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Item No. 21.4
Halifax Regional Council
November 18, 2025

TO: Mayor Fillmore and Members of Halifax Regional Council

SUBMITTED BY: Brad Anguish, Acting Chief Administrative Officer

DATE: October 20, 2025

SUBJECT: Legislative Update – Fall Sitting (2025)

INFORMATION REPORT

ORIGIN

2025 Fall Sitting of the Provincial Legislature.

BACKGROUND

The 2025 Fall sitting of the Provincial Legislature commenced on September 23, 2025, and adjourned on October 3, 2025. The sitting was the second of the 65th General Assembly, and the second sitting since the 2024 provincial election. During the 2025 Fall sitting, thirteen (13) pieces of legislation were passed.¹ Five (5) Bills that were passed will directly or indirectly impact HRM.²

- Bill No. 127 – *Protecting Nova Scotians Act*
- Bill No. 130 – *Traffic Safety Act*
- Bill No. 141 – *Municipal Modernization (2025) Act*
- Bill No. 144 – *Workers' Compensation Act* (amended)
- Bill No. 150 – *Freedom of Information and Protection of Privacy Act*

Details regarding these legislative changes are provided below. The legislative overviews provided in the Discussion section of this staff report are not exhaustive – they instead convey salient aspects of the Bills discussed.

Prior to the 2025 Fall sitting, HRM had twenty-two (22) active legislative requests submitted to the province for consideration. Four (4) outstanding legislative amendment requests were addressed, either in whole or in part, by legislation approved during the Fall sitting (items 9, 10, 20 and 22). An updated legislative request tracking sheet is included with this report (see Attachment 1).

¹ Assembly 65 (November 26, 2024 - Present) – [Bills](#) (organized by numerical order); [Bills](#) (organized alphabetically).

² See [here](#) for an overview of how a Bill becomes law.

DISCUSSION

1. **Bill No. 127 – Protecting Nova Scotians Act** | [Bill No.127](#)

Protecting Nova Scotians Act is an omnibus legislative package, which includes amendments to seven existing statutes and introduces a new statute, the *Social Insurance Number Protection Act*.³

Key provisions are as follows:

- **Prohibitions and penalties for obstructing Crown lands:** The Act amends the *Crown Lands Act* to prohibit persons from obstructing the use of, or impeding access to, a forest access road. The amendments grant the Minister the power to remove or demolish unauthorized structures, without notice, and provide penalties for non-compliance. Although these clauses focus on Crown lands and provincial sites, enforcement may affect how the PNS, RCMP and HRP coordinate in response to demonstrations, encampments, land occupations, or blockades. The amendments to the *Crown Lands Act* came into effect on October 3, 2025.

2. **Bill No. 130 – Traffic Safety Act** | [Bill No.130](#)

The *Traffic Safety Act* modernizes and consolidates Nova Scotia's traffic legislation. Once proclaimed, the *Traffic Safety Act* will repeal and replace the long-standing *Motor Vehicle Act*.⁴ It clarifies and expands the framework for municipal traffic management, including appointments, signage control, bylaw authority, electronic enforcement, speed regulation, and aggravated offences involving vulnerable road users.

Key provisions are as follows:

- **Municipal Traffic Authority:** Council must appoint one or more individuals that perform the duties of a municipal traffic authority for all or part of the municipality. Under the Act, the responsible Minister can temporarily appoint a municipal traffic authority, if council fails to do so, and can cancel appointments where duties are not carried out in accordance with the Act.
- **Local traffic control measures:** The Act allows municipalities to prohibit types of traffic, restrict or prohibit parking (including bus stops, taxi stands, loading zones, and fire lanes), and to regulate street vending/solicitation on municipal highways.
- **Electronic enforcement systems:** The Act will permit the municipality to make by-laws respecting the use of electronic enforcement systems.⁵ Any by-law of the municipality respecting the use of electronic enforcement systems will be subject to the approval of the Governor in Council. Images captured by authorized electronic enforcement systems may be admissible as evidence in a proceeding commenced under the *Summary Proceedings Act*.
- **Distracted driving and vulnerable road users:** The Act modernizes distracted driving language to reflect new communication, entertainment and logistical technologies.⁶ If a vulnerable road user

³ The Act came into effect on October 3, 2025, except for amendments to the *Cemetery and Funeral Services Act*, the *Embalmers and Funeral Directors Act*, certain amendments to the *Residential Tenancies Act* and the *Social Insurance Number Protection Act* which will become effective upon proclamation. The amendments to the *Liquor Control Act* will have effect on or after June 1, 2026, and the amendment to *Personal Health Information Act* will have effect on or after April 1, 2026.

