

A Community Profile:

Fairview, Nova Scotia



***Andrew Hill
Alexis Miller
Logan McDaid
Jared Knecht Farn-Guillette***

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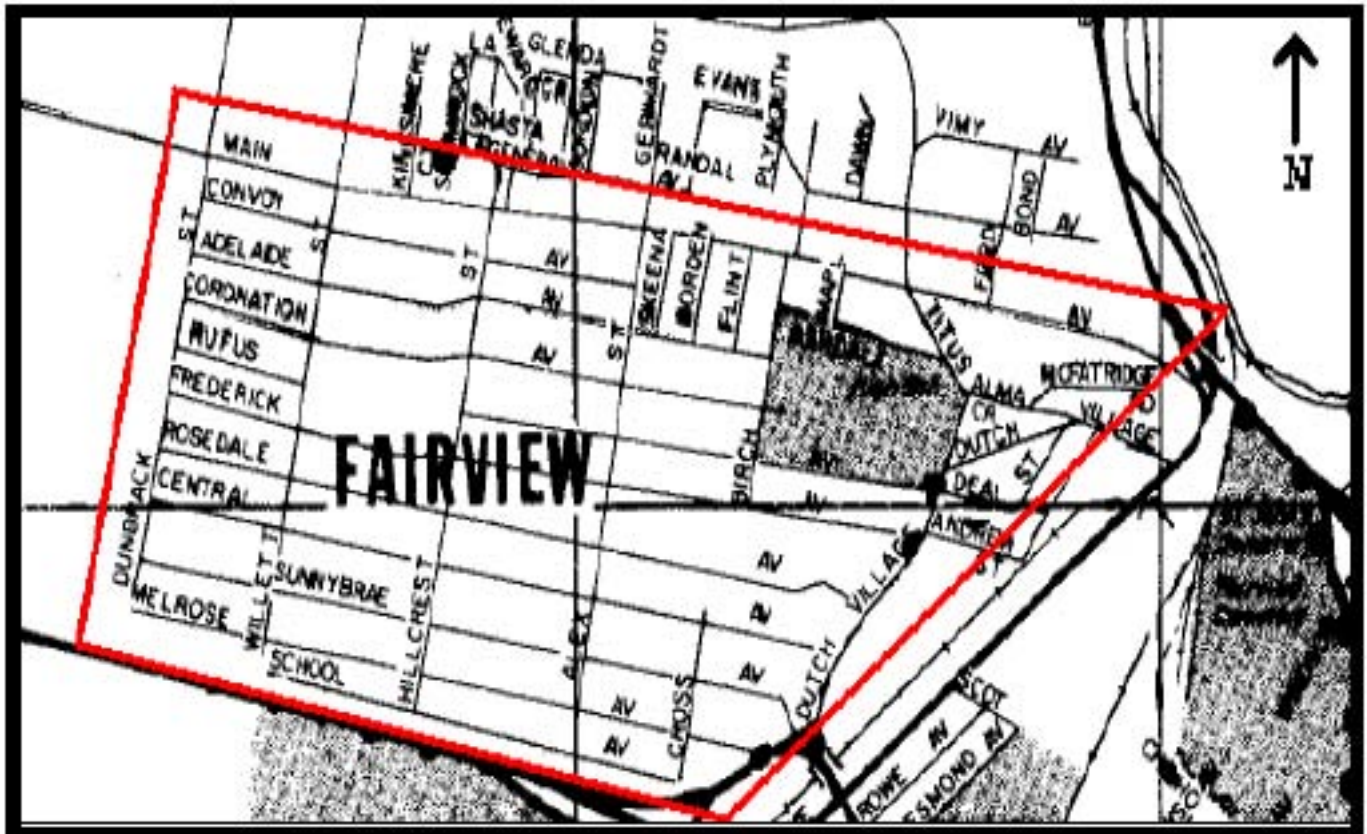
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Overview

