

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 
Jacques Dubé, Chief Administrative Officer

DATE: May 2, 2022

SUBJECT: Legislative Update – 2022 Spring Sitting

INFORMATION REPORT

ORIGIN

2022 Spring Sitting of the Provincial Legislature.

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 A).

BACKGROUND

Halifax Regional Municipality was created by, and gets its authority from, the Province of Nova Scotia. As a result, when the Municipality seeks to take an action outside the scope of its delegated authority, it must ask the Province to grant such authority through new legislation, legislative amendments, or by requesting that the Province undertake an action on its behalf.

Regional Council has several outstanding legislative requests with the Province, dating back to 2008. All legislative requests are tracked by Government Relations and External Affairs (GREA), who work with staff across the organization to coordinate efforts to advance these requests. Following sittings of the Provincial Legislature, Council is provided with reports updating the status of outstanding requests and outlining any legislative changes with potential impacts on the Municipality.

The 2022 Spring sitting of the Provincial Legislature commenced on March 24, 2022 and adjourned on April 22, 2022. During the 2022 Spring sitting, eighty-six (86) pieces of legislation were introduced by the Government and members of the opposition. Of the thirty-one (31) Bills passed, nine (9) Bills will have direct or indirect impacts for HRM:¹

- Bill No. 96 – Dismantling Racism and Hate Act
- Bill No. 102 – Wildlife Act

¹ For a full list of Bills passed at the Spring sitting, see Attachment B.

- Bill No. 120 – Act to Amend Involuntary Psychiatric Treatment Act
- Bill No. 123 – Act to amend the Liquor Control Act
- Bill No. 134 – Act to Amend the Motor Vehicle Act
- Bill No. 137 – Act to Amend the Halifax Regional Municipality Charter
- Bill No. 145 – Electricity Act
- Bill No. 148 – Mi'kmaw Language Act
- Bill No. 154 – Tourist Accommodations Registration Act

An overview of these pieces of legislation is provided in the Discussion section 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 2022 Spring sitting, HRM had twelve (12) active legislative requests submitted to the Province for consideration (see Attachment A). None of these active requests were addressed, either in whole or in part, by legislation approved during the Spring sitting. However, HRM staff continue to meet regularly with provincial departments to discuss Council's outstanding legislative requests and to consult on regulations.

DISCUSSION

1. Bill No. 96 – Dismantling Racism and Hate Act

Bill 96 introduces legislation intended to address systemic hate, inequity and racism caused by government and public body policies, practices and procedures that appear neutral but have the effect of disadvantaging marginalized and racialized groups. The Act:

- designates the [Office of Equity and Anti-Racism Initiatives](#) (OEARI) as the body responsible for facilitating racism/hate related education, undertaking policy development, evaluating existing policy, facilitating engagement, implementing initiatives and facilitating public reporting.
- mandates the creation of a Strategy to address systemic hate, inequity and racism within the Province.
- sets out the public bodies to which the Act applies (including Municipalities and Universities that will be prescribed by regulation).
- requires that 'prescribed' public bodies create a Plan to address systemic hate, inequity and racism.
- requires the Province to create a community network to engage and work with marginalized and racialized communities on the actions and initiatives established under the Act.
- mandates the publication of an annual progress-report and periodic reviews of the Act.

Bill 96 was not introduced in response to a formal request from HRM. Municipal representatives were, however, engaged during the development of this Act.² The Province's OEARI advises that work on the Act-mandated provincial strategy will be proceeded by engagement sessions (anticipated in May-November 2022). These sessions will offer opportunities for HRM to provide input to the OEARI.

Staff anticipate that HRM's ongoing actions to build a diverse and inclusive workforce and offer residents inclusive programs and services will serve as the foundation for creating a municipal Plan pursuant to the new Act. The form, content and due dates for public bodies' Plans to address systemic hate, inequity and racism, will be set out in future Regulations. The OEARI expects that regulations for the Dismantling Racism and Hate Act will be drafted in Fall-Winter 2023.