⁴ Although passed in 2018 under the previous Liberal government, the *Traffic Safety Act* (2018) was never proclaimed.

⁵ This addresses an outstanding legislative amendment request seeking the establishment of a legal framework to enable a photo enforcement program (see [Item 15.1.1](#) Regional Council March 1, 2022).

⁶ Including display screens (televisions, tablets or computers), global positioning devices, logistical transportation tracking systems, ignition interlock devices, dispatch systems, and hand-held communication devices.

(which will be defined in the regulations) suffers bodily harm or death because of an offence, the offender is liable to an increased penalty.

- **Speed Limits:** The Act authorizes municipal traffic authorities to set minimum, maximum and speed limits on highways under their jurisdiction (up to 80km/hr). Subject to the regulations, the traffic authority may set variable speed limits.
- **Vehicles for hire:** The Act removes the restriction on the maximum dollar amount a municipality can charge as an annual licensing fee for persons hired for transportation services (Under the current *Motor Vehicle Act*, the annual licensing fee is capped at \$50 per vehicle).
- **Peace officer powers:** The Act expands and clarifies peace officer powers including stopping vehicles or other conveyances on highways to determine whether the vehicle and its occupants are complying with the Act and/or any related by-law. A peace officer can order the owner or driver of a vehicle to have a vehicle inspected or repaired and can seize any equipment contrary to the Act or regulations (including a radar warning or jamming device).
- **Safety provisions:** The Act strengthens vehicle and passenger safety. The Minister may make regulations regarding visibility and obstruction prevention, passenger restraint requirements, and the movement and response of traffic to school and public transit buses, and emergency vehicles. The Registrar must prepare and publish an Official Inspection Manual containing procedures for inspecting vehicles and outlining acceptance and rejection criteria. If a vehicle is deemed unsafe or unfit to be driven, the Registrar can suspend an issued permit or the privilege to obtain a permit.

Municipal staff will need to undertake a detailed review of the *Traffic Safety Act* to assess potential implications. The Act's full operational impacts will only become clear once supporting regulations for the Act are released.⁷ The province has confirmed that municipalities will be consulted regarding the regulations.

3. Bill 141 – Municipal Modernization Act | [Bill No.141](#)

The *Municipal Modernization (2025) Act* is an omnibus Act that amends six existing statutes and introduces a new statute, the *Transportation Corridor Control Act*. The Act became effective October 3, 2025, except for two sections relating to elector requests to obscure their name from the public list of electors in the *Municipal Elections Act*, which will come into effect once proclaimed.

Key provisions are as follows:

A. Halifax Regional Municipality Charter

- **Tax relief for properties impacted by natural disasters:** Council may, by policy, reduce the amount of taxes payable for rebuilt properties destroyed by wildfire, hurricane, flood, storm or other natural disaster. In adopting a policy, Council may consider the property's assessed value prior to destruction. Any policy adopted under this section will not affect property assessments under the Assessment Act.
- **Method of payments at tax sales:** The Act enables Council to permit, by resolution, other methods of payments at tax sales. This could include electronic payments.
- **Liens and Bonds for Building Development Fees:** The Act amends the Charter, to permit Council to include, in a by-law, conditions allowing for the deferral of fees for licences, permits, or approvals in connection with building development. To qualify for deferred payment, the

⁷ Regulations introduced in support of the *Traffic Safety Act* may (or may not) address three (3) outstanding legislative amendment requests (specifically items 1, 3 and 4). See Attachment 1 for request particulars.

Municipality can require that the applicant provide a bond or other security.⁸ Fees for licences, permits or approvals are now a first lien real property related to the building development and may be collected in the same manner as a tax by the Municipality.

