

# THE CORPORATION OF THE CITY OF COURTENAY

## NOTICE OF COMMITTEE OF THE WHOLE MEETING

**DATE:** Monday, October 30, 2017  
**PLACE:** City Hall Council Chambers  
**TIME:** 4:00 p.m.

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### AGENDA

#### 1.00 STAFF REPORTS/PRESENTATIONS

1. Urban Systems Update - Multi-Modal Transportation Network Master Plan - Presentation and Briefing Note
2. 2017 Moonlight & Magic & Annual Comox Valley Christmas Parade – Temporary Road Closures

#### 2.00 RESOLUTIONS OF COUNCIL

##### **1. In Camera Meeting:**

That notice is hereby given that a Special In-Camera meeting closed to the public will be held October 30, 2017 at the conclusion of the Committee of the Whole Meeting pursuant to the following sub-sections of the *Community Charter*:

- 90 (1) (g) litigation or potential litigation affecting the municipality;
- 90 (1) (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose

#### 3.00 NEW BUSINESS

1. BC Cannabis Regulation Engagement
2. Affordable Housing Request for Support and Small Communities Workshop
3. Voting Strength as a Result of 2016 Census

#### 4.00 ADJOURNMENT





THE CORPORATION OF THE CITY OF COURTENAY

## BRIEFING NOTE

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**To:** Council

**File No.:** 8620-21

**From:** Chief Administrative Officer

**Date:** October 26, 2017

**Subject: Update Regarding the Multi-Modal Transportation Network Master Plan**

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### ISSUE:

This Briefing Note is to present Council with an update on the progress of the Multi-Modal Transportation Network Master Plan, and provide background for a working session with Council.

### BACKGROUND:

The City's Multi-Modal Transportation Network Master Plan will provide an assessment of the existing transportation network in the City for all modes of transportation. This assessment will identify the immediate gaps and constraints within the City's transportation network, and will provide recommended projects to address these concerns. The plan will also look at growth of the City over the next 25 years and identify areas that are anticipated to become a concern, and provide recommended actions.

The overall Transportation Network Master Plan is intended to provide the following:

- The definition of a cycling network within the City and an associated Cycling Network Policy
- Identification of gaps within the City's pedestrian and accessibility network
- A review of the road classification of roads within the City
- A prioritized list of projects to address concerns
- An updated list of Development Cost Charge (DCC) projects

### KEY CONSIDERATIONS:

Staff has been working with a consultant, Urban Systems, who will be providing a summary of the work completed to date at the October 30 Committee of the Whole meeting. Part of this presentation will be a working session to ensure Council's concerns, priorities, and direction, are clearly defined. The session will focus on all modes of transportation; cycling, transit, pedestrians, accessibility, and vehicles.

Following the Committee of the Whole meeting, staff will summarize the direction provided from the working session with a Staff Report at the next Council meeting, confirming final direction for the completion and delivery of the Plan. This will clarify the public consultation process, final deliverables, and schedule.

Respectfully submitted,

Ryan O'Grady, P.Ag., P.Eng.  
Director of Engineering Services





THE CORPORATION OF THE CITY OF COURTENAY

## STAFF REPORT

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**To:** Council **File No.:** 5400-04  
**From:** Chief Administrative Officer **Date:** October 30, 2017  
**Subject:** 2017 Moonlight & Magic & Annual Comox Valley Christmas Parade – Temporary Road Closures

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### PURPOSE:

To approve the road closures for the 2017 Moonlight & Magic Weekend event as well as the annual Comox Valley Christmas Parade.

### CAO RECOMMENDATIONS:

That based on the October 30, 2017 staff report “Moonlight & Magic & Annual Comox Valley Christmas Parade – Temporary Road Closures”, Council approve OPTION 1 and direct staff to approve the temporary road closures for both events; and

That staff issue the necessary road closure permit(s) and, supply appropriate signage and barricades to facilitate the safe closing of the event locations.

Respectfully submitted,

David Allen, BES, CLGEM, SCLGM  
Chief Administrative Officer

### BACKGROUND:

The Moonlight & Magic Weekend is the official kick off to the holiday season with offers from local merchants, the Moonlight & Magic Night Market, Christmas tree light up, music, roving performers, shopping, dining, and the annual Christmas Parade. This year, the DCBIA is requesting an additional road closure (weather permitting) along 5<sup>th</sup> Street from Cliffe Avenue to Fitzgerald Avenue to further expand the event into the downtown core. Historically, the road closures were on Duncan Avenue only, between 5<sup>th</sup> Street and 6<sup>th</sup> Street.