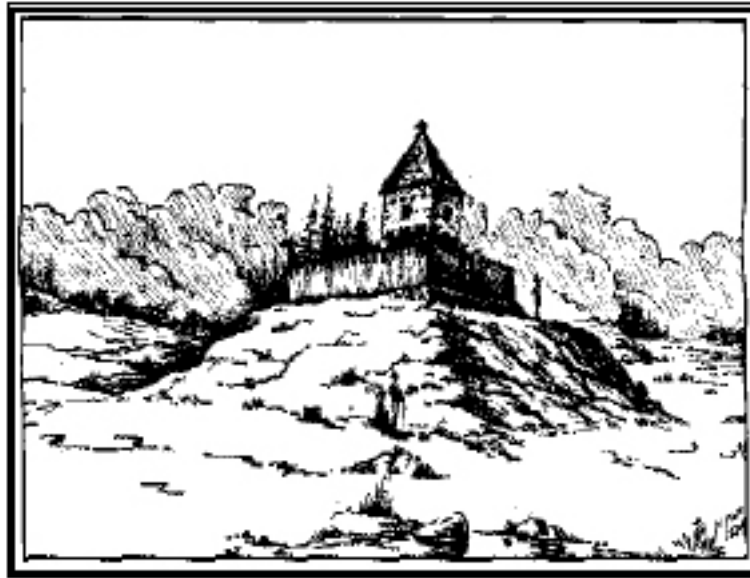
The subdivision known as Fairview is the district in the northwest end of Halifax on the southwest side of the Bedford Basin, approximately 6 kilometres from the downtown core. Its boundaries are from Main Avenue to School Avenue via Dunbrack and Melrose then along Dutch Village Road and Titus Avenue which closes the loop with Main Avenue. This report outlines growth of the area from its inception.



Map not to Scale (HRM Planning, 1982).

In the early 1750s an influx of German speaking Protestants settled along the isthmus of mainland Halifax and the Peninsula. Persuaded by the prospect of land and supplies, sixty-five families' established themselves in what became known as The Dutch Village by English speaking locals. These immigrants were recruited at the request of Governor Cornwallis since he was unimpressed with the work ethic of English settlers. He believed that Germans were hard working people and would aid in growth as well as development by farming the land. This new community did not grow extensively early on. By 1752 more than 2700 German and Swiss immigrants arrived in Nova Scotia, however the majority settled in the township of Lunenburg.

Farming in the Dutch Village at this time was limited due to the threat of Native attacks. Cornwallis sought to protect this area by surrounding it with a military road and erecting blockhouses at strategic points. In 1760 peace was made with the Micmac and farming began to prosper.



Blockhouse Example (Edwards, 2003).

By 1763 land grants were created and Dutch Village was divided into nine properties to be used for agriculture. This development covered 1350 acres and expanded from the northern side of the isthmus and up on the mainland. The settlers were restricted to specific types of crops such as hemp and also forfeited their rights to any natural minerals found on their land such as gold and silver. Although it was the English who designed and successfully founded Halifax, it was the German population that kept the city running by supplying all of its agricultural needs.



Original 9 Properties, Map not to Scale (Edwards, 2003)

The German community also experienced population growth in this period since many settlers returned from Lunenburg. The 1767 Census shows there were 264 German and other foreigners settled in Halifax. The majority of them lived in the Dutch Village area. Until the early 1900s Fairview remained a stable agricultural area (HRM Planning, 1982).



German Farmhouse built circa 1759 (Edwards, 2003).

The Fairview Cemetery Company in 1894 transformed their forty-five acres into a park. With its notable “fair view” of the Bedford Basin, the entire district including the Dutch Village came to be known as Fairview. Development outside of Halifax increased in the early nineteenth century and Fairview saw the construction of a railroad that ran through part of its plateau (HRM Planning, 1982). In a series of corporate mergers following World War 1, railway lines in the Fairview were controlled by the Canadian National Railways (CNR). This conglomerate established Fairview Station on March 1st, 1921 (Wikipedia 2007). The majority of Fairview’s residents at this time were employed by the railroad.



Fairview Station (Edwards, 2003).