- **Expansion of district energy system access:** Amendments allow Council to may make by-laws establishing the option for voluntary access for properties outside the Cogswell District Energy Boundary. Additionally, Council may make by-laws respecting the payment for financing and installation of equipment relating to voluntary access to the district energy system (for properties located outside of the Cogswell District Energy Boundary).⁹
- **Childcare facility areas:** The Act excludes ministerially designated childcare facilities from Parts of the Act related to planning and development and subdivision and from municipal planning strategies, land-use by-laws, development agreements, policies and subdivision by-laws.
- **Scope of site plan approvals:** The Act amends the Halifax Charter to allow site-plan approval to deal with the external appearance of a structure anywhere within the Municipality and no longer limits this authority to structures located within the HRM by Design Downtown Plan Area and the Centre Plan Area.
- **Public Participation when the Minister has Refused to Approve Planning Documents:** The Act amends the Charter to authorize the Minister to set parameters for, or requirements of, the Municipality's public participation program (when the Minister has refused to approve planning documents and has ordered the Council to amend the planning documents).

B. Halifax Water Commission Act

- **Expansion of Commission powers:** The Act expands the powers of the Halifax Water Commission's General Manager to include the management and oversight of a district energy system and incidental activities.
- **Liability protections:** The exemption from liability in negligence and nuisance has also been extended to a district energy system.¹⁰

C. Housing in the Halifax Regional Municipality Act

- **Ministerial authority over planning documents:** The Act amends the Housing in Halifax Regional Municipality Act to provide authority to the Minister of Growth and Development. The amendments expand the authority of the Minister to make, amend, or repeal any one or more planning documents applicable to a special planning area, and may order the Municipality to make a planning document if one does not already exist.¹¹

D. Municipal Elections Act

- **Modernization of municipal elections:** The Act modernizes municipal election procedures. It expands the method of public notice to posting on the municipality's publicly accessible website

⁸ These amendments address an outstanding legislative amendment request seeking authority to impose lien powers and/or bonding powers for the collection of building permit fees (see [Item 15.1.2](#) Regional Council May 13, 2025).

⁹ These amendments address an outstanding legislative request seeking authority to expand the boundary of the Cogswell District Energy System to include "non-mandatory" connection zones, permit by-laws for all connection zones and extend Halifax Water Commission's statutory limitations of liability to the provision of incidental business, including district energy services (see [Item 18.1](#) Regional Council October 1, 2024).

¹⁰ This amendment addresses an outstanding legislative request seeking augmented Halifax Water Commission legal liability limits in connection with district energy (see [Item 18.1](#) Regional Council October 1, 2024).

¹¹ Either at the Minister's sole discretion or on the recommendation of the Executive Panel of Housing in HRM.

and posting in at least five conspicuous places in the municipality. The Act also changes the date for determining individual eligibility to vote from first advance polling day to ordinary polling day.

- **Requests to obscure name from public list of electors:** The Act also amends the *Municipal Elections Act* by permitting an elector to request to have their name obscured from a public list of electors by appearing before the revising officer. The two sections relating to this will not come into force until the Governor in Council orders and declares by proclamation.

E. Municipal Grants Act

- **Municipal financial capacity grants payable:** The Act amends the *Municipal Grants Act* to update the definition of “Minister” to the Minister of Municipal Affairs. The Act delegates the authority to determine the total amount of municipal financial capacity grants payable to municipalities in a given fiscal year to the Minister of Municipal Affairs (rather than the Governor in Council).

F. Transportation Corridor Control Act

Introduced as part of *Municipal Modernization (2025) Act*, the *Transportation Corridor Control Act* (TCCA), allows the province to designate priority transportation corridors. The stated purpose of the Act is to foster coordination between the province and landowners, remove barriers to priority transportation corridors and provide clarity for landowners on provincially significant transportation projects.

