russell C, Sabioni P, van den Brink W, Le Foll B, Hall W, et al. Lower-risk cannabis use guidelines: A comprehensive update of evidence and recommendations. *Am J Public Health.* 2017;107(8):e1-e12.

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Prevention and Harm Reduction

Education, prevention and guidance on cannabis use will be important aspects in reducing cannabis use-related harms in the population. Evidence indicates that cannabis use has inherent health risks, but that users can make choices to modify their own risks, including how and what they use.

The Province has endorsed Canada's Lower Risk Cannabis Use Guidelines and has committed to implementing a prevention and harm reduction approach that includes:

- Protecting youth by focusing on prevention, diversion, and harm reduction without unnecessarily bringing them into contact with the justice system;
- Promoting awareness of cannabis related harms and helping people make informed decisions about use;
- Supporting health and social service providers that work with, and educate, youth and young adults; and
- Developing resources to guide employers, labour groups and others as they manage workplace safety issues and policies related to impairment at work through education and awareness initiatives.

The details of the provincial prevention and harm reduction strategy are unknown at this time. The Federal Government has launched a public education and awareness campaign on the facts around cannabis as well as on drug-impaired driving, to support informed choices on cannabis use. Region of Peel-Public Health prevention and harm reduction initiatives will build on federal and provincial strategies to ensure specific local needs are met.

6. Retail Availability

The design of the cannabis retail system can greatly affect population health behaviours and outcomes. Research on alcohol and tobacco control have demonstrated an association between the physical availability of these products (i.e., how easy it is to access through commercial or social outlets) and consumption levels, as well as related harms. The more easily accessible these products are the higher the consumption and resulting harms. Substance co-use (e.g., cannabis and alcohol, cannabis and other drugs) increases the risks for harm.

These public health considerations, along with recommendations on distance setbacks and density limits, were shared with Brampton and Mississauga to help inform discussions with the Province regarding cannabis retail siting in those communities (See Appendix III). At those discussions, the Province identified proposed guidelines and committed to incorporating specific local considerations for the siting of specific cannabis retail stores within municipalities. The proposed provincial guidelines include:

- Proximity of sites to nearby schools;
- Equitable access for consumers within municipalities;
- Illegal storefront activity; and
- Adhering to Municipal Zoning and By-laws.

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The Province has not committed to establishing a set of formal siting guidelines. It is important that measures be put in place to ensure public health and safety considerations and municipal engagement are a required part of the process.

It is important to take a precautionary approach, allowing time for the legal market to mature, and carefully monitoring and evaluating to help inform any potential future changes and adjustments to retail and distribution.

7. Designated Use Establishments

The Province is exploring the feasibility and implications of introducing designated establishments for consuming recreational cannabis. It is currently unknown whether or not these establishments will be permitted to sell cannabis and whether smoking and vaping will be permitted. Given the potential health risks of exposure to second-hand cannabis smoke and vapour, the introduction of these establishments needs careful consideration to balance potential health risks and other public health considerations with providing more options for places of use.

Second-Hand Smoke

Second-hand cannabis smoke contains many of the same toxic chemicals as those found in tobacco smoke which are known to cause cancer and heart and respiratory diseases. There are a few human studies that look at delta-9 tetrahydrocannabinol (THC)¹² in second-hand cannabis smoke and how it affects bystanders. It appears that under normal ventilation conditions, the chances of bystander cannabis impairment are low. It is recommended that special risk groups including children, pregnant women, older adults and those with pre-existing conditions such as asthma, chronic obstructive pulmonary disease and heart conditions, avoid exposure.¹³ The Province is considering permitting owners or operators of multi-unit dwellings to designate outdoor areas for the consumption of recreational cannabis. Region of Peel-Public Health is looking into incorporating cannabis considerations as part of the Multi-Unit Housing Smoke-Free Initiative (See March 29, 2018 Council Report titled “Multi-Unit Housing Smoke-Free Initiative”). As well, various Regional programs that require residency (e.g., long-term care homes, shelters) are taking steps to put in place appropriate policies to address the legalization of recreational cannabis.

8. Cannabis Production

Cannabis species require high temperatures, strong light, highly fertile soil, high humidity and large volumes of water to grow. In addition to emitting a distinctive odour, which may be detectable beyond cultivation site property boundaries, indoor air quality concerns with cannabis production include mould, exposure to pesticides applied via spraying, and creation of oxygen-deficient air from use of carbon dioxide generators.

¹² THC is the main psychoactive chemical substance in cannabis responsible for the way the brain and body respond to cannabis.

¹³ Smoking and Health Action Foundation. Second-hand marijuana smoke: Health effects of exposure. Toronto, ON: Smoking and Health Action Foundation; 2016. Available from: https://nsra-adnf.ca/wp-content/uploads/2016/11/health_effects_of_exposure_to_secondhand_mj_smoke_2016-final2.pdf.

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Under the legalized system, cannabis may be grown personally or by a commercial licensed producer.

The personal cultivation of up to four plants in a residential property allowed under the proposed legislation is not anticipated to impact indoor air quality. Commercial production may present health and safety issues if not properly regulated and inspected by the federal or other orders of government, due to the high moisture content in the air, the use of fertilizers, and the potential for air quality or odour concerns.