In the 1930s Fairview was still a rural county well outside of the City of Halifax. People began building homes along Dutch Village Road south of Main Avenue, generally on small lots of about 40x100 feet (HRM Planning, 1982). On-site services were minimal; streams and ditches were relied on for storm drainage. This unplanned development continued up Main Avenue until the 1940s.



Fairview County 1936 (Dept. Of Natural Resources, 2008).

Between 1930 and 1947 Fairview's Roman Catholic population blossomed from 27 to 180 families (Edwards, 2003). With only one Catholic Church in the region another was required to accommodate the need. Located on Dutch Village Road, St Lawrence Church was started in 1947 and completed on October 10, 1948. In addition to the church, a hall was also built which hosted a number of activities including the Sarto club, a club for teenagers that held meetings and sponsored dances and outings (Edwards, 2003).



St. Lawrence Church and Hall, Dutch Village Road 1948 (Edwards, 2003).

In the 1950s a new overpass was built in Fairview to replace the old structure which was prone to flooding. Fairview was a major access point from the peninsula to other parts of the province and could not risk detachment.



Construction of the New Fairview Overpass (Edwards, 2003).

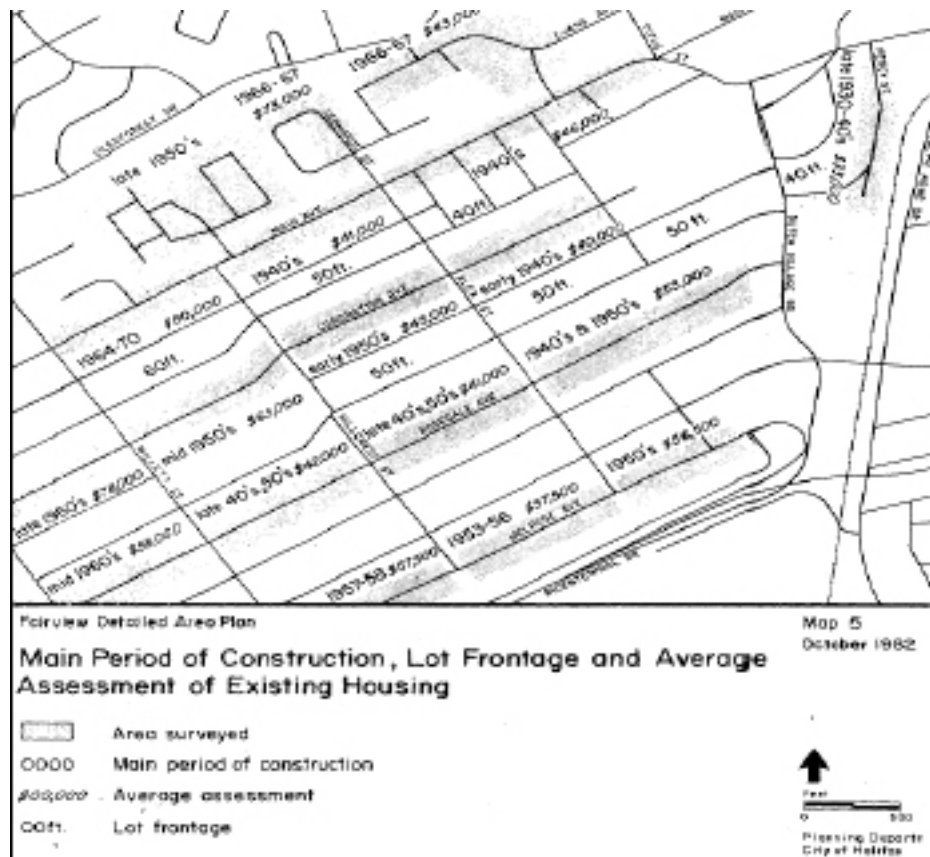
Central Avenue was the first street to be paved in Fairview in 1958. Motorists were cautioned to watch for children, who avidly played in the street. Halifax West High School was also built in 1958 and was the largest rural high school in the Province, accommodating 1200 students. The school has since been torn down due to a contamination of asbestos.