### DISCUSSION:

The Moonlight & Magic weekend event is sponsored by the Downtown Courtenay Business Improvement Association (DCBIA). It will be necessary to implement several road closures over the weekend of November 17 to 19, 2017.

The Moonlight & Magic Night Market is proposed to take place on Friday November 17, 2017, and will require the closure of:

- 5<sup>th</sup> Street between Cliffe Avenue and Fitzgerald Avenue
- Duncan Avenue between 5<sup>th</sup> Street and 6<sup>th</sup> Street

These closures will take place between 4:30 PM – 10:00 PM to accommodate the setup and take down times for the event.

Additionally, the Comox Valley Christmas Parade is set to take place on Sunday November 19, 2017, at 2:00 PM and will require the following road closures between 10:00 AM – 3:30 PM:

- 5<sup>th</sup> Street from Cliffe Avenue to Johnston Avenue
- Harmston Avenue from 5<sup>th</sup> Street to Cumberland Road
- Cliffe Avenue from 4<sup>th</sup> Street to 5<sup>th</sup> Street

Both of these temporary closures will be for all motorized vehicle traffic other than emergency service vehicles.

Public Works Services has confirmed that Protective Services have no concerns regarding the road closures.

**FINANCIAL IMPLICATIONS:**

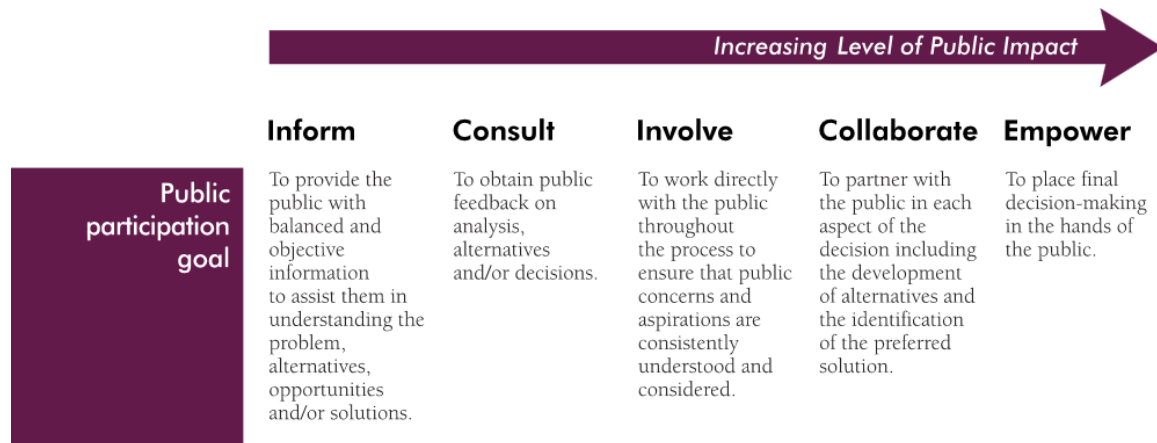
There will be minimal cost implications for traffic control equipment being provided and collected by City Crews. Where additional barricades or signage is needed, event organizers are required to rent the necessary materials from a local supplier at their own cost.

The 2017 operating budget has provisions to absorb the costs associated with the event.

**CITIZEN/PUBLIC ENGAGEMENT:**

Staff would inform the public based on the IAP2 Spectrum of Public Participation:

[http://c.ymcdn.com/sites/www.iap2.org/resource/resmgr/imported/IAP2%20Spectrum\\_vertical.pdf](http://c.ymcdn.com/sites/www.iap2.org/resource/resmgr/imported/IAP2%20Spectrum_vertical.pdf)



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**OPTIONS:**

OPTION 1-

That Council approves the temporary road closures for the Moonlight & Magic Night Market as well as the Comox Valley Christmas Parade.

OPTION 2-

That Council does not approve the Moonlight & Magic Night Market temporary road closures but approves the Comox Valley Christmas Parade closures.

OPTION 3-

That Council approves the Moonlight & Magic Night Market temporary road closures but does not approve the Comox Valley Christmas Parade closures.

OPTION 4-

That Council does not approve any of the temporary road closures and the Moonlight & Magic Weekend is cancelled.

Prepared by:



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Kyle Shaw, ASCT, CPWI  
Manager of Transportation & Utilities – Maintenance



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Trevor Kushner, BA, DLGM, CLGA  
Director of Public Works Services







# Introduction

In 2015, the federal government committed to legalizing non-medical cannabis in Canada. On June 30, 2016, it established the Task Force on Cannabis Legalization and Regulation (the Task Force) to consult and advise on the design of a new legislative and regulatory framework. The [Task Force report](#) was released on December 13, 2016, and provides a comprehensive set of recommendations for governments to consider.