Key TCAA provisions are as follows:

- **Designating transit corridors:** The province may designate land (all or part of a provincial or municipal highway) as transportation corridor land. The designation can be partial (for some purposes only) and can be expanded later. The Minister must make reasonable efforts to notify affected property owners and must either register the designation or carry out a public notice process. The designation can be revoked, renewed for an additional period of 10 years, or expire. Unless renewed or revoked, designations expire after 10 years after the designation is made.
- **Permits and restrictions near corridors:** Conducting excavation, or building/altering/placing structures, within 30-metres of designated corridor land is prohibited without a permit. A municipality, utility company or public safety agency can conduct unpermitted work to address an emergency. The Minister may change permit terms, or revoke permits without providing advance notice or giving reasons.
- **Utility infrastructure and relocation:** If necessary for a priority transportation project, the Minister can order a utility company to relocate, remove, or change utility infrastructure (even overriding existing permits or agreements). After notice is given, the Minister and utility company must negotiate to coordinate the taking up, removal or change of location.
- **Municipal service and highway access:** Link Nova Scotia can require HRM to provide highway access and/or municipal water, sewer or fire hydrant services to support a priority transportation project. After written notice is provided, the municipality and Link Nova Scotia are required to enter negotiations to agree on terms for the municipal service and municipal highway access. If the municipality and Link Nova Scotia cannot agree on terms, the Minister may order terms. Imposed or negotiated terms may include compensation, measures to mitigate public impact, liability arrangements, technical standards, methods of dispute resolution, and any other provisions the Minister considers necessary.
- **Inspections and site assessments:** The Minister may carry out inspections and site assessments on any property within 30 meters of a transportation corridor to ensure compliance or take samples of structure, soil, plant, or water on land. The TCCA contains restrictions on the timing and duration

of the inspections and site assessments. When required, the TCCA allows a justice of the peace to issue a warrant authorizing an individual to carry out a site inspection or assessment.

- **Work on corridor land:** The Act grants the Minister authority to enter private property within 30 meters of the transportation corridor to conduct site preparation. Site preparation may include “preparatory work, exploratory work, the taking of invasive samples and the alteration or disturbance of the land or any structures, other than buildings, on the land.” Written notice to property owners is required where the Minister determines that alteration or removal of a structure, vegetation or a thing prescribed by the regulations is required. The notice will outline the work, timelines, rights to negotiate, and entitlement and procedure for determining compensation.¹²
- **Offences and penalties:** Offences include unpermitted work on or within 30m of a transportation corridor, obstructing or interfering with inspections or a site assessment, violating an order to stop work, and violating permit conditions. Corporations guilty of an offence under the Act, will be liable on conviction for up to \$500,000 for a first offence (with up to \$10,000 daily fines, if the offence continues), a second or any subsequent offence for a corporation will have a fine up to \$1M.
- **Conflict, compensation and limitations:** Designation of transportation corridor land does not vest ownership in the Crown. Municipalities retain maintenance obligations. However, the Minister, the Department of Public Works, or the Crown in right of the province can enter into an agreement with the municipality respecting the ownership or maintenance of a street or highway. Nothing in the Act, regulations, or actions authorized under the Act and regulations constitute de facto expropriation of a landowners’ property. Compensation is only payable when a proprietary interest is acquired (however injurious affection claims may still be allowed).

Bill 144 – Workers Compensation Act | [Bill No.144](#)

Bill 144 amends the *Workers’ Compensation Act* (WCA)¹³ and will come into effect on January 1, 2026.¹⁴ Bill 144 updates the definition of spouse to remove gender specific language, adds the definition of common-law partner, extends the presumptive cancer coverage to employees who are assigned exclusively to fire investigation duties , and provides the Workers’ Compensation Board with greater flexibility in setting compensation amounts and payment schedules. It repeals outdated provisions and allows regulatory adjustments to claim reporting periods and fund administration.

Key Bill 144 provisions are as follows:

- **Definitions and relationships:** Amendments remove gender specific language from “spouse”. Under Bill 144, “spouse” is defined as any person who is cohabitating with the person in a conjugal relationship as married spouse, registered domestic partner or common-law partner. These changes ensure that benefits and claims under the Act cover a wider range of family and household relationships.
- **Disclosure of Medical Records:** Bill 144 confers on the Board discretion to release medical information related to the worker, upon an employer’s request, where the Board is of the opinion it is reasonably necessary for the determination of the worker’s fitness to return to work.
- **Benefit Calculations and Payments:** Bill 144 amendments enable the amount of earnings-replacement benefits payable to a worker to be prescribed in the regulations and allow the Board to determine the payment schedule of annuities (rather than being in periodic instalments). The Act

¹² The TCCA requires good-faith negotiations between the Minister and property owners whose property is subject to site preparation and obstruction removal. Any disputes in this process are settled by the Nova Scotia Utility and Review Board.