In the midst of the post war housing boom, Randall Developments Limited was formed to manage a \$5 million dollar housing plan for Fairview, which consisted of 60% single family homes and 40% two and three storey apartment blocks (Edwards, 2003).



Fairview County, 1959 (Dept. Of Natural Resources, 2008).

These homes were prefabricated in Halifax and assembled on site. New subdivisions filled in most of the Fairview area throughout the 1950s and 60s. These developments were on larger lots with 50-60 foot frontages.



(HRM Planning Department, 1982).

1 ½ storey detached, semi-detached and bungalows are the dominant housing types in the area.



1 ½ storey detached



Semi-detached

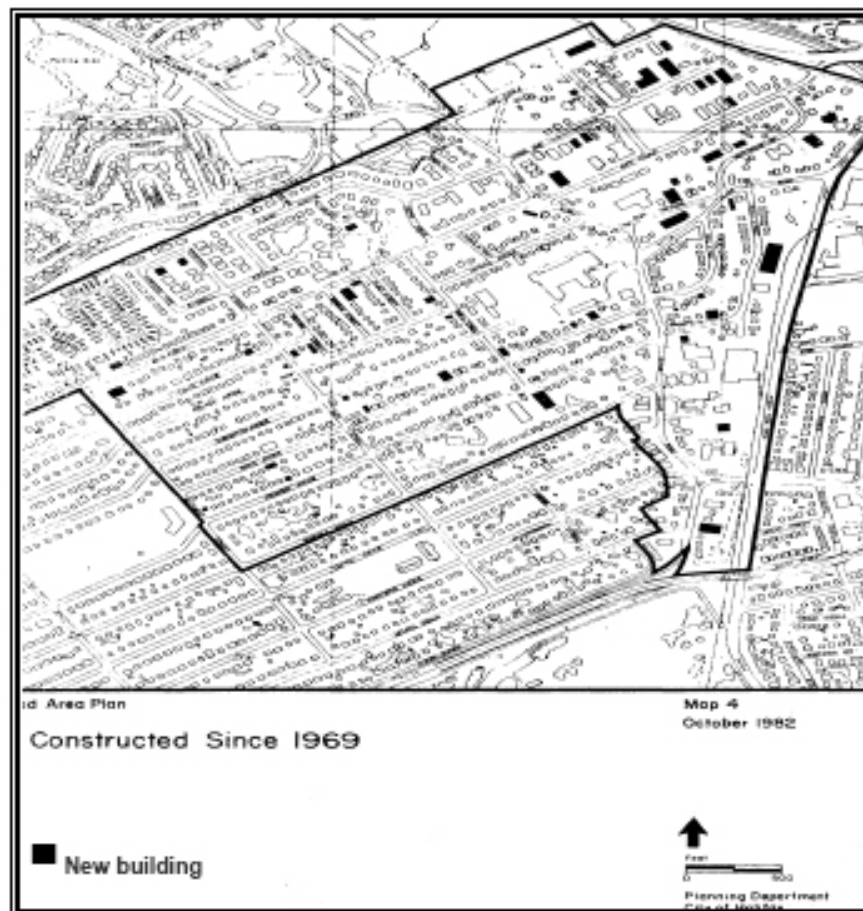


Bungalow

In 1963 the county of Fairview was prepared to expropriate 10 acres of land on Main and Titus Avenue to build a one- hundred- unit, low-rent development for the displaced people of Africville (Edwards, 2003). After protests from community members, the county decided against this location. Opposition to the development was based upon the effect such a development would have on taxes to provide more education facilities, on the value of surrounding property, and on community stability (Edwards, 2003). Racism was implied, but not substantiated.