9. Social Normalization

Research on tobacco use suggests that social exposure to tobacco smoke, which includes exposure to visual and sensory cues related to the use of tobacco or related products, can influence individual smoking behaviour, including initiation and relapse. Given the strong body of evidence related to tobacco use, there is increasing concern that the same association exists for cannabis use. Therefore, it is important that the public use of cannabis be as restricted as possible in order to reduce social exposure and normalization for both cannabis and smoking in general. Reducing social exposure and normalization of use is particularly important in protecting children and youth.¹⁴

10. Edible Cannabis Products

It is acknowledged that the ingestion of edible cannabis products removes the potential risks associated with inhaling cannabis smoke and vapour¹⁵. However, these products (whether pre-packaged and purchased or prepared at home) can present unique health risks. In comparison to smoking and vaping, there is generally a greater delay in the onset of psychoactive effects, which may lead to issues of overconsumption and poisoning¹⁶. Furthermore, it can be difficult to distinguish between cannabis edibles and regular food products. This can pose a risk for accidental consumption, including among children. These issues precipitated in Colorado in the initial period following legalization, with several high-profile deaths related to injuries and violence following the use of edibles¹⁷. State officials noted that in the year following legalization, calls to poison control centres for unintentional cannabis exposure among children increased 63 per cent, primarily due to edible ingestion. New regulations for edible products, including packaging, were later introduced in Colorado¹⁸.

¹⁴ Smoke-Free Ontario Scientific Advisory Committee, Ontario Agency for Health Protection and Promotion (Public Health Ontario). Evidence to guide action: Comprehensive tobacco control in Ontario (2016). Toronto, ON: Queen's Printer for Ontario; 2017. Available from:

https://www.publichealthontario.ca/en/eRepository/SFOSAC%202016_FullReport.pdf.

¹⁵ Fischer B, Russell C, Sabioni P, van den Brink W, Le Foll B, Hall W, et al. Lower-risk cannabis use guidelines: A comprehensive update of evidence and recommendations. *Am J Public Health*. 2017;107(8):e1-e12

¹⁶ Barrus DG, Capogrossi KL, Cates SC, et al. Tasty THC: Promises and challenges of cannabis edibles. *Methods Rep (RTI Press)*. 2016;2016:10.3768/rtipress.2016.op.0035.1611.

¹⁷ Ghosh TS, Vigil DI, Maffey A, Tolliver R, Van Dyke M, Kattari L, et al. Lessons learned after three years of legalized, recreational marijuana: The Colorado experience. *Prev Med*. 2017;104:4-6.

¹⁸ Ibid.

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Due to its indiscernible appearance, edible products also present a challenge from an enforcement perspective, whether it be in relation to enforcing the minimum age of use, restrictions on places of use, or retail regulations. As such, it is important that public health and safety considerations, including those related to packaging and labelling, lead the development of forthcoming regulations on edibles. Furthermore, public education regarding these products must be in place prior to its legalization.

11. Public Safety

Enforcement

Police officers are named to enforce the provincial *Cannabis Act*, 2017. Under the Act the Minister can designate provincial offences officers to enforce certain provisions of the Act (e.g., the sections prohibiting where recreational cannabis can be used), however, this designation has not yet occurred.

There is a need for greater clarity from the Province regarding the specific role of different enforcement bodies (e.g., municipal police, OPP, Public Health Unit Inspectors and local by-law enforcement), and the need for a coordinated enforcement approach that ensures enforcement responsibilities come with appropriate tools and authorities.

The Canadian Association of Chiefs of Police identified a number of concerns in their written brief (September 12, 2017) to the Standing Committee on Health in response to federal Bill C-45:

- Not being equipped to provide officers with the training and resources necessary to enforce the new regime within the existing contemplated timeframe of summer 2018.
- Resourcing the enforcement of personal cultivation and possession limits.
- Insufficient time and funding to certify a sufficient number of officers to conduct roadside drug-impaired driving testing.

Peel Regional Police and Caledon OPP are faced with similar considerations.

Drug-Impaired Driving

Cannabis use can affect reaction time, concentration, short-term memory, and ability to handle unexpected events (e.g. a pedestrian on the roadway); all of which are important for safe driving.¹⁹ Driving under the influence of both cannabis and alcohol further increases the risk for crashes than when either substance is used alone.²⁰

Drug-impaired drivers will face licence suspension, monetary penalties and other penalties such as mandatory education and treatment programs and ignition interlock requirements. There will be zero tolerance rules prohibiting young (age 21 and under), novice (G1, G2,

¹⁹ Canadian Centre on Substance Use and Addiction. Clearing the smoke on cannabis: Cannabis use and driving-an update. Ottawa, ON: Canadian Centre on Substance Use and Addiction; 2017. Available from: <http://www.ccsa.ca/Resource%20Library/CCSA-Cannabis-Use-Driving-Report-2017-en.pdf>.

²⁰ Pacula RL, Kilmer B, Wagenaar AC, Chaloupka FJ, Caulkins JP. Developing public health regulations for marijuana: Lessons from alcohol and tobacco. *Am J Public Health*. 2014;104(6):1021-8.

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M1, M2) and commercial drivers from having the presence of either alcohol and/or drugs in their system.