¹³ Municipalities are included as “employers” and their employees are covered by the Workers’ Compensation Board of Nova Scotia (WCB). See s.2(o).

¹⁴ Except for section 35A (presumption respecting firefighters), which will be retroactive to October 30, 2020.

also allows for certain calculations (amount of a worker's permanent-impairment benefit, maximum compensation, annuities, amount of a survivor pension) to be prescribed in the regulations.

- **Survivor Benefits:** Bill 144 establishes a hierarchy of the payment of death benefits, whereas it was previously only payable to the worker's spouse.

4. **Bill No. 150 – Freedom of Information and Protection of Privacy Act | [Bill No.150](#)** The *Freedom of Information and Protection of Privacy Act* (FOIPOP) establishes the legal basis for public access to government records and provides safeguards personal information. The Act will repeal Part XX of the *Municipal Government Act (Freedom of Information and Protection of Property)*, and municipalities will be subject to the framework under the new Act, which is set to take effect on April 1, 2027. The overall operational impacts, and certain municipal responsibilities will depend on the regulations under the Act.

Key FOIPOP provisions are as follows:

- **Legal Privilege:** Under the Act, legal privilege includes “solicitor-client privilege, litigation privilege and settlement privilege.” This clarifies what documents are privileged and may be refused to be disclosed under the Act.
- **Incomplete Access Requests:** Under the new Act, where (a) an applicant does not specify the sufficient particulars to enable an individual familiar with the topic or issue to identify the record (and reasonable efforts to list particulars, such as time, place and subject), and (b) the public body has made every reasonable effort to assist a person in making and completing a request, the request is considered incomplete and will be deemed not to have been received by the public body.
- **Timelines:** The Act changes the timelines contained in the Act by replacing calendar days with business days. This will affect, for example, the amount of time for responding to access requests.
- **New programs and protection of privacy:** Under the Act the municipality will be required to maintain a privacy policy which meets the requirements of the regulations. The municipality must conduct a privacy assessment before undertaking, or substantially changing, any project, program, system or other activity that involves the collection, use or disclosure of personal information.
- **Cross-border data transfers:** The Act introduces new international disclosure rules which will repeal and replace the former *Personal Information International Disclosure Protection Act*. Subject to exceptions found in the regulations, the Act imposes restrictions on how a public body handles personal information in its custody. Public bodies may not grant access to, or disclose information to, parties outside of Canada and are likewise prohibited from storing personal information outside of Canada.
- **Breach notifications:** Under the Act public bodies will be required to notify an affected individual and the Commissioner if there is a privacy breach, and it is reasonable to believe that the affected individuals could experience significant harm because of the privacy breach.

FINANCIAL IMPLICATIONS

There are no financial implications as a direct result of the material in this report. Any financial implications resulting from the implementation of new legislation or regulations will be assessed when considered.

COMMUNITY ENGAGEMENT

No community engagement was required.

LEGISLATIVE AUTHORITY

The relevant statutes for each legislative request are outlined in the discussion section of this report or in the attached legislative request tracking sheet (Attachment 1).

ATTACHMENTS

Attachment 1: Halifax Regional Council Legislative Tracking Sheet, October 2025

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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Active Requests

Particulars of Request	
1.	<p><u>Crosswalk Penalties - Motor Vehicle Act/Traffic Safety Act</u> Request for the province to consider increasing non-monetary penalties for crosswalk violations.</p> <p>Date of Request: March 10, 2015 – Item 11.5.3</p>
2.	<p><u>Heritage Conservation District Development Moratorium – Heritage Property Act</u> Request that the province amend the <i>Heritage Property Act</i> and Heritage Conservation Districts regulations, where appropriate, to authorize the Council to adopt a by-law that would suspend specific types of development, for a period not exceeding one (1) year, within the boundaries of an area that Council has identified as part of a background study to establish a Heritage Conservation District.</p> <p>Date of Request: February 23, 2016 – Item 9.1.2</p>
3.	<p><u>Parking Fines - Summary Offence Ticket Regulations</u> Request that the province amend the Summary Offence Ticket Regulations to increase parking fines for “other” parking types only; not inclusive parking meter violations, as outlined in Option 1, Attachment D (Appendix A) of the staff report dated February 10, 2017, with the following amendment:</p> <p style="padding-left: 40px;">The requested increase to the fine amounts be amended so:</p> <ul style="list-style-type: none"> (a) all Category A (parking) offences are increased from \$25.00 to \$50.00 (rather than \$45.00 as recommended by Committee of the Whole); (b) all Category B (parking) offences are increased from \$50.00 to \$100.00; and (c) all Category C (parking) offences are increased from \$100.00 to \$200.00 rather than \$150.00. <p>Date of Request: January 15, 2019 – Item 14.1.6 & February 15, 2017 – Item 5</p>
4.	<p><u>Dooring – Motor Vehicle Act/Traffic Safety Act</u> Request that the province amend the <i>Motor Vehicle Act</i> to prohibit people from opening their vehicle doors until it is</p>