In the early 1960s all of the homes on School Avenue's southern side were appropriated by the province and demolished to make way for the construction of the Bicentennial Highway. School Avenue itself is still owned by the province and is the only civic street in the area not owned by the municipality (Wikipedia, 2007). Due to rapid growth, many services and facilities soon proved inadequate for the population of Fairview. Police and fire protection, water and sewer supplies were deficient. Annexation to the city was a viable solution to the problems experienced by Fairview as well as other areas and on January 1st, 1969 Halifax officially extended its boundaries to include this portion of the Mainland (HRM Planning, 1982). In the early 1970s the area south of the Fairview subdivision developed into a shopping node with the construction Halifax's first suburban shopping mall, the Bayer's Road Shopping Centre.

Over the next two decades Fairview continued to grow up instead of out. Between 1971 and 1981 over 300 apartment units were built:



(HRM Planning Department, 1982).

Fairview sits astride and is bisected by several major transportation corridors. CN rail lines run from yards in nearby Rockingham and the Bicentennial Highway crosses through the area via the Fairview Overpass. The Bedford Highway runs along the shore of the basin, Joseph Howe Drive runs the length of the isthmus and Bayer's Road (Wikipedia, 2007). The street layout in Fairview is a grid pattern found in most post-war housing developments however the individual blocks are considerably long. Generally blocks are no more than 600 feet long but in Fairview the block length exceeds 750 feet. Street width also varies, but most blocks are 200 feet wide giving 100 foot deep lots (HRM Planning, 1982). This layout discourages pedestrians because of the sheer distance around blocks; another deterrent for pedestrians is the lack of sidewalks in Fairview. One major advantage of the grid pattern in Fairview is that east to west streets have fantastic the views of the Bedford Basin and the Peninsula. Dutch Village Road and Titus Avenue are the main collector streets for Fairview and are an integral part of the area's history. Dutch Village Road commemorates the former German settlement in Fairview. Titus Avenue, a segment of street at the northern end of Dutch Village commemorates Titus Smith, a man known in the 18th century as the "Dutch Village Philosopher". He contributed greatly to the field of science and was considered to be the first scientific naturalist in Nova Scotia (Edwards, 2003).

Present day Fairview has seen minimal changes in its suburban fabric.



Fairview 1974

(Dept. Of Natural Resources, 2008).



Fairview 2002

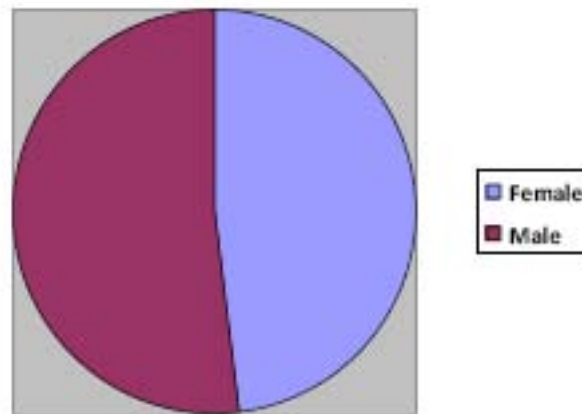
(Dept. Of Natural Resources, 2008).

Property values in this area are reasonable and currently range from \$150000- \$250000. However construction along Main Avenue has begun recently and will consist of single detached homes, condo units and apartment buildings. This new project will increase property values in the surrounding areas of Fairview and perhaps warrant further developments, commercial or otherwise. Repair work is also expected on the Fairview Overpass as outlined in the Regional Plan (HRM, 2007).

Population

The official population of Fairview N.S is 10,011 according to the 2006 Canadian Census information. The area is a suburb of Halifax, which lies right on the periphery of Halifax Central (the peninsula) and the mainland. Neighbouring communities include Clayton Park, Armdale, Westmont and Bayer's Lake. The community of Fairview itself displaces about 3.25 square kilometers of land and is constructed mainly on the hills looking south east over Halifax.

This culminates into a 52/48 population split for females in the area, consistent with Canada's ratio of 51/49. With seniors taking up close a little over 10% of the population they are the single largest population group in the area, having 25% more members than the young children (0-9).