Two key enforcement challenges related to cannabis-impaired driving are: determining the degree of impairment/crash risk through THC levels in the body, and the lack of reliable roadside testing tools. Unlike alcohol, the level of THC in bodily fluids cannot be used to reliably indicate the degree of impairment or crash risk.²¹ Tools are currently being developed and tested with oral fluid screening devices being the most advanced today.

The Federal Government plans to provide funding to train police officers as drug recognition experts to perform roadside impairment tests. The drug recognition expert evaluation is a 12-step process that involves examining vital signs, eyes, balance and ability to concentrate and then rendering an opinion. Ultimately, what is needed is a standardized and reliable approach to detecting drug-impaired driving.

12. Workplace Health and Safety

As an employer, the Region has a responsibility to address and minimize risks in the workplace associated with substance use. Staff are currently updating relevant workplace policies in preparation for recreational cannabis legalization taking into consideration aspects related to impairment, addiction and accommodation.

13. Economic Development

The Association of Municipalities of Ontario (AMO) has identified that there may be economic development opportunities arising from legalized recreational cannabis that may benefit communities related to the agriculture and processing sector and potential research and retail jobs.²² Available literature on economic impacts indicates that one of the most significant impacts of legalization of recreation cannabis will likely be the creation of a larger tax base and the resulting increase in government revenues²³. Negative impacts may include loss of productivity due to workplace accidents and absenteeism due to employee addiction to cannabis²⁴. It is essential that decisions regarding potential economic benefits be offset by associated public health and safety costs.

FINANCIAL IMPLICATIONS

In December 2017, the Federation of Canadian Municipalities (FCM) released preliminary cost estimates for local governments. According to FCM, the two main drivers of municipal costs arising from the legalization of cannabis are municipal administration and local

²¹ Canadian Society of Forensic Sciences Drugs and Driving Committee. Report on drug per se limits. Ottawa, ON: Canadian Society of Forensic Science; 2017. Available from: <https://www.csfs.ca/wp-content/uploads/2017/09/Report-on-Drug-Per-Se-Limit.pdf>.

²² Association of Municipalities of Ontario. Marijuana legalization and municipal impacts [Internet]. Toronto, ON: Association of Municipalities of Ontario; 2017 [cited 2017 Feb 8]. Available from: <https://www.amo.on.ca/AMO-Content/Backgrounders/2017/MarijuanaLegalizationandMunicipalImpacts>.

²³ Hajizadeh M. Legalizing and regulating marijuana in Canada: Review of potential economic, social, and health impacts. *Int J Health Policy Manag*. 2016;5(8):453-6.

²⁴ Evans DG. The economic impacts of marijuana legalization. *J Glob Drug Policy Pract*. 2013;7(4).

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policing. FCM estimates annual municipal costs to be between \$3 - \$4.75 million per 500,000 population. (See Appendix IV for FCM's Submission on Proposed Excise Duty Framework for Cannabis Products.)

Applying the FCM preliminary costing estimate methodology to Peel, with a population of 1.4 million, the impact in Peel is estimated at \$8.4 - \$13.3 million annually, and would be equivalent to a 1 per cent increase on total Region of Peel tax levy. The majority of this impact will be for policing work and public health, which will be incurred mainly by the Region.

On December 20, 2017, as part of a coordinated taxation framework, the Federal Government reached an agreement with the provinces and territories to share the cannabis excise duty. Under the Federal-Provincial-Territorial (FPT) Cannabis Excise Duty agreement, finance ministers agreed to:

- Share cannabis excise duty revenues 25/75 per cent for the federal and provincial/territorial governments respectively.
- Cap the federal portion at \$100 million maximum; anything above \$100 million would be distributed to the provinces/territories.
- Review the FPT Agreement at the end of two years post legalization.

The Ontario portion is estimated at \$100 million for the first two years. Following discussions with the Association of Municipalities of Ontario (AMO) and the City of Toronto, on March 9, 2018 the Province committed to provide Ontario municipalities with \$40 million over the first two years and to share 50 per cent of any excise duty surplus above \$100 million. The Province will allocate funding on a per household basis, adjusted to ensure that each municipal government receives no less than \$10,000. Half of the \$40 million is expected to flow shortly after royal assent of Bill C-45 and before legalization starts in 2018 so that municipalities have upfront assistance. The other half of the funds will be distributed on the first anniversary of legalization. In a regional government structure, funds will be shared equally between the two levels of government, unless an alternate arrangement is made amongst the affected municipalities. Specific details on funding allocation and amounts have not been released at the writing of this report.

The Province has also committed to take on some of the municipal law enforcement costs related to police officer training and the illicit cannabis market and to provide supports and resources to public health units to help address local public health needs. The Province has acknowledged that the true impacts and costs are unknown at this time and it is anticipated that there will be insufficient revenues to fully cover the additional municipal and provincial costs associated with legalization. Staff will identify and monitor resource implications as implementation progresses. This will help inform discussions and decisions on cannabis revenue and costs when the current taxation agreement expires in two years.