Link to [Bill No.96](#) (as passed)

² The Office of Equity and Anti-Racism Initiatives held 71 focus groups and engagement sessions on the proposed legislation, in January and February of 2022, involving 1,223 Nova Scotians. See [here](#) for details.

2. Bill 102 – Wildlife Act

Bill 102 amends the [Wildlife Act](#). The amendments introduced in Bill 102 authorize regulations prohibiting or regulating the feeding of wildlife anywhere within the Province. Bill 102 was not introduced in response to a formal request from HRM, nor were HRM staff consulted during the development of this Act.

Link to [Bill No.102](#) (as passed)

3. Bill 120 – Act to Amend Involuntary Psychiatric Treatment Act

Bill 120 amends the [Involuntary Psychiatric Treatment Act](#),³ modifying the responsibilities of mental health and other health professionals, hospital administrators, and law enforcement under the legislation. The amendments introduced in Bill 120:

- require that the Act be read/applied consistent with Canada’s obligations under the United Nations Convention on the Rights of Persons with Disabilities.
- change the standard for a peace officer to take a person into custody for a medical examination.
- allows a shortened period of time within which a person (taken into custody for a medical examination) must be examined.
- allows regulation respecting when a peace officer is not required to remain with a person taken into custody (while awaiting a medical examination).
- require facilities to provide information respecting the patient's rights and how the patient may exercise those rights (when a declaration of involuntary admission or a renewal of such is filed).
- set out the purpose of a community treatment order and modify the conditions under which a community treatment order can be made.

Bill 120 was not introduced in response to a formal request from HRM, nor were HRM staff consulted during the development of this Act’s amendments. Some of the involuntary psychiatric assessment amendments pertain to police services and a change in the associated threshold for response by officers. Amendments related to community treatment orders may also have policing impacts. Staff are currently undertaking a detailed analysis of the legislation to determine the extent of the impacts on policing services and the required process changes.

Link to [Bill No.120](#) (as passed)

4. Bill 123 – Act to Amend the Liquor Control Act

Bill 123 amends the [Liquor Control Act](#).⁴ The amendments introduced in Bill 123:

- prohibit unlawful selling, carrying, conveying, delivering or supplying liquor to another person.⁵
- provide updated penalties for unlawfully selling, carrying, conveying, delivering or supplying liquor (up to imprisonment).

³ The Involuntary Psychiatric Treatment Act (IPTA) is meant to assist persons who have a mental disorder or severe mental illness and: (a) are a danger to themselves or others or are at risk of becoming a danger to themselves or others; (b) need to be cared for in a safe and supervised environment (as an in-patient in a hospital); (c) are not able to make decisions about their care.

⁴ In Nova Scotia, the production, sale, transport and use of beverage alcohol is governed by the Liquor Control Act (LCA). The LCA designates the Nova Scotia Liquor Corporation (NSLC) as the provincial liquor authority. See [here](#) for additional detail.

⁵ Every person who unlawfully sells, carries, conveys, delivers or supplies liquor to a person, other than a person who is under the age of nineteen years, is guilty of an offence and liable upon summary conviction to a fine of not less than three thousand dollars and not more than ten thousand dollars, to imprisonment for not more than six months, or to both.

- allow additional classes of liquor licenses (at a future date through regulations).
- broaden regulation-making authority respecting (a) delivery, carriage, conveyance, possession, storage or removal of liquor; (b) character assessments of licensees; (c) importation of liquor; (d) administrative penalties; and (e) return of liquor.
- add new offences under the Act relating to: (a) general contravention; (b) failure to comply with imposed requirements or limitations; (c) failure to comply with license terms, conditions or restrictions; and (d) the furnishing of false information.

Bill 123 was not introduced in response to a formal request from HRM, nor were HRM staff consulted during the development of the amendments. Staff are currently reviewing the legislation to identify public safety implications. Detailed analysis is necessary to determine the extent of the impacts on policing services and the required process changes.