On April 13, 2017, the federal government introduced Bill C-45, the *Cannabis Act* and Bill C-46 (the Act to amend the *Criminal Code*), in the House of Commons. The Bills are currently making their way through the parliamentary process. Bill C-46 amends the *Criminal Code* to simplify and strengthen its approach to alcohol and drug impaired driving, and the federal government plans to move quickly to bring the amendments into force once the Bill receives Royal Assent.

The federal government plans to bring Bill C-45 into force in July 2018; this will make non-medical cannabis legal in Canada as of that date. Bill C-45 is largely based on the recommendations of the Task Force. It seeks to balance the objectives of providing access to a regulated supply of cannabis, implementing restrictions to minimize the harms associated with cannabis use, and reducing the scope and scale of the illegal market and its associated social harms.

The federal government's decision to legalize cannabis creates a corresponding need for provincial and territorial governments to regulate it. While the federal government intends to assume responsibility for licensing cannabis producers and regulating production and product standards, provinces and territories will be responsible for many of the decisions about how non-medical cannabis is regulated in their jurisdictions. These include, but are not limited to: distribution and retail systems; compliance and enforcement regimes; age limits; restrictions on possession, public consumption and personal cultivation; and amendments to road safety laws.

As it considers these important decisions, the BC Government wants to hear from local governments, Indigenous governments and organizations, individual British Columbians, and the broad range of other stakeholders that will be affected by cannabis legalization.

This discussion paper has been prepared to help inform this public and stakeholder engagement. It addresses a number of key policy issues for BC, including minimum age, public possession and consumption, drug-impaired driving, personal cultivation, and distribution and retail. It draws heavily from the analysis of the Task Force, and identifies policy options to consider in developing a BC regulatory regime for non-medical cannabis.

Note that this paper does not address regulation of medical cannabis. For now, the federal government has decided to maintain a separate system for medical cannabis. The Province has a more limited role in the medical cannabis system, and the policy issues and policy choices available are very different, in part because of a history of court cases related to the *Canadian Charter of Rights and Freedoms*.

## Minimum Age

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While Bill C-45 establishes a minimum age of 18 years to buy, grow, and publicly possess up to 30 grams of non-medical cannabis, provinces and territories can choose to establish a higher minimum age in their jurisdictions. This is consistent with the Task Force recommendations.

- BC could accept the federal minimum age of 18. However, the minimum age to buy tobacco and alcohol in BC is 19. 19 is also the BC age of majority, when minors become legal adults. In addition, since significant numbers of high school students turn 18 before they graduate, a minimum age of 18 could increase the availability of cannabis to younger teens.
- BC could set the minimum age at 19. This would be consistent with the minimum ages for tobacco and alcohol, and with the BC age of majority.
- BC could set the minimum age at 21 or higher. Emerging evidence suggests that cannabis use could affect brain development up to age 25. As a result, many health professionals favour a minimum age of 21.

However, as the Task Force recognized, setting the minimum age too high could have unintended consequences. Currently, persons under 25 are the segment of the population most likely to use cannabis. The greater the number of young users who cannot buy legal cannabis, the more likely that there will continue to be a robust illegal market where they can continue to buy untested and unregulated cannabis.

Finally, it's important to note that a legal minimum age is not the only tool to discourage cannabis use by young persons. As an example, public education campaigns that provide information about how cannabis use can limit academic performance and future opportunities have been found to be effective.

## Personal Possession - Adults

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Bill C-45 establishes a 30 gram limit on public possession of dried cannabis. Practically, this means that this is the maximum amount that an adult could buy and take home at any one time (for context, one joint typically contains between .33g to 1g of cannabis). The legislation also sets possession limits for other forms of cannabis (e.g. oils, solids containing cannabis, seeds) and the federal government intends to add other types of cannabis products (e.g. edibles) by regulation at a later date.

The 30 gram limit is consistent with the Task Force recommendation and with public possession limits in other jurisdictions that have legalized non-medical cannabis. The reason for public possession limits is that possession of large amounts of cannabis can be an indicator of intent to traffic, so a public possession limit can help law enforcement to distinguish between legal possession for personal use, and illegal possession for the purpose of trafficking.

Provinces and territories cannot increase the public possession limit, but they can set a lower limit. However, a consistent possession limit across the provinces and territories would be easier for the public to understand and comply with.