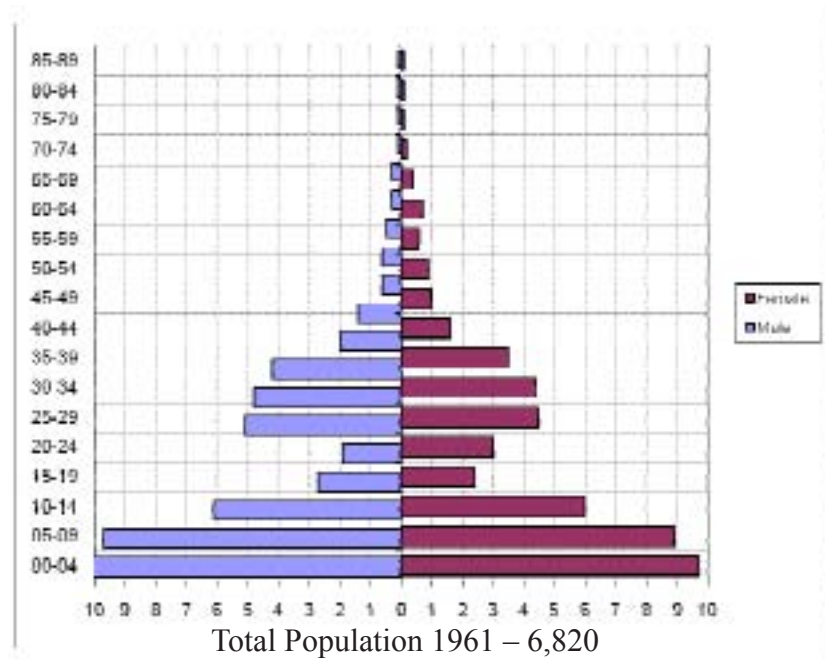


Historical Population

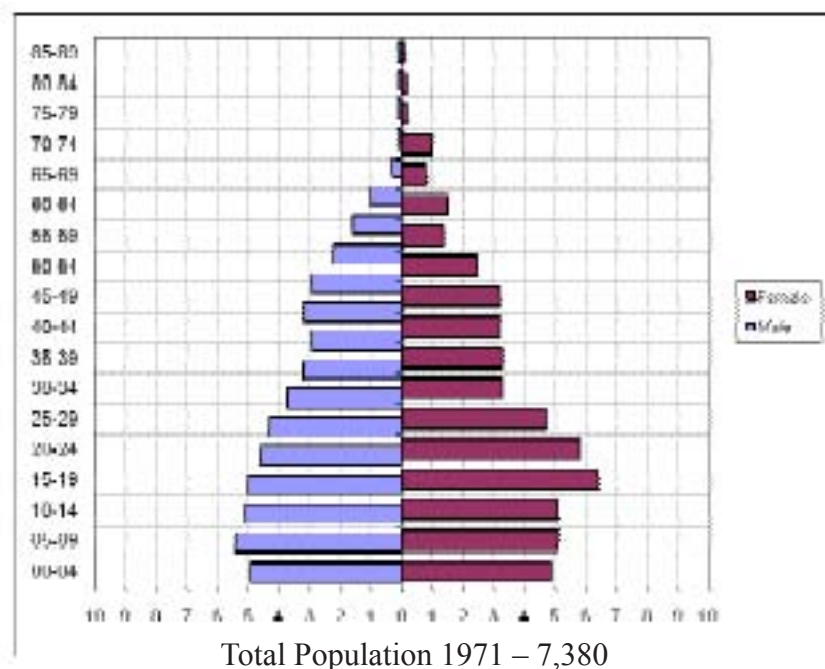
It was extremely difficult to find historical population info for "Fairview", because as a named place it didn't exist until 1956, before this I could only find one entry for Dutch Village, and that was in 1827, when the population was 27 people. To solve this problem we as a group decided to use census tract 0024.00 to represent the community. Although this doesn't contain the entire area known as Fairview, it does contain all of what was the original community. The Mobile Home Park in Fairview falls into the next census tract 0025.01 so it was not included in order to keep the information both historically and qualitatively relevant.