14. Region of Peel Advocacy

Based on Council approval, the Region of Peel will advocate for effective implementation of cannabis legalization, adequate funding for local responsibilities, and mitigation of public health and safety impacts. In particular, advocacy will occur with the federal and provincial governments to:

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- Allocate funding, including dedicated revenues from the sale of recreational cannabis, resources and supports for new regional/municipal responsibilities, to public health and public safety programs and services, including policing, and public reporting on revenues collected and the use of those funds;
- Establish formal provincial guidelines regarding siting of cannabis related businesses that contain provisions to mitigate the public health impact on vulnerable populations and areas and to involve municipalities as part of the provincial siting process;
- Commit to public health and safety considerations as the primary driver for policy decisions, in particular related to:
 - potential future cannabis consumption lounges and venues; and
 - regulation of edible cannabis products; and,
- Invest in a system of research, monitoring and evaluation on the health, social and economic outcomes of cannabis legalization.

Next Steps

Staff will continue to work with external partners, including law enforcement and local municipalities, to facilitate a coordinated approach to cannabis legalization. Staff will also continue to closely monitor actions at the provincial and federal levels to ensure the Region's response meets the final legislative and regulatory requirements. Upon legalization, it will be essential to monitor impacts and be responsive to the emerging needs of Peel residents. Staff will continue to update Council, as needed, on the progress of cannabis legalization.



Nancy Polsinelli, Commissioner of Health Services



Mary Killeavy for Lorraine Graham-Watson, Commissioner of Corporate Services



Jessica Hopkins, MD MHScc CCDP FRCPC, Medical Officer of Health

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Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

- Appendix I - Recreational Cannabis Legislative Framework and Government Roles
- Appendix II - Medical Cannabis Legislative Framework
- Appendix III - Region of Peel-Public Health Considerations for the Cannabis Retail System
- Appendix IV - Federation of Canadian Municipalities - FCM Submission on Proposed Excise Duty Framework for Cannabis Products

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Reviewed in workflow by:

Financial Support Unit
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**APPENDIX I
IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

Ontario’s Recreational Cannabis Legislative Framework and Government Roles

	Federal Framework	Ontario Framework
Legislation	<ul style="list-style-type: none"> • Bill C-45: An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts (Cannabis Act) • Bill C-46: An Act to amend the Criminal Code (offences relating to conveyances) and to make consequential amendments to other Acts 	<ul style="list-style-type: none"> • Bill 174: An Act to enact the Cannabis Act, 2017, the Ontario Cannabis Retail Corporation Act, 2017 and the Smoke-Free Ontario Act, 2017, amendments to the Highway Traffic Act (Cannabis Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017)
Minimum Age	<ul style="list-style-type: none"> • 18 years old for purchase, possession and consumption 	<ul style="list-style-type: none"> • 19 years old for purchase, possession and consumption
Production	<ul style="list-style-type: none"> • Federal licensing regime to standardize production practices for cannabis producers • National “seed-to-sale” tracking system 	<ul style="list-style-type: none"> • Production standards are expected to adhere to federal requirements
Retail and Distribution	<ul style="list-style-type: none"> • Sets out minimum federal requirements for selling and distributing (e.g., no self-service or selling/distributing through a dispensing device) • Provinces and territories have the authority to decide on a model for retail sale and distribution of cannabis in their respective jurisdictions 	<ul style="list-style-type: none"> • Operated by LCBO subsidiary through the <i>Ontario Cannabis Retail Corporation Act</i> • Stand-alone stores to sell cannabis only • 40 stores by July 2018; 80 by July 2019; 150 by 2020 (Locations in Brampton and Mississauga expected by July 2018) • Online sales with safe and secure mail delivery
Possession	<ul style="list-style-type: none"> • 30 grams per person (18 years and older) • Youth under 18 years old will not face criminal prosecution for possessing up to 5 grams 	<ul style="list-style-type: none"> • 30 grams per person (19 years and older) • Youth under 19 years old are liable to a fine of not more than \$200, or may be referred to / be required to participate in a youth education or prevention program
Personal Cultivation	<ul style="list-style-type: none"> • Up to 4 plants per household for personal use 	<ul style="list-style-type: none"> • No further provincial restrictions at this stage • Personal cultivation is expected to adhere to federal requirements
Use in Public Places	<ul style="list-style-type: none"> • <i>Non-Smokers’ Health Act</i> will be amended to prohibit cannabis smoking/vaping in federally regulated places and conveyances 	<ul style="list-style-type: none"> • Prohibited: public places, workplaces, vehicles, boats • Proposed exemptions to the above prohibitions (where people can use cannabis): <ul style="list-style-type: none"> ○ Designated hotel, motel, and inn rooms ○ Vehicles and boats that are used as residences ○ Private residences that are also workplaces • Approaches for permitting places of use are being considered for: <ul style="list-style-type: none"> ○ Licensed and regulated cannabis consumption lounges and venues ○ Owners/operators of multi-unit dwellings to designate outdoor areas for consumption
Product	<ul style="list-style-type: none"> • Sets out industry-wide standards for types of cannabis products, packaging and labeling, standardized serving sizes and potency, prohibiting use of certain ingredients, tracking of cannabis from seed-to-sale 	<ul style="list-style-type: none"> • Product standards are expected to adhere to federal requirements
Packaging, Labelling and Promotion	<ul style="list-style-type: none"> • Promotion and display prohibited if it could be visible or appealing to those 18 years old and under • Strict rules regarding label information, color options, font, health and safety 	<ul style="list-style-type: none"> • Products for sale are expected to adhere to federal requirements