## Personal Possession – Youths

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While persons under 18 will not be able to buy or grow cannabis under Bill C-45, they are not prohibited from possessing up to 5 grams of dried cannabis or equivalent amounts for other cannabis products. This is consistent with the Task Force report, which took the position that youth should not be criminalized for possession of relatively small amounts of cannabis. However, provinces and territories can establish laws that prohibit possession by persons under an established provincial minimum age. Such a provincial law would not result in a criminal conviction and would be similar to how BC deals with alcohol – persons under 19 are prohibited from possessing alcohol, and a law enforcement officer can confiscate it and has the option of issuing a ticket.

## Public consumption

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Bill C-45 will amend the federal *Non-smokers' Health Act* to prohibit cannabis smoking and vaping in certain federally-regulated places (e.g. planes, trains), but regulation of public consumption of cannabis will otherwise fall within provincial and territorial jurisdiction.

BC can restrict where non-medical cannabis can be consumed, and can place different restrictions on different types of consumption (e.g. smoked, eaten). If BC does not legislate restrictions on public consumption by the time Bill C-45 comes into force, it will be legal to smoke, vape, and otherwise consume cannabis in public, including in places where tobacco smoking and vaping are forbidden.

For the purpose of considering potential restrictions on public consumption, it may be helpful to consider cannabis smoking and vaping separately from other forms of consumption.

### *Cannabis Smoking and Vaping*

The Task Force recommended that current restrictions on public tobacco smoking be extended to cannabis. In BC, both tobacco smoking and vaping are currently prohibited in areas such as workplaces, enclosed public spaces, on health authority and school board property, and in other prescribed places such as transit shelters, and common areas of apartment buildings and community care facilities.

BC has a number of options to consider:

- BC could extend existing restrictions on tobacco smoking and vaping to cannabis smoking and vaping – under provincial law, adults would then be allowed to smoke or vape cannabis anywhere they can smoke or vape tobacco. Depending on the regulatory scheme established by the Province, local governments may also be able to establish additional restrictions, such as prohibiting cannabis smoking and vaping in public parks.
- BC could prohibit public cannabis smoking altogether, but allow cannabis vaping wherever tobacco smoking and vaping are allowed. Compared to smoking, vaped cannabis has a reduced odour and is less likely to be a nuisance to passersby. In addition, banning public cannabis smoking could help avoid normalizing cannabis use.

- BC could also prohibit public cannabis smoking and vaping altogether and establish a licensing scheme to allow designated consumption areas, e.g. cannabis lounges. However, it is unlikely that such a licensing scheme could be implemented in time for legalization.

### *Other forms of consumption:*

While edible, drinkable, and topical forms of cannabis will not be commercially available immediately upon legalization, the federal government intends to regulate the production and manufacturing of these products for sale at some point. In addition, adults will be allowed to make their own edible and other products at home.

Public consumption of non-inhaled forms of cannabis would be very difficult to detect and enforce. While BC could legislate restrictions on public consumption of these forms of cannabis, it may be more practical to rely on public intoxication and disorderly conduct laws to manage intoxication issues related to public consumption.

## Drug-impaired Driving

With 17% of British Columbians reporting cannabis use within the previous year<sup>1</sup>, we know that it's very likely that a number of British Columbians are already driving with cannabis in their system, whether they are impaired or not. In 2016, drugs (cannabis or otherwise) were a contributing factor in fewer than 8% of BC road fatalities; however, legalization raises legitimate concerns about the potential for cannabis-impaired driving to increase, and make our roads less safe.

Drug-impaired driving is already prohibited under the *Criminal Code*, but Bill C-46 would overhaul existing impaired driving provisions and specifically address cannabis impairment. The amendments will provide authority for the federal government to set a blood tetrahydrocannabinol (THC) limit beyond which a person can be criminally charged with cannabis-impaired driving. This is similar to the blood alcohol limits in place for alcohol-impaired driving.

The proposed federal criminal penalties for drug-impaired driving range from a minimum of a \$1,000 fine to up to a maximum of 10 years in jail.

In BC, police who stop an alcohol-impaired driver can charge the driver criminally, but they also have the option of issuing an [Immediate Roadside Prohibition](#) (IRP) or an Administrative Driving Prohibition (ADP) under the BC *Motor Vehicle Act*. Sanctions can include licence prohibitions, monetary penalties, vehicle impoundment, and license reinstatement fees. These programs have been very effective in reducing the number of road fatalities on BC roads.

While the IRP and ADP schemes do not currently apply to drug-impaired driving, police officers in BC do have the option to issue a 24-hour roadside prohibition to a suspected drug-affected driver, with or without a criminal charge.