Link to [Bill No.123](#) (as passed)

5. Bill 134 – Act to Amend the Motor Vehicle Act

Bill 134 amends the [Motor Vehicle Act](#) to regulate the use of e-scooters within the province. The amendments introduced in Bill 134:

- prohibit the operation of an electric kick-scooter by persons under 14 (and require that parents/guardians/owners not permit under-age operation).
- establish a 32 km/h speed limit for electric kick-scooter (unless a municipal by-law provides for a lower speed).
- prohibit cell phone use and text messaging while operating an electric kick-scooter.
- require electric kick-scooters to travel in a bicycle lane (if available) and to ride in single file in the same direction as the flow of traffic.
- clarify the prohibition on driving in a bicycle lane does not apply to personal transporters, bicycles or electric kick-scooters.
- require operators of electric kick-scooters to signal turns, slowing down and stopping, and wear a helmet.
- provide for mandatory electric kick-scooter safety-equipment (including lamp and a bell or horn).
- prohibit the operation of electric kick-scooters on provincial highways and where otherwise not permitted.
- allow municipalities to make by-laws respecting electric kick-scooters and prescribe penalties for the violation of those by-laws.

Prior to Bill 134, E-scooter use on public roadways in Nova Scotia was not specifically regulated under NS Motor Vehicle Act. Beginning in December 2020, a joint e-scooter working group began meeting to identify issues and develop a joint regulatory approach for managing e-scooter use in HRM. This was advanced through the HRM-PNS joint project for regulatory modernization.

The primary focus of the e-scooter working group was to: (a) establish an agreed-upon position on jurisdictional roles and policy fundamentals for how e-scooter use should be regulated, and (b) design an engagement and implementation approach to advance the proposed regulatory solution. The desired outcome was a regulatory framework to address Municipal and Provincial interests in managing e-scooters, including micro-mobility and economic development objectives.

The amendments introduced in Bill 134 are consistent with the proposals put forward by the e-scooter working group. HRM's CAO spoke in support of Bill134 at Law Amendments Committee. Staff are reviewing the legislation to draft questions of clarification and identify possible enforcement issues.

Link to [Bill No.134](#) (as passed)

6. Bill 137 – Act to Amend the Halifax Regional Municipality Charter

Bill 137 amends the [Halifax Regional Municipality Charter](#) to help streamline the planning approval process and expedite housing supply. The amendments introduced in Bill 137:

- remove the requirement for HRM to post notices in a physical newspaper and allow notices to be posted on the HRM website instead.
- shorten the timeframe required to advertise public hearings for planning matters to allow first reading, hearing advertisement and the public hearing to be held in the same month.
- remove the requirement for certified paper copies and enable digital document submission.
- shorten planning document notification timeframes for the Director (from 30 to 15 days) and the Ministerial review period (from 60 to 30 days).
- suspend the recommendation power of Community Councils and advisory bodies respecting planning decisions for a period of three years.⁶
- allow an incentive or bonus zoning agreement to provide for security for money accepted in lieu of a contribution.
- provide that an agreement for money-in-lieu is a first lien on the land being developed and liable to collection in the same manner as taxes.
- regulate the rules pertaining to provisional approval of planning documents in relation to development agreements and amending development agreements (a) planning strategy amendments; (b), (c) passing supporting by-laws; (d) municipal planning strategies; and (e) appeals periods.
- permit development agreements to include terms that a subdivision by-law may contain.
- enable HRM to require off-site improvements or cash in lieu contributions through a development agreement where the improvements are necessary to support the development (for example, requiring existing park upgrades, transportation facilities, undergrounding of power).
- allows non-substantive development agreement amendments to be approved by the Development Officer (instead of a Community Council), providing the development agreement already approved by Community Council identifies the item as non-substantive.
- permit the CAO, rather than Council, to discharge a development agreement.