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	Federal Framework	Ontario Framework
	labelling, standardized cannabis symbol on product packaging for edibles, and child-proof packaging	
Road Safety	<ul style="list-style-type: none"> • Three new offences for illegal levels of a drug detected in blood within two hours of driving (levels to be set by regulation) • Law enforcement can demand that a driver provide an oral fluid sample and, if required, subsequent drug testing • Penalties range from \$1,000 fine to life imprisonment depending on circumstance 	<ul style="list-style-type: none"> • Drug-impaired driving laws strengthened to: <ul style="list-style-type: none"> ○ Enhance existing impaired driving penalties ○ Create a zero-tolerance approach for young, novice and commercial drivers
Education and Awareness	<ul style="list-style-type: none"> • Investment over 5 years for comprehensive public education and awareness to include: <ul style="list-style-type: none"> ○ Factual and evidence-based information on health and safety risks ○ Drug-impaired driving ○ Social media efforts, advertising and interactive events to engage youth 	<ul style="list-style-type: none"> • Support the federal government’s planned national public awareness campaign • To launch a public information campaign to raise awareness about new cannabis laws
Taxation	<ul style="list-style-type: none"> • Proposed \$1.00 per gram plus applicable taxes or 10% of retail price (whichever is higher) 	<ul style="list-style-type: none"> • Unknown

Government Roles Related to Cannabis Legalization*

Government of Canada	Government of Ontario	Region of Peel	Local Municipalities
<ul style="list-style-type: none"> • Cannabis production (licensing of suppliers) • Amendments to and defence of criminal law (cannabis legalization) • Taxation/revenue • Public education and awareness • Continued oversight over the medical cannabis system 	<ul style="list-style-type: none"> • Retail and distribution • Amendments to and defence of provincial offences • Taxation/revenue • Rules and parameters regarding places of use • Coordinating enforcement/enforcement training • Public education and awareness • Workplace safety 	<ul style="list-style-type: none"> • Inspection and enforcement (police, possibly public health inspectors) • Public health programming • Ambulance and first responder calls • Public education and awareness • Workplace safety as an employer • Potential by-law development 	<ul style="list-style-type: none"> • Input to Province on siting of retail stores • Potential zoning and licensing/by-law development (e.g. nuisance, places of use) • Inspection and enforcement (by-law officers, fire & emergency services) • Workplace safety as an employer • Municipal courts – POA prosecutions

*Table adapted from an analysis by the Association of Municipalities of Ontario

**APPENDIX II
IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE**

Medical Cannabis Legislative Framework

Legislation and Regulation	<p><i>Controlled Drugs and Substances Act</i></p> <ul style="list-style-type: none"> • <i>Access to Cannabis for Medical Purposes Regulations (ACMPR)</i>
Authorization for Use	<p>An individual is authorized to use cannabis for medical purposes only if:</p> <ul style="list-style-type: none"> • they ordinarily reside in Canada • they have a medical document by an authorized health care practitioner • they are registered with a licensed producer
Distribution	<p>Product sent by licenced producer through a secure mail delivery service directly to registered medical user</p>
Possession Limit	<p>An individual must not possess a total quantity of cannabis that exceeds the equivalent of the least of:</p> <ul style="list-style-type: none"> • 30 times the daily quantity of dried cannabis or the equivalent amount if in another form • 150g of dried cannabis or the equivalent amount if in another form
Places of Use	<p>Provincial legislation pertaining to medical cannabis use:</p> <ul style="list-style-type: none"> • <i>Smoke-Free Ontario Act, 2017</i>, once proclaimed, will prohibit the smoking and vaping of medical cannabis in areas where tobacco smoking is prohibited (e.g., enclosed public places) • Proposed places of use regulations under the <i>Cannabis Act, 2017</i> will place restrictions on where medical cannabis can be used in a form that is not smoked or vaped (e.g., while operating a motor vehicle)
Production	<p>A licensed producer must comply with the provisions regarding production and exercise appropriate safeguarding measures</p> <p>Note: At the time of application and upon approval, notification must be provided to the local area government, fire authority and law enforcement in which the site will be/is located.</p> <p>The City of Mississauga has Medical Marihuana Licensing By-Law 57-15 requiring facilities, which are authorized by Health Canada to operate, to comply with the City's Zoning By-Law, and meet fire, electrical and building codes in order to receive a licence from the city.</p>
Personal Cultivation	<p>Through registration with Health Canada, an individual can produce a limited amount of cannabis or designate someone to produce cannabis for them. The maximum number of cannabis plants an individual can grow and store is determined by the daily amount authorized by an individual's health care practitioner as well as formulas in the regulations. There can be four registrations for cannabis production at the same location.</p>
Product	<p>Only fresh or dried cannabis or cannabis oil or cannabis plants or seeds</p>
Packaging, Labelling and Promotion	<p>Licensed producers must comply with the packaging and labelling requirements set forth by Health Canada</p>

APPENDIX III IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

Region of Peel-Public Health Considerations for the Cannabis Retail System

The design of the cannabis retail system can greatly affect population health behaviours and outcomes. While it is acknowledged that retail accessibility is important for addressing the illicit market, this must be balanced with safeguards to protect against harms. Research on alcohol and tobacco control have demonstrated an association between the physical availability of these products (i.e., how easy it is to access through commercial or social outlets) and consumption levels, as well as related harms.^{1,2} Similarly, the location of retail outlets in proximity to certain community features, such as sensitive land uses, may influence underage exposure and access.