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	reasonably safe to do so.
	Date of Request: August 15, 2017 – Item 14.2.3
5.	<p><u>Green Network Plan – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i>, as set out in Actions 18 and 61 of the Halifax Green Network Plan, to:</p> <p style="padding-left: 40px;">(a) enable the Municipality to acquire sensitive environmental lands (e.g. riparian areas, wetlands, steep slopes, etc.) as an environmental reserve through the land development and subdivision process, in addition to existing parkland dedication provisions; and</p> <p style="padding-left: 40px;">(b) enable a greater range of legislative abilities, such as the ability to enact parkland dedication requirements based on density to address development that does not include the subdivision of land.</p>
	Date of Request: August 14, 2018 - Item 14.3.1
6.	<p><u>Transportation Network Company Fees - Motor Vehicle Act/Traffic Safety Act</u></p> <p>Request that the province amend the <i>Motor Vehicle Act</i> to enable the Municipality to charge Transportation Network Companies (TNCs) per-trip fees. This will enable the Municipality to generate additional revenues as part of the forthcoming regulation of TNCs like Uber and Lyft.</p>
	Date of Request: January 14, 2020 – Item 15.3.1
7.	<p><u>Construction Mitigation Fund – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> to enable HRM to establish a construction mitigation fund to assist with marketing and promotions for business impacted by lengthy construction projects, as well as to provide direct compensation to private sector businesses in those cases where reasonable parking and access cannot be maintained.</p>
	Date of Original Request: February 25, 2020 – Item 15.1.7

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	Date of Renewed Request: October 7, 2025 – Item 15.5.1
8.	<u>Zero Emission Vehicle Mandate Alignment - Environmental Goals and Climate Change Reduction Act</u> Request that the provincial Zero Emission Vehicle mandate, introduced in the <i>Environmental Goals and Climate Change Reduction Act</i> , be strengthened to better align with the targets set in HalifACT.
	Date of Request: November 23, 2021 – Item 15.2.2
9.	<u>Photo Enforcement Radar – Motor Vehicle Act/Traffic Safety Act</u> <i>*Addressed during 2025 fall sitting by Bill 130.</i> That the CAO develop a program of photo enforcement in anticipation of the eventual proclamation of the <i>Traffic Safety Act</i> and in accordance with the recommendations set out in the January 2022 consulting report prepared by Stewart Solutions Inc., which includes: <ul style="list-style-type: none">• Request that staff engage with the province to establish the necessary framework, including legislation, to enable a successful photo enforcement program under the <i>Traffic Safety Act</i>.
	Date of Request: March 1, 2022 – Item 15.1.1
10.	<u>Authority to Set Speed Limits – Motor Vehicle Act/Traffic Safety Act</u> <i>*Addressed during 2025 fall sitting by Bill 130.</i> Request that the province delegate the legislative authority to set speed limits below 50 km/hr to the HRM Traffic Authority.
	Date of Request: November 22, 2022 – Item 15.1.8 & April 11, 2017 – Item 14.4.1
11.	<u>Community Benefit Agreements – Halifax Regional Municipality Charter</u> Request that the province amend the <i>Halifax Regional Municipality Charter</i> to add the power to develop, enter into and enforce Community Benefit Agreements.
	Date of Request: November 22, 2022 – Item 15.1.11