Bill 137 was not introduced in response to a formal request from HRM. Input on Bill 137 was, however, provided by HRM staff in their capacity as members of the Executive Panel on Housing in the Halifax Regional Municipality. Executive Panel appointments were made in November 2021, following the passage of [Bill 63](#), the *Housing in the Halifax Regional Municipality Act*.

Link to [Bill No.137](#) (as passed)

7. Bill 145 – Act to Amend the Electricity Act

Bill 145 amends the [Electricity Act](#) to improve Nova Scotia Power's net-metering program, support the solar energy industry in Nova Scotia and improve the Community Solar and Green Choice programs. The amendments introduced in Bill 145:

- mandate that Nova Scotia Power establish a renewable low-impact electricity program that permits customers to generate electricity for their own use.
- impose on customers (who generate electricity) a duty to meet (equipment-related) standards prescribed by the Act's regulations.
- require that Nova Scotia Power purchase excess electricity from customers (to a maximum of the customer's total usage per calendar year).
-

⁶ Affected bodies are ones that are advisory only and not decision-making. The Heritage Advisory Committee is not affected by Bill 134 as it is enabled under the *Heritage Property Act* and not the *HRM Charter*.

- prohibit a public utility from creating a fee structure or imposing system access charges that discourage customers from installing and using their own renewable low-impact energy generators or energy storage devices.
- allows the development of the [Green Choice Program](#) to offer more opportunities for large-scale consumers to use renewable energy.
- limit Nova Scotia Power's role vis-à-vis the Community Solar Program (formerly the Shared Solar Program).

Bill 145 was not introduced in response to a formal request from HRM, nor were HRM staff consulted during the development of the amendments. While not requested, Bill 145 amendments do have the potential to advance municipal climate-change objectives – specifically reducing emissions and promoting clean and reliable energy sources.

Changes introduced in Bill 145 lift the former capacity-limit for the net metering program.⁷ The lifted cap allows HRM to install 100kW-plus systems in municipal buildings and earn a credit (for energy generated but not consumed). This will help HRM to achieve its [HalifACT](#) Net-zero municipal operations targets. Moreover, Bill 45 will facilitate HRM's [Solar City Program](#) and help residents to (affordably) generate their own renewable power.

Link to [Bill No.145](#) (as passed)

8. Bill 148 – Mi'kmaw Language Act

Bill 148 introduces legislation intended to preserve, revitalize and protect the Mi'kmaw language. The legislation:

- recognize the Mi'kmaw language as the original language of the Province.
- requires that a joint committee be established for the co-development of a Mi'kmaw language revitalization strategy.
- sets out the functions of the Committee, including to (a) establish a strategic plan; (b) adopt tools to measure progress;(c) identify and secure needed resources; (d) periodically review and update the strategic plan.
- empowers the Committee to (a) make recommendations to the Government and the Mi'kmaq; (b) develop its own terms of reference and procedural rules (subject to approval).
- stipulates Committee composition/representation and method of member appointment (including co-Chair appointments).

Bill 148 was not introduced in response to a formal request from HRM, nor were HRM staff consulted during the development of the legislation. However, the Act is consistent with ongoing municipal efforts to preserve, revitalize and protect the Mi'kmaw language. Of the twenty (20) recommendations made by the joint task force on the recognition and commemoration of Indigenous history, three (3) relate specifically to the Mi'kmaw language (see the [Cornwallis Report](#)).⁸

As recommended by the task force, municipal staff are working with the Mi'kmaw community to generate an expanded list of potential Mi'kmaw names for municipal streets and other HRM assets. Staff are also working toward implementing the task force's recommendation that anglicized Mi'kmaw names be adjusted back to the Mi'kmaw original. Opportunities for collaboration on Mi'kmaw language education and treaty education are also being pursued, both with Halifax Public Libraries and with the Mi'kmaw Native Friendship Centre.

⁷ See [here](#) for an overview of net-metering.