With the legalization of recreational cannabis, public health focus is on preventing and reducing the prevalence of consumption and cannabis-related harms (e.g., health harms, motor vehicle collisions). In a recent submission to the Province, the Region of Peel-Public Health recommended that the regulatory system for cannabis be health-focused, protective, and informed by the best available evidence. Where research evidence is lacking, a precautionary approach should be used. These principles should also apply to decisions related to retail and distribution.

The Region of Peel-Public Health offers the following considerations for municipal staff as you work with the Provincial government to decide on suitable cannabis retail locations.

Establish distance setbacks from youth-serving facilities

- Given the shared priority of protecting children and youth across all levels of government, a minimum buffer distance should be established between cannabis retail outlets and youth-serving facilities. The distance requirement should also ensure that future youth-serving facilities are not established near cannabis retail outlets.
- Based on assessments of distances that influence walkability as well as a scan of accessible literature, it is recommended that the minimum buffer distance from youth-serving facilities be set at 500 metres.
- Further to the MOF/LCBO's proposed distance restrictions for schools, youth-serving facilities would also include locations such as public parks, libraries, and child care centres.
- Minimum distance requirements are established across various U.S. jurisdictions that have legalized recreational cannabis. The distances vary and include places where children and youth generally congregate.³ For example, in Washington, a minimum buffer distance of 1,000 ft. (300 metres) is established for schools, playgrounds, recreation centres, child care centres, public parks, public transit centres, libraries, or any game arcade where admission is not restricted to persons age 21 or older.⁴

Establish setbacks from other substance retail outlets, as well as cannabis retail density limits

- A minimum buffer distance should also be set between cannabis retail outlets and outlets selling alcohol and tobacco to discourage the co-use of substances.
- The co-use of cannabis with alcohol increases the risks for harm. When used in conjunction, alcohol may increase THC (the compound in cannabis that is most responsible for its psychoactive effects) levels in the blood, thereby increasing

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the impacts of cannabis on behaviour.⁵ This is particularly concerning in the context of driving, in which driving under the influence of both substances increases the risk of a motor vehicle collision compared to either substance on its own.⁶

- Additionally, the concurrent use of cannabis and tobacco may contribute significantly to symptoms of cannabis dependence, as withdrawal symptoms may be more severe from the simultaneous cessation of both substances than each alone.⁷
- Limits should also be established for cannabis retail outlet density within a community (i.e., the number of outlets per geographic area or per population).
 - In the context of substance use, retail outlet density is an important determinant of physical availability. Research studies have shown that communities with higher densities of alcohol retail outlets are more likely to have higher rates of use and alcohol-related problems, such as violence.¹
 - A similar association has been observed for tobacco retailer density and smoking rates, as well as relapse rates during quit attempts.²

Although there are currently no distance setback requirements or density limits for alcohol and tobacco in Ontario, the Region of Peel-Public Health has previously expressed concerns with the increased availability of alcohol over the last few years to the Province, and as well as the need for established requirements or limits in these areas for tobacco to the federal government.

Beyond specific location of cannabis retail outlets, the Province has stated their intention to explore the feasibility and implications of introducing designated establishments for consuming recreational cannabis.⁸ It is unclear whether or not these establishments will be permitted to sell cannabis. Due to the potential health risks of exposure to second-hand cannabis smoke and vapour, the introduction of these establishments is not recommended from a public health perspective and Region of Peel-Public Health looks forward to contributing to any future consideration of such establishments.

For further information, please contact Inga Pedra, Advisor, Office of the Medical Officer of Health at inga.pedra@peelregion.ca

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APPENDIX IV IMPLICATIONS OF THE LEGALIZATION OF CANNABIS FOR RECREATIONAL USE

**President
Présidente**

Jenny Gerbasi
Deputy Mayor
City of Winnipeg, MB

**First Vice-President
Premier vice-président**

Bill Karsten
Councillor
Halifax Regional
Municipality, NS

**Second Vice-President
Deuxième vice-président**

Garth Frizzell
Councillor
City of Prince George, BC

**Past President
Président sortant**

Clark Somerville
Councillor
Regional Municipality
of Halton, ON

**Chief Executive Officer
Chef de la direction**

Brock Carlton
Ottawa, ON

December 7, 2017

The Honourable Bill Morneau, P.C., M.P.
Minister of Finance
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Minister:

**FCM Submission on Proposed Excise Duty Framework
for Cannabis Products**

On behalf of the Federation of Canadian Municipalities (FCM) and the nearly 2,000 local governments we represent, I welcome this opportunity to contribute to consultations on the proposed excise duty framework for cannabis products.

Municipalities are central partners in the federal government's efforts to fulfill its commitment to legalize and regulate cannabis across Canada. Our cities and communities are where non-medical cannabis will be produced, sold and consumed—and the proposed legislation places municipalities on the front lines of keeping Canadians safe and well served.