The following charts outline how the makeup of Fairview's population has changed over a 45 year period.

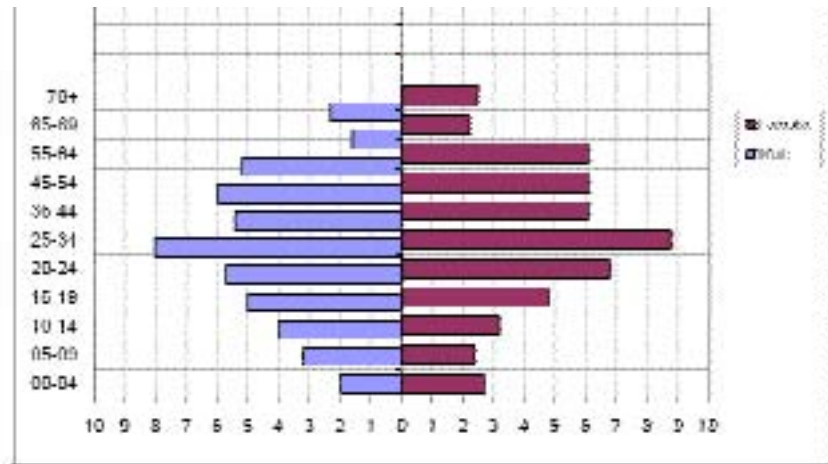
1961 – Post War Baby Boom and relatively low housing prices in the newly constructed suburb created the perfect environment for new families and subsequently, a high proportion of children in the area.



1971 – 10 years later, the children have aged, and you can see that the rate of births has declined even though the overall population of the community has risen to its highest level to date.

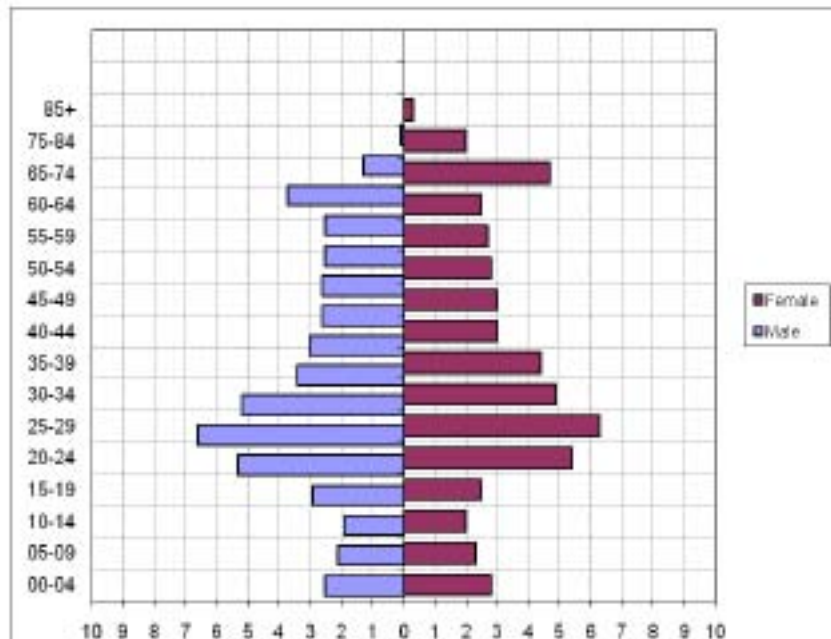


1981 – We see further decline in the amount of children in the neighborhood, as its very apparent that the rate of births has slowed dramatically as the baby boomers have grown into their 20's and either moved away from home or stayed but have not had children at the rate of their parents, which is a strong theme throughout 20th century Canadian history where we don't even average 2 children per family anymore, leaving a community of empty nesters and seniors (which will only increase up until present day).