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<sup>1</sup> Canadian Tobacco, Alcohol and Drugs Survey, 2015

One key challenge is that unlike with blood alcohol, there is not enough scientific evidence to link a particular blood THC level with impairment. In fact, it is known that THC can remain in the blood after any impairment has resolved, particularly for frequent users. An IRP or ADP-type scheme would therefore have to rely on other ways to assess impairment, such as a Standard Field Sobriety Test (SFST) conducted by a trained police officer, or evaluation by a Drug Recognition Expert (DRE). The approval of oral fluid screening devices and/or the setting of per se limits by the federal government could also influence the introduction of an administrative regime for drug-impaired driving.

BC could consider one or more of the following to address the risk that cannabis legalization could lead to increased impaired driving:

- BC could launch a public education and awareness campaign to inform British Columbians about the risks and potential consequences of cannabis-impaired driving.
- BC could set a zero-tolerance standard in respect of blood THC content for drivers in the Graduated Licensing Program (drivers with an “L” or “N” designation) and/or for drivers under a specific age threshold.
- BC could invest in SFST and DRE training for more police officers.
- BC could expand the IRP and/or ADP programs to include drug-impaired driving.

## Personal Cultivation

Bill C-45 allows adults to grow up to 4 cannabis plants per household, up to a maximum plant height of 100 centimetres. Bill C-45 does not place restrictions on where plants can be located (indoor vs. outdoor) and does not require home growers to put any security measures in place, but it is open to provinces and territories to establish such restrictions.

In considering personal cultivation, the Task Force acknowledged concerns about risks such as mould, fire hazards associated with improper electrical installation, use of pesticides, and risk of break-in and theft. However, it noted that these concerns were largely shaped by experience with large scale illegal grow operations, and found that on balance, allowing small-scale home cultivation of up to four plants was reasonable.

The Task Force recognized the need for security measures to prevent theft and youth access, and for guidelines to ensure that cannabis plants are not accessible to children. The Task Force also suggested that local authorities should establish oversight and approval frameworks, such as a requirement that individuals be required to notify local authorities if they are undertaking personal cultivation.

In thinking about possible restrictions on personal cannabis cultivation, it may be helpful to keep in mind that it is legal in Canada to grow tobacco and to produce wine or beer at home for personal use with

very few restrictions. In particular, the law does not require specific security measures to prevent theft, or access by children and youth.<sup>2</sup>

BC has several options to consider regarding restrictions on home cultivation of non-medical cannabis:

- BC could adopt a lower limit than 4 plants per household for non-medical cannabis cultivation.
- BC could set restrictions regarding where and how non-medical cannabis can be grown at home. For example, it could: prohibit outdoor cultivation; allow outdoor cultivation but require that plants not be visible from outside the property; and/or require that any outdoor plants be secured against theft.
- BC could establish a registration requirement for persons who want to grow non-medical cannabis at home. However, there would be significant costs associated with administering a registration requirement, and the benefits may be questionable, since those who do not plan to comply with laws on home cultivation may be unlikely to register in the first place.
- If BC decides not to implement one or more of the above measures, local governments could be authorized to do so.

## Distribution Model

Under Bill C-45, each province or territory will decide how cannabis will be distributed in its jurisdiction. Distribution is the process by which goods are supplied to retailers that sell to consumers. Distributors are often called wholesalers.

There are three basic models for the warehousing and distribution of cannabis to retailers in BC: government, private, or direct.

- Government distribution – In this model, government would be responsible for warehousing and distribution of cannabis. Licensed producers would send cannabis products to a government distributor, which would then fill orders from cannabis retailers. Government distribution allows for direct control over the movement of cannabis products, but requires significant up-front investment and set-up. The Task Force heard strong support for government distribution, noting that it has proven effective with alcohol.
- Private distribution – In this model, one or more private businesses could be responsible for the physical warehousing and distribution of cannabis. However, significant government oversight would be required in the form of licensing, tracking and reporting requirements, as well as regular audits and inspections.
- Direct distribution – In this model, the province would authorize federally licensed producers to distribute their own products directly to retailers. This model would also require significant

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<sup>2</sup> Parents have a general legal duty to supervise and keep their children safe, but the law does not create specific requirements to protect children from all of the potential dangers that may be present in a home (e.g., alcohol, prescription drugs, and poisons).

government oversight and could make it challenging for smaller producers to get their products to market.

## Retail

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Under Bill C-45, each province or territory will decide the retail model for cannabis in its jurisdiction. Recognizing that the July 2018 timeline may not give provinces or territories enough time to establish their retail regimes before legalization, the federal government will implement an online retail system as an interim solution.

BC has a number of options for retail:

- BC could establish a public or private retail system, or potentially a mix of both, as currently exists for alcohol. A public system would require significant up-front investment in retail infrastructure, but there could also be additional revenue generated from retail sales. A private system would require a more robust licensing, compliance and enforcement system, but the associated costs could be recovered through licensing fees.