With tight timelines, municipalities are moving forward with creating and adjusting by-laws, zoning and business practices that correspond to federal and provincial/territorial (P/T) regulations. Bills C-45 and C-46 signal that municipalities will be responsible for amending, administering and enforcing zoning and density bylaws, along with rules around smoking restrictions, public nuisance, and safety concerns related to building codes. Additional areas of shared responsibility may include enforcement of illegal activity, minimum age of purchase, possession limits, public consumption, retail location rules, home cultivation and public health including public education and prevention.

Municipalities will be preparing the bulk of Canada's police forces to enforce new cannabis rules, alongside increasingly complex new responsibilities that range from cybercrime to border security. Simultaneously, implementing the cannabis regime will require process or capacity changes in up to 17 distinct municipal departments—such as building services, community standards, fire and police services, transit, finance, human resources and customer service.

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From the earliest opportunity, FCM has been clear that municipalities are ready and capable partners in fulfilling this federal commitment to Canadians. We have also been clear that success requires two federal commitments to Canadians' local governments. The first is to engage municipalities as regulatory and financial frameworks are developed at the federal and P/T levels. The second is to develop financial solutions as municipalities confront new costs—start-up and ongoing—to implement, enforce and administer the non-medical cannabis regime.

Engaging municipalities in the design of the Excise Duty Framework for Cannabis Products is an opportunity for the federal government to move forward on both commitments. Local costs must not become a barrier to keeping Canadians safe and well served. This submission outlines how the right excise tax revenue sharing model can form the core of a sustainable solution.

Cost drivers for local governments

FCM is actively working with member municipalities to estimate the range of costs that will be borne at the local level due to the legalization and regulation of cannabis. Our estimates below are preliminary. FCM will continue to refine these projections—up to and following legalization—based on factors such as outstanding policy decisions at the federal and P/T levels, variations among P/Ts, and emerging best practices for local implementation.

FCM has defined two main cost drivers for local governments: municipal administration and local policing. While the cost centres in these categories can vary somewhat among municipalities, **municipal administration** is intended to capture the following:

- land use (e.g. bylaws and zoning);
- business licensing;
- administrative enforcement (e.g. nuisance complaints related to cultivation and public consumption, enforcement of zoning by-laws, etc.);
- fire prevention (e.g. fire prevention officers, fire inspection for retail and manufacturing/production facilities);
- health and education (e.g. signage, health outcome assessments, harm reduction and prevention);
- legal costs related to legalization and enforcement of illegal activities; and
- public engagement and communications (e.g. public consultations related to zoning).

Estimated costs for **local policing** include capital and operational costs to administer the federal framework in Bills C-45 and C-46 as well as P/T frameworks. Specific costs include:

- additional or new training for drug recognition including Standard Field Sobriety Test (SFST) and Drug Recognition Expert (DRE) training—both start-up and ongoing costs;
- purchase of roadside screening equipment and supplies—both start-up and ongoing costs;
- ongoing enforcement of illegal activities (organized crime, illegal production and distribution) including establishment of illicit-market disruption teams; and

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- additional staff and equipment to meet calls for service related to drug impaired traffic stops, seizures and violations, motor vehicle collisions, , road safety enforcement, , and other local policing requirements.

These cost categories may vary from year to year as a result of start-up costs, adjustments to expenditures as requirements are better understood following implementation, additional sections of federal legislation coming into force (e.g. allowing cannabis edibles), and the evolution of provincial and territorial retail models.

Costs for local governments: preliminary estimates

FCM has calculated a preliminary range of ongoing annual costs for municipal administration and local policing. This range accounts for variations in the impact of provincial and territorial policing and administrative responsibilities, as well as municipal differences such as geography and local policy choices.

These estimates derive from available data from an urban context, using Canadian and U.S. examples. Rural and remote per-capita costs may be higher, due to the nature of the delivery of rural and remote policing in particular, and geographical considerations in general. This is particularly likely to be the case in northern and remote regions.

This estimated range of policing costs encompasses only local policing responsibilities and assumes these costs are fully paid at the local level. It does not account for federal or P/T policing expenditures or activities related to cannabis legalization that would occur in parallel to local policing. Nor does it account for scenarios where federal and/or P/T governments assume specific responsibilities related to local policing. For instance, policing in the territories is already delivered in large part with limited contributions from the local tax base.

The higher-end cost estimate for policing assumes that training is delivered via currently available training and certification programs based in the United States There is also uncertainty related to the costs of roadside screening equipment: no testing device has yet been approved for Canadian use.

<i>Preliminary estimated costs</i> <i>(*annual basis, per 500,000 population)</i>		
Municipal administration	Policing	Total
\$0.75–1.5 million*	\$2.25–3.25 million*	\$3–4.75 million*

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These annual per capita costs can be extrapolated to the full Canadian population. This would represent a range of approximately **\$210 to \$335 million** per year in costs incurred by local governments across Canada, assuming costs are relatively similar on a per capita basis.

Addressing municipal costs through the Proposed Excise Duty Framework

FCM recognizes the careful balance that's required to ensure combined federal and provincial taxation does not drive the legal price of cannabis to a point where it cannot reasonably compete with—and ultimately supplant—the illicit market. We therefore appreciate the federal proposal for a coordinated approach.