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12.	<p><u>Auditor General Term of Appointment – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> to grant Halifax Regional Council the authority to determine the length of a fixed-term appointment for HRM’s Auditor General for a non-renewable term not to exceed 10 years.</p>
	<p>Date of Request: February 21, 2023 – Item 15.1.4</p>
13.	<p><u>Halifax Water Regional Development Charges Waived for Affordable Housing – Public Utilities Act</u></p> <p>Request that the province amend the <i>Public Utilities Act</i> to enable Halifax Water to waive Regional Development Charges for affordable housing developments.</p>
	<p>Date of Request: November 14, 2023 – Item 15.1.3 & November 10, 2020 – Item 11.1.1</p>
14.	<p><u>Permanent Resident Municipal Voting Rights – Municipal Elections Act</u></p> <p>Request that the province amend the <i>Municipal Election Act</i> to include permanent residents as qualified electors to vote in municipal elections.</p>
	<p>Date of Request: November 14, 2023 – Item 15.2.1 & December 2, 2014 – Item 11.3.3</p>
15.	<p><u>Mi’kmaw Seat Halifax Regional Council – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> to enable HRM to consider a Mi’kmaw council seat, subject to consultation and agreement with Mi’kmaw representatives.</p>
	<p>Date of Request: November 14, 2023 – Item 15.2.1</p>
16.	<p><u>Taxation of Vacant Residential Lots – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> to grant Regional Council authority to impose an additional residential property tax on vacant lots located within areas of HRM, based on assessed value and determined using an inclusion criteria designated by Regional Council.</p>
	<p>Date of Request: March 5, 2024 – Item 15.1.4</p>

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17.	<p><u>Identification of Properties Serving Victims of Abuse – Halifax Regional Municipality Charter</u></p> <p>Request the province amend subsections 89 (1) and (4) of the <i>Halifax Regional Municipality Charter</i> to protect the identification of residential properties that are in receipt of a municipal tax exemption that serve victims of abuse, such as emergency shelters and transitional housing, by removing the legislated requirement that such properties be specifically named in policy.</p>
	<p>Date of Request: April 23, 2024 – Item 15.2.3</p>
18.	<p><u>Collection of Construction-Related Fines – Halifax Regional Municipality Charter & Building Code Act</u></p> <p>Request that the province:</p> <ol style="list-style-type: none"> 1. Amend the <i>Building Code Act</i> to enable the Municipality to refuse to issue or renew permits to applicants and related companies for outstanding fines; and 2. Amend the <i>Halifax Regional Municipality Charter</i> to enable the Municipality to refuse to issue or renew planning approvals to applicants and related companies for outstanding fines.
	<p>Date of Request: August 20, 2024 – Item 15.1.11</p>
19.	<p><u>Immunity for Constructive Taking Claims – Halifax Regional Municipality Charter</u></p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> to include immunity from constructive taking / de facto expropriation claims.</p>
	<p>Date of Request: October 1, 2024 – Item 15.1.4</p>
20.	<p><u>Extension of Cogswell District Energy System - Halifax Regional Municipality Charter & Halifax Regional Water Commission Act</u></p> <p>*Addressed during 2025 fall sitting by Bill 141.</p> <p>Request that the province amend the <i>Halifax Regional Municipality Charter</i> and <i>Halifax Regional Water Commission Act</i>, to:</p> <ol style="list-style-type: none"> a. Expand the boundary of the Cogswell District Energy System to include the “non-mandatory” connection zone depicted in Figure 2 of the Halifax Water report dated August 28, 2024; b. Authorize the municipality to pass by-laws with respect to both the mandatory and nonmandatory connection zones; and