In a private retail system, it could be possible to allow some existing illegal dispensaries to transition into the legal system; in a public system such as that planned in Ontario, this would not be possible.

- BC could require that cannabis be sold in dedicated storefronts, or it could allow cannabis to be sold out of existing businesses such as liquor stores or pharmacies.

One public health concern about co-locating cannabis with other products is that it could expose significant numbers of people to cannabis products who might not otherwise seek them out; this could contribute to normalization or more widespread use. In addition, the Task Force strongly recommended against allowing co-location of alcohol or tobacco sales with cannabis, but recognized that separating them could be a challenge in remote communities where a dedicated cannabis storefront might not be viable.

- BC could establish a direct-to-consumer mail-order system. This could help provide access to legal cannabis for those in rural and remote locations and persons with mobility challenges.

## Conclusion

Cannabis legalization presents complex policy challenges for the Province. We expect that, as in other jurisdictions that have legalized, it will take several years to develop, establish, and refine an effective non-medical cannabis regime that over time eliminates the illegal market. The information gathered through this engagement will inform the Province's policy decisions. We appreciate your interest and feedback.





<b>TO:</b> Members of the Committee	<b>FILE:</b> 0400-20
<b>FROM:</b> Richard Kanigan, Chief Administrative Officer	<b>DATE:</b> Oct. 20, 2017
<b>SUBJECT:</b> Response to Provincial Government White Paper on Cannabis Legalization	

Prepared by: <i>R. KANIGAN</i>	Supervisor: _____	Financial Approved: _____ <i>Clive Freundlich, Dir. of Finance</i>	Report Approved: _____ <i>Richard Kanigan, CAO</i>
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**Recommendation from the Chief Administrative Officer:**

This report is being provided for Committees information and Council consideration.

**Background:**

The Province of BC has distributed a White Paper on Cannabis Legalization and is seeking feedback from local governments as well as members of the general public on various issues that will fall under the control of the province. Staff have conducted an initial review of the information and are providing recommendations as to how Council may respond to the Province on this white paper.

*Minimum Age* – Federal Government Bill C-45 establishes a minimum age of 18 years to buy, grow and publicly possess up to 30 grams of non-medical cannabis. Provinces and territories can choose to establish a higher minimum age in their jurisdictions. Given that the minimum age for purchasing, possessing and consuming alcohol in the province of BC is 19 years, and there has been discussion that cannabis should be regulated in a similar manner, it is recommended that Council suggest that the minimum age for Cannabis possession be 19 years.

*Personal Possession – Adults* – The White paper mentions that the maximum limit for possession of dried cannabis is 30 grams, (the maximum that an adult could buy and take home at any one time). Provinces can set a lesser limit but not increase this amount. Staff are of the opinion this decision should again, be left with the experts as we have no idea as to whether this is an appropriate possession amount. Staff are not prepared to suggest a response to this issue.

*Personal Possession – Youths* – Bill C-45 establishes the minimum possession age at 18 years (staff are recommending it be raised to 19 years in BC) and C-45 also proposes that youth under the legal age of possession would be permitted to possess up to 5 grams of cannabis, so that youth are not criminalized for possession of relatively small amounts of cannabis. As mentioned above, staff are not prepared to comment on whether this is an appropriate possession limit or not. It does raise the concern that school aged youth would be able to possess cannabis in school. RCMP can confiscate the cannabis in possession of somebody under the legal possession limit (similar to alcohol).

*Public Consumption* – Bill C-45 will prohibit the smoking and vaping of cannabis in certain federally regulated places (e.g., planes, trains) but regulation of public consumption of cannabis will fall under provincial and territorial control. There are various options outlined in the White paper such as extending the current restrictions on tobacco smoking and vaping to the use of cannabis as well. Given that these are provincial regulations, staff do not feel it is appropriate to

comment on this as the Town does not have sufficient resources to enforce the current restrictions for tobacco use (e.g., smoking or vaping in public spaces and parks) and are not prepared to offer a recommendation on the use in public. Staff do recognize that it is quite likely that the Town will receive nuisance complaints regarding cannabis use and its odour, however we have minimal ability to take enforcement action.

*Drug Impaired Driving* – Staff are not prepared to comment on this matter as this is outside the scope of any expertise we may have.

*Personal Cultivation* – Bill C-45 allows adults to grow up to 4 plants per household, up to a maximum height of 100 cm. The White paper suggests the Province can consider further restrictions as to whether the plants are grown indoors or outdoors, lower the 4 plant limit, restrictions on where and how it is grown, consider a registration requirement, or have local government implement some of these further restrictions. Given the potential complexities and costs associated administering additional regulations, staff are recommending that Council not support setting additional restrictions that those identified in Bill C-45.