FCM also recognizes that estimating the annual excise tax revenue generated on cannabis products is challenging. Initial steps to address municipal costs through revenue-sharing will need to evolve as more information about both costs and revenues becomes available over time. FCM is committed to ongoing coordination with member municipalities and data collection to inform future dialogue across all orders of government.

The federal government has proposed a cannabis excise tax revenue-sharing formula with the provinces and territories to support ongoing costs. Given municipalities' central role in administration and enforcement, municipalities should be meaningful participants in these revenue-sharing conversations. This revenue stream can and should address legalization-related costs borne by all orders of government—municipal, provincial, territorial and federal. To reflect the shared costs and responsibilities of implementing the legalization framework,

FCM recommends that one-third (33%) of total annual excise tax revenue collected on cannabis sales be allocated to municipal governments to address municipal administration and policing costs.

An estimate of potential tax revenue released by the Parliamentary Budget Officer (PBO) in November 2016 estimated \$618 million in revenue in 2018, assuming average legal and illicit market prices of \$9.00 per gram. One-third of the estimated revenues, as calculated by the PBO, would provide approximately \$206 million annually to municipalities, which is consistent with the low-end of FCM's preliminary cost estimates.

While it is impossible to determine actual excise tax revenues until the cannabis regime is in place, the costs borne by municipalities will remain. We cannot allow public safety and quality-of-life to depend on the volume of cannabis sales. FCM therefore recommends that the federal government, in partnership with municipalities, explore additional funding mechanisms to support costs incurred by municipalities should excise tax revenues be insufficient and/or costs higher than FCM's preliminary estimates.

FCM recognizes the Budget 2017 commitment of \$81 million over 5 years that is being made available to provinces and territories to support police training and other capacity building related to enforcement. This type of program could be scaled up to better reflect policing costs, start-up and ongoing, particularly where excise tax revenue is lower than anticipated.

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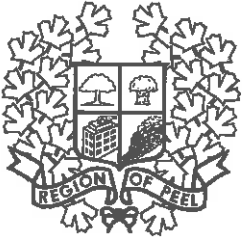
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In sum, implementing this federal commitment requires a strong partnership among all orders of government. In this respect, legalizing cannabis is not unlike other national challenges that governments are tackling together, from strengthening core public infrastructure to tackling Canada's housing crisis. What this new challenge offers is a fresh opportunity to innovate—to build a goal-driven inter-governmental partnership that incorporates durable, long-term financial tools from the outset.

Sincerely,

A handwritten signature in black ink that reads "J Gerbasi". The signature is written in a cursive, flowing style.

Jenny Gerbasi
Deputy Mayor, City of Winnipeg
FCM President



Office of the Regional Chair

April 18, 2018

Resolution Number 2018-245

The Honourable Ginette Peititpas Taylor
Minister of Health
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Minister:

Subject: Implications of the Legalization of Cannabis for Recreational Use

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, March 8, 2018:

Resolution 2018-245:

That the Region of Peel advocacy actions as outlined in Section 14 of the report of the Commissioner of Health Services, Commissioner of Corporate Services and Medical Officer of Health, titled "Implications of the Legalization of Cannabis for Recreational Use", be approved;

And further, that a copy of the subject report be shared with the federal Minister of Health, Minister of Justice and Attorney General of Canada, and Minister of Finance; the provincial Minister of Health and Long-Term Care, Minister of Finance, Attorney General, Minister of Community Safety and Correctional Services, Minister of Municipal Affairs; the City of Brampton, the City of Mississauga, the Town of Caledon, the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, the Association of Local Public Health Agencies, the Peel District School Board, the Dufferin-Peel Catholic District School Board and the Ontario Public School Boards Association.

Please find enclosed a copy of the subject report for your information.

Yours Truly,

Frank Dale
Regional Chair and Chief Executive Officer

FD:sm

The Regional Municipality of Peel

Also sent to:

The Honourable Jody Wilson-Raybould, Minister of Justice and Attorney General of Canada, Ministry of Justice

The Honourable William Francis Morneau, Ministry of Finance

The Honourable Dr. Helena Jaczek, Minister of Health and Long-Term Care, Ministry of Health and Long-Term Care

The Honourable Charles Sousa, Minister of Finance, Ministry of Finance

The Honourable Yasir Naqvi, Attorney General, Attorney General of Ontario

The Honourable Marie-France Lalonde, Ministry of Community Safety and Correctional Services

The Honourable Bill Mauro, Ministry of Municipal Affairs

Copy sent to:

Peter Fay, City Clerk, City of Brampton

Diana Rusnov, City Clerk, City of Mississauga

Carey deGorter, General Manager, Corporate Services/Town Clerk, Town of Caledon

Brock Carlton, Chief Executive Officer, Federation of Canadian Municipalities

Pat Vanini, Executive Director, Association of Municipalities of Ontario

Loretta Ryan, Executive Director, Association of Local Public Health Agencies

Janet McDougald, Chair, Peel District School Board

Mario Pascucci, Chair, Dufferin-Peel Catholic District School Board

W.R. Hick, Executive Director, Ontario Public School Boards Association

Nancy Polsinelli, Commissioner, Health Services, Region of Peel