⁸ The Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration of Indigenous History was a joint initiative of HRM and the Assembly of Nova Scotia Mi'kmaq Chiefs. Report recommendations 13, 14 and 16 speak directly to promoting the Mi'kmaw language.

Links to [Bill No.148](#) (as passed)

9. Bill 154 – Tourist Accommodations Registration Act

Bill 154 amends the [Tourist Accommodations Registration Act](#).⁹ The amendments introduced in Bill 154:

- requires a person's primary residence used as a short-term rental accommodation to be registered.
- allow the Governor in Council to make regulations requiring compliance with (municipal) land-use by-laws as a condition of registration.

Bill 154 was not introduced in response to a formal request from HRM. However, the Province has previously engaged with municipal partners to develop regulations that define a small-scale tourist accommodation establishment, including the maximum number of rooms. A working group of HRM staff coordinated the municipality's input into the provincial regulations while informing the development of HRM's proposed approach to regulating short and long-term rentals.

While Council has not decided how to address short-term rentals, the regulation of short-term rentals requires municipal-provincial collaboration to avoid risks of adding regulatory burden to business and government.¹⁰ Where possible, registration requirements should be clear and straightforward for the end user, coordinated with STR on-line platforms, and avoid the need for businesses to register through multiple systems. In accordance with the direction provided by Council, staff are currently exploring options for (municipal) short-term rental legislation for Council's consideration.¹¹

Link to [Bill No.154](#) (as passed)

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.

ATTACHMENTS

Attachment A: Halifax Regional Council Legislative Tracking Sheet, April 2022

Attachment B: Passed Legislation, Spring Sitting 2022

⁹ In April 2019, the Province passed Bill No. 101, the *Tourist Accommodations Registration Act* (TARA), to replace the *Tourism Accommodations Act* which had regulated licensed tourist accommodations. TARA requires short-term accommodations providers to register through an online system. The Province also amended the *Assessment Act* (Bill No. 99) so that owner-occupied short-term rentals and single-unit residential properties will be assessed residentially for tax purposes, regardless of their short-term rental activity.

¹⁰ This will require coordination with the Province, which is in the process of establishing a registration system limited to non-owner occupied STRs. The municipal initiative is expected to establish registration requirements for all types of rental properties.

¹¹ For a comprehensive discussion of short-term rentals, including a jurisdictional scan, see [Item No. 7.6 Regional Council September 29, 2020](#).

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.

Report Prepared by: Scott Sheffield, Government Relations and External Affairs, 902.430.3654

Halifax Regional Council Legislative Requests
[Last updated April 2022]

Active Requests

Particulars of Request	
1.	<p><u>Crosswalk Penalties - Motor Vehicle Act/Traffic Safety Act</u> Request for 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>Barrington South Heritage District Potential Development Suspension – 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 24, 2016 – Item 11.5.3</p>
3.	<p><u>Sanctions for Code of Conduct Breaches – Halifax Regional Municipality Charter</u> *May be enabled via new regulations currently under development Request to initiate legislative changes to the <i>Halifax Regional Municipality Charter</i> allowing for the ability to censure Members of Council by remitting remuneration for violations to AO 52, Code of Conduct for Municipal Officials.</p> <p>Date of Request: September 20, 2016 – Item 14.4.1</p>
4.	<p><u>Parking Fines - Summary Offence Ticket Regulations</u> Request 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: (a) all Category A (parking) offences are increased from \$25.00 to \$50.00 (rather than \$45.00 as</p>

Halifax Regional Council Legislative Requests

[Last updated April 2022]

	<p>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>
5.	<p><u>Dooring – Motor Vehicle Act/Traffic Safety Act</u> *May be addressed under new TSA Regulations</p> <p>Request to amend the <i>Motor Vehicle Act</i> to prohibit people from opening their vehicle doors until it is reasonably safe to do so.</p>
6.	<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>(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>(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>
7.	<p><u>Lobbyist Registry – Halifax Regional Municipality Charter/Lobbyist Registration Act</u></p> <p>Request staff engage with the Province regarding the possibility of an amendment to the <i>Halifax Regional Municipality Charter</i> to expand the provincial <i>Lobbyist Registration Act</i> to include regulation of lobbying conducted at the local government level.</p>