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	<p>c. Extend the application of Halifax Water’s statutory limitations of liability to the provision of incidental business, including district energy services.</p> <p>Date of Request: October 1, 2024 – Item 18.1</p>
<p style="text-align: center;">21.</p>	<p><u>Ground-Floor Commercial Space Required Allocation – Minimum Planning Requirements Regulations / Halifax Regional Municipality Charter</u></p> <p>Request that the <i>Minimum Planning Requirements Regulations</i> be amended to remove section 4A(2)(j):</p> <p style="padding-left: 40px;">4A(2) In addition to the requirements prescribed in subsection 229(1) of the Charter and Section 4, a municipal planning strategy must do all of the following to address the issue of housing supply:</p> <p style="padding-left: 80px;">....</p> <p style="padding-left: 40px;">(j) for multi-unit residential buildings that begin construction before April 1, 2027, not require that the ground floor consist of more than 20% commercial space;</p>
	<p>Date of Request: February 25, 2025 – Item 16.1</p>
<p style="text-align: center;">22.</p>	<p><u>Authority to Impose Liens and Bonds Related to Permit Fees – Halifax Regional Municipality Charter</u></p> <p><i>*Addressed during 2025 fall sitting by Bill 141.</i></p> <p>THAT Halifax Regional Council request that the Mayor write a letter to the Province of Nova Scotia requesting legislative amendments to the Halifax Regional Municipality Charter and/or Building Code Act to give the authority to impose lien powers and/or bonding powers for the collection of building permit fees.</p>
	<p>Date of Request: May 13, 2025 – Item No. 15.1.2</p>
<p style="text-align: center;">23.</p>	<p><u>Deed Transfer Tax Change Request – Municipal Government Act</u></p> <p>Request that the Province of Nova Scotia amend the Municipal Government Act to:</p> <ol style="list-style-type: none"> a. increase the maximum allowable deed transfer tax amount from 1.5 per cent to at least 2.5 per cent, b. create a provision to allow for tiered rate amounts for deed transfer tax, c. create a provision to allow for a luxury deed transfer tax rate for single family residential properties at or over

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	<p>\$2,000,000 at an additional deed transfer tax amount of 1 per cent,</p> <ul style="list-style-type: none"> d. amend subclause 109(1)(c)(ii), which permits a deed transfer tax exemption allowance for nominal consideration transfers, e. create a provision which states properties pay deed transfer tax calculated on the greater of market value from the most recent assessment received from PVSC or the property purchase price, and f. add a new clause which explicitly treats the transfer of shares or beneficial interests in a corporation or partnership owning real estate as equivalent to purchasing the land itself, similar to language used by Ontario in section 3 of the Land Transfer Tax Act.
	<p>Date of Request: October 7, 2025 – Item 15.1.2</p>

Inactive Requests

Particulars of Request	
1.	<p><u>Heritage Registration Sunset Clause - Heritage Property Act</u></p> <p>Request that the province amend the <i>Heritage Property Act</i> to introduce a sunset clause of 90 days for impact clerical errors have on heritage registration.</p>
	<p>Date of Request: April 22, 2008 – Item 12.3</p>
2.	<p><u>Commercial Tax Options – Halifax Regional Municipality Charter & Assessment Act</u></p> <p><i>*Partially addressed during 2016 fall sitting by Bill 52.</i></p> <ul style="list-style-type: none"> 1) Request that the province make changes to legislation governing the assessment process so that (a) the annual valuation is averaged over a three-year period, or (b) the full assessment roll is updated every 3-4 years as is the current policy in Saskatchewan and Ontario. 2) Request that the province amend the <i>Halifax Regional Municipality Charter</i> to provide Council with greater legislative authority in setting taxes and charges respecting the general tax rate and area rates for both residential and commercial properties. 3) Request to work with Service Nova Scotia and the Property Valuation Services Corporation (PVSC) to change the commercial tax assessment so it is based on 3 past years of assessment rather than one year. This would increase

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	<p>predictability in annual commercial tax bills by evening out increases.</p> <p>Date of Request: November 10, 2015 – Item 14.1</p>
3.	<p><u>Traffic Control Persons for Special Events</u> – <i>Motor Vehicle Act/Traffic Safety Act</i></p> <p>Request that the province amend the <i>Motor Vehicle Act</i> to permit traffic control persons to direct the movement of traffic for special events.</p> <p>Date of Request: April 25, 2017 – Item 14.3.1</p>
4.	<p><u>Removal of Market Levy Cap</u> – <i>Halifax Regional Municipality Charter</i></p> <p><i>*Partially addressed during 2022 fall sitting by Bill No. 204: levy increased but not removed.</i></p> <p>Request that the province amend the <i>Halifax Regional Municipality Marketing Levy Act</i> (Repealed – Levy provisions now in the HRM Charter) to remove the cap on the marketing levy.</p> <p>Date of Request: February 23, 2021 – Item 11.2.1</p>