*Distribution Model* – It is up to the province or territory to decide how cannabis will be distributed. Some options for consideration are government distribution, private distribution or direct distribution. Staff are recommending this issue be decided by the Province, similar to their ability to regulate the distribution of alcohol.

*Retail* – Each Province or Territory will decide the retail model for cannabis. Bill C-45 has established an online retail system until the province comes up with its model. The influence and control of the retail model by local government comes through our zoning regulations and business licensing provisions. Although it is not required that the Town act immediately, Council will want to give this matter some consideration in advance of the July 2018 effective date to ensure that the Town establishes the areas it would prefer cannabis retail sales to occur from. For example, defining distances between storefronts that sell cannabis as well as proximity to schools are some of the matters worth considering.

**Summary:**

The above noted suggested recommendations are from the perspective of the Town. The Provincial government is also looking for feedback from the general public on this White paper and the issue of cannabis legalization as a whole. Individuals that are interested in providing their opinion are encouraged to visit the Provinces website at <https://www2.gov.bc.ca/gov/content/safety/public-safety/cannabis>

Attachment: Cannabis Legalization & Regulation in BC – Discussion Paper



## Stakeholder Submission Process

To help ensure that our provincial cannabis regulatory system reflects the needs and values of British Columbians, government is seeking feedback on the following issues:

- minimum age;
- personal possession limits;
- public consumption;
- drug-impaired driving;
- personal cultivation; and
- distribution and retail models.

Stakeholders have been invited to send a formal submission by November 1, 2017 at 4 p.m.

Any organization may submit a written submission. Individuals are encouraged to submit the feedback form online.

If your organization has not already provided a written submission but would like to do so, you may email it to [cannabis.secretariat@gov.bc.ca](mailto:cannabis.secretariat@gov.bc.ca), no later than November 1, 2017 at 4 p.m.

In order to promote the transparency of this engagement process, all written submissions from organizations will be posted.

Please submit in PDF or Word document and ensure that personal information, like information about third parties or personal telephone numbers, is not included in your submission.

Your written submission should be 5 pages maximum and include:

- The name and purpose of your organization;
- Advice the provincial government should consider when developing the provincial regulatory framework.

To help guide your submission, please refer to the discussion paper which identifies a number of priority policy considerations for the development of a regulatory regime for non-medical cannabis in B.C.

## Important Links

- [Health Canada – About Cannabis](#)
- [Cannabis in Canada](#)
- [HealthLink BC – Cannabis](#)
- [HealthLinkBC – Medical Cannabis](#)
- [A Framework for the Legalization and Regulation of Cannabis in Canada](#)
- [2015 Canadian Tobacco Alcohol and Drug Survey](#)
- [Cannabis Talk Kit](#)

Submit Your  
Feedback





October-23-17

Subject: Affordable Housing Workshop December 8<sup>th</sup> – Request for Support

Thanks for the response. If the City is interested in sponsoring a meal, here are the costs (pre-tax):

- Morning coffee and muffin (during break) \$396
- Lunch \$1148
- Afternoon coffee break \$612
- Rental of venue \$545

We have confirmed all of our speakers. In addition to the ones below, we've got:

- John Reilly, Manager of Housing Planning and Programs, Capital Region District manager of housing programs
- Kevin Albers, CEO of M'akola
- Pat McKenna, Executive Director, Habitat for Humanity North Island
- Chris Whyte, Deputy Assessor, Vancouver Island Region, BC Assessment

Let me know if you're interested in supporting any of those, and if you'd be able to help us promote the workshop.

Thanks a lot!  
Cheeying

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From: Cheeying Ho

Sent: Wednesday, October 4, 2017

To: David Frisch; David Allen

Subject: Affordable Housing Workshop December 8<sup>th</sup> – Request for Support

Hello David and David

It was nice chatting with you briefly at UBCM last week. Hope you enjoyed the convention.

I'm following up on the possibility of the City being a partner on the workshop with us. As I mentioned, being a partner just means helping to promote through your networks, encouraging staff and partners (NPOs, developers, etc.) to attend, and participating as a resource. If you have any budget, sponsoring a coffee break would be awesome, as our budget is tight (of course!). Our current partners are BC Housing, the CVRD and the Comox Valley Coalition on Homelessness.

Here is the Eventbrite link to the workshop [https://affordablehousing\\_courtenay.eventbrite.ca](https://affordablehousing_courtenay.eventbrite.ca)  
The workshop qualifies for 6 learning units for planners (PIBC) and 5 CPD units for builders (BC Housing).