Halifax Regional Council Legislative Requests
[Last updated April 2022]

	Date of Request: October 2, 2018 – Item14.3.2
8.	<u>Transportation Network Company Fees - Motor Vehicle Act/Traffic Safety Act</u> 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.
	Date of Request: January 14, 2020 – Item 15.3.1
9.	<u>Construction Mitigation Fund – Halifax Regional Municipality Charter</u> 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.
	Date of Request: February 25, 2020 – Item 15.1.7
10.	<u>Short-Term Rental Market Levy – Halifax Regional Municipality Marketing Levy Act</u> Request that the Province amend the <i>Halifax Regional Municipality Marketing Levy Act</i> to enable the Municipality to apply the marketing levy to operations consisting of less than 20 rooms or rental units.
	Request a staff report for the Mayor to also ask the Province to amend the <i>Marketing Levy Act</i> to allow for a possible increase to the maximum marketing levy as described in the letter received from Discover Halifax on September 28, 2020. Date of Request: September 22, 2020 – Item 11.1.20
11.	<u>Halifax Water Fees for Non-profit Affordable Housing – Public Utilities Act</u> Request that the Province amend the <i>Public Utilities Act</i> to allow Nova Scotia Utility and Review Board to give Halifax Water the ability to waive their fees for non-profit affordable housing.

Halifax Regional Council Legislative Requests
 [Last updated April 2022]

	Date of Request: November 10, 2020 – Item 11.1.1
12.	<p><u>Removal of Market Levy Cap – Halifax Regional Municipality Marketing Levy Act</u></p> <p>Request that the Province amend the <i>Halifax Regional Municipality Marketing Levy Act</i> to remove the cap on the marketing levy.</p>
	Date of Request: February 23, 2021 – Item 11.2.1

Other/Inactive Requests

Particulars of Request	
1.	<p><u>Heritage Registration Sunset Clause - Heritage Property Act</u></p> <p>Requesting sunset clause of 90 days for impact clerical errors have on heritage registration.</p>
	Date of Request: April 22, 2008 – Item 12.3
2.	<p><u>Permanent Resident Municipal Voting Rights – Municipal Elections Act</u></p> <p>Include permanent residents as qualified electors to vote in municipal and school board elections in the <i>Halifax Regional Municipality Charter</i> and the <i>Municipal Elections Act</i>.</p>
	Date of Request: December 2, 2014 – Item 11.1.4
3.	<p><u>Commercial Tax Options – Halifax Regional Municipality Charter</u></p> <ol 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 amendments to the <i>Halifax Regional Municipality Charter</i> that would 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.

Halifax Regional Council Legislative Requests

[Last updated April 2022]

	<p>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 predictability in annual commercial tax bills by evening out increases.</p>
	<p>Date of Request: November 10, 2015 – Item 4</p>
4.	<p><u>Traffic Control Persons for Special Events</u> – <i>Motor Vehicle Act/Traffic Safety Act</i></p> <p>Request that the Government of Nova Scotia:</p> <ul style="list-style-type: none"> • Amend the Nova Scotia <i>Motor Vehicle Act</i> to permit Traffic Control Persons to direct the movement of traffic for special events; • Modify the Province’s training and accreditation processes to reflect special events-related roles for Traffic Control Persons and Temporary Workplace Signers; and ‘ • Revise the Province’s TC Manual to include standards, principles and guidelines applicable to special events-related traffic control scenarios.
	<p>Date of Request: April 25, 2017 – Item 14.3.1</p>
5.	<p><u>Speed Limits in Residential Areas</u> – <i>Motor Vehicle Act/Traffic Safety Act</i></p> <p>Request that the Province of Nova Scotia reduce the speed limit in residential districts identified in section 101(2) of the <i>Motor Vehicle Act</i> to forty kilometres per hour (40 km/h).</p>
	<p>Date of Request: April 11, 2017 – Item 14.4.1</p>