I'm attaching the agenda for the day, FYI. I've left a message for M'akola, as well as for Roger Kishi – so someone to talk about M'akola's work in the region. Other confirmed speakers include:

- Dale Mikkelsen, Director of Development, SFU Community Trust
- Peer-Daniel Krause, Policy Director, BC Non-Profit Housing Association
- Andrea Capelli, CV Coalition on Homelessness (to provide context)

I'm still waiting to hear back from the Capital Region Housing Corporation and a couple of others.

Please let me know if the City will be a partner. Thanks!

Cheeying,

Cheeying Ho | Executive Director | Whistler Centre for Sustainability  
(4325 Blackcomb Way, Whistler, BC, V0N 1B4)

## Building Knowledge and Capacity for Affordable Housing in Small Communities Workshop

November 1 (Castlegar); November 3 (Cranbrook); December 8 (Courtenay)

### LOCATION

#### Workshop Objectives:

1. To develop a common understanding among BC small communities of the main challenges as well as leading practices in building affordable housing
2. To provide a forum for learning about leading practices, tools and strategies for building affordable housing
3. To provide a facilitated forum for discussion among stakeholders to share knowledge and exchange ideas.
4. To support the development of an immediate-term implementation plan for building affordable housing in the community

Time	Agenda item
8:30	Registration, coffee
9:00	Welcome and introductions Review agenda and objectives Individual desired outcomes
9:30	Presentation of results of surveys and interviews
9:50	BREAK
10:10	Presentation of housing challenge/context
10:30	Case studies: Affordable housing strategies
12:00	LUNCH + gallery walk
12:45	Housing keys to success – presentations and discussion  Policy tools NPO capacity building Local government as partner

2:30	Strategy development for creating affordable housing
3:15	Large group discussion/round
3:35	Experts provide feedback on housing challenges
3:55	Next steps, thank you
4:00	Wrap



Sent via email only: [jward@courtenay.ca](mailto:jward@courtenay.ca)

October 19, 2017

Mr. John Ward  
Director of Legislative Services  
City of Courtenay  
830 Cliffe Avenue  
Courtenay, BC V9N 2J7

Dear Mr. Ward:

**Re: Voting Strength as a Result of 2016 Census**

On October 16, 2017 the Comox Valley Regional District received the 2016 Census population figures from the Ministry of Municipal Affairs and Housing. As you are aware, these figures serve as the basis for regional district voting strength and number of municipal directors.

As a result of the 2016 Census and adjustments, the Comox Valley Regional District Board composition will not change, but the City of Courtenay receives one (1) additional vote. Under sections 196 and 197 of the *Local Government Act*, municipal councils are required to adjust the number of votes assigned as necessary, before the Board's first meeting held after November 1st.

The City of Courtenay's current assignment of votes for municipal directors is as follows:

Director	Assignment of Votes
Director Jangula	5
Director Eriksson	4
Director Theos	4
Director Wells	4

Please note that the Act also stipulates that the council must assign the municipality's votes to each director as evenly as possible, but in no case may the difference between the maximum and minimum number of votes assigned be greater than one.

I have enclosed a copy of the 2016 Census population figures and would ask that you forward, in writing and no later than Monday, November 6, 2017, a copy of the resolution to assign the additional vote to one of the City of Courtenay's municipal directors.

If you have any questions please contact me at 250-334-6029 or by email at [jmartens@comoxvalleyrd.ca](mailto:jmartens@comoxvalleyrd.ca)

Sincerely,

***J. Martens***

Jake Martens  
Manager of Legislative Services

Enclosure: 2016 Census population figures

**Comox Valley Regional District**

(incorporated February 15, 2008)

Voting Unit: 1,500 population

	2016 Census including subsequent population changes certified by the Minister <sup>1</sup>	Number of Directors (voting strength/5)	Voting Strength (population/ voting unit)
<b>City:</b>			
Courtenay	25,599	4	18
<b>Town:</b>			
Comox	14,028	2	10
<b>Village:</b>			
Cumberland	3,753	1	3
<b>Electoral Areas:</b>			
A (Baynes Sound / Denman Island )	7,213	1	5
B (Lazo North)	7,317	1	5
C (Puntledge-Black Creek)	8,617	1	6
<b>Totals:</b>	<b>66,527</b>	<b>10</b>	<b>47</b>

Populations certified as necessary by the Minister of Municipal Affairs and Housing under sections 196 and 197 of the *Local Government Act* as per the definition in the Schedule to the Community Charter.

Effective November 1, 2017.

These population figures are to be used only in the determination of voting strength and Director representation.

1. Population includes people residing on Indian Reserves and boundary extensions to December 31, 2016.