Attachment B

Passed Bills | Spring Sitting 2022

Bill No.	Introduced Bill	Current Status	Passed Bill	Commencement
94	Ukrainian Famine and Genocide (Holodomor) Memorial Day Act	Royal Assent	Bill 94	April 22, 2022
96	Dismantling Racism and Hate Act	Royal Assent	Bill 96	Upon Proclamation
99	Quality-improvement Information Protection Act (amended)	Royal Assent	Bill 99	April 22, 2022
101	Marine Renewable-energy Act (amended)	Royal Assent	Bill 101	April 22, 2022; except ss. 9(6): Upon proclamation
102	Wildlife Act (amended)	Royal Assent	Bill 102	April 22, 2022
104	Interjurisdictional Support Orders Act (amended)	Royal Assent	Bill 104	Upon Proclamation
105	Protecting Access to Health Services Act (amended)	Royal Assent	Bill 105	March 24, 2022
106	Condominium Act (amended)	Royal Assent	Bill 106	Upon Proclamation
107	Crosbie Memorial Trust Fund Act (repealed)	Royal Assent	Bill 107	April 22, 2022
109	Income Tax Act (amended)	Royal Assent	Bill 109	April 22, 2022
115	Prescription Monitoring Act (amended)	Royal Assent	Bill 115	April 22, 2022
118	Personal Health Information Act (amended)	Royal Assent	Bill 118	April 22, 2022
120	Involuntary Psychiatric Treatment Act (amended)	Royal Assent	Bill 120	Upon Proclamation
122	Lunenburg Rod and Gun Club Replacement Act	Royal Assent	Bill 122	After the New Club is incorporated under the Societies Act.
123	Liquor Control Act (amended)	Royal Assent	Bill 123	Upon Proclamation
124	Public Trustee Act (amended)	Royal Assent	Bill 124	April 22, 2022
126	Nova Scotia Wine Authority Act	Royal Assent	Bill 126	Upon Proclamation

Bill No.	Introduced Bill	Current Status	Passed Bill	Commencement
129	Motor Carrier Act (amended)	Royal Assent	Bill 129	April 22, 2022
131	Powers of Attorney Act (amended)	Royal Assent	Bill 131	Upon Proclamation
134	Motor Vehicle Act (amended)	Royal Assent	Bill 134	April 22, 2022
137	Halifax Regional Municipality Charter (amended)	Royal Assent	Bill 137	April 22, 2022; except Subsection 3(1), clauses 3(2)(b) and 4)(b), subsection 3(7), clause 4(3)(b) and sub-sections 4(4) and 9(3) and (4) come into force on such day as the Governor in Council orders and declares by proclamation
138	Virtual Business Meetings, An Act to Permit	Royal Assent	Bill 138	April 22, 2022
143	Boat Harbour Act (amended)	Royal Assent	Bill 143	April 22, 2022; except ss. 1(1): May 11, 2015, and ss. 1(2): February 1, 2020
145	Electricity Act (amended)	Royal Assent	Bill 145	Upon Proclamation
147	Public Utilities Act (amended)	Royal Assent	Bill 147	April 22, 2022
148	Mi'kmaw Language Act	Royal Assent	Bill 148	On and after October 1, 2022, (Treaty Day) upon the Governor in Council so ordering and declaring by proclamation
149	Financial Measures (2022) Act	Royal Assent	Bill 149	April 22, 2022
154	Tourist Accommodations Registration Act	Royal Assent	Bill 154	Upon Proclamation
155	Public Prosecutions Act (amended)	Royal Assent	Bill 155	April 22, 2022
182	Appropriations Act, 2022	Royal Assent	Bill 182	April 1, 2022