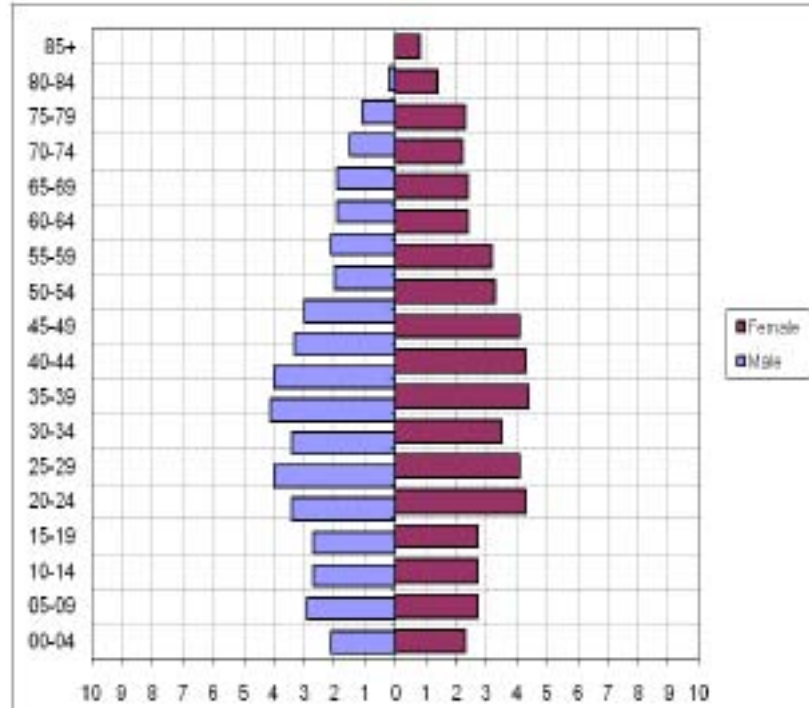
Total Population 1981 – 6,189

1991 – Very few children in proportion, and few teenagers as well attest to the Baby Boom 30 years earlier, and a gradually declining population is explained by an exodus of these 30 some things as they continue to leave home, or stay in the community with their aging parents, where now 6% of the population is over 70, when just 30 years prior only 0.5% of the population was in that age range



Total Population 1991 – 6,163

2001 – With the Baby Boomers now in the their 40's, and the rate of births at an all time low, we have a very different population pyramid than we started out with in 1961, the emphasis on children has shifted to a much more age diverse neighbourhood, with a much larger proportion of seniors than when the new housing construction took place in the 50's. A new senior citizens home in the area can attest to this. As the population continues to drop into the 21st century is Fairview becoming a victim of decentralization as people move into what have become the new outlying suburbs, something that Fairview used to be. Or will gradual gentrification coupled with young new home buyers keep the neighbourhood alive and prosperous.



Total Population 2001 – 5,822

Fairviews Total population in 2006 is 5387, a 9% drop in 5 years which shows further decline although some gentrification is now occurring, its happening at a very slow pace, mainly limited by lack of land opportunities and an untested market because of the fact that fairview has always been a working community, and might not be receptive of \$250,000 townhouses.

Main Meadows is a new Townhouse development off of Main Street in Fairview; it sits on the site of a former warehouse, which up until its demolition last year was the oldest standing building in the community.



Marital Status

In a population of 5,387 people, 3435 or 34% are single, 3440 or 34% are married, 815 or 8% are divorced, and 615 or 6% of those people are widowers.

Families

There are 2715 separate households (families) in Fairview, out of that 1515 or 56% of them consist of 2 persons, 725 or 27% consist of 3 persons, 435 or 16% consist of 4 persons and 130 or 5% of those families have 5 people living together, culminating in the average amount of children being at home at 0.95 per family.

Dwellings

There are 2600 private dwellings in Fairview, of these 47% are owned, and 53% are rented. The Fairview that we know today is the post-war Fairview and the houses were mostly built after the end of the Second World War. Here is a quick breakdown of when the majority of house construction occurred. Out of 4615 dwellings only 295 or 6% were built prior to WW2, 1270 of them were built between 1946-1960, 1180 were built from 1961-1970, 1160 were built between 1971-1980, 390 of them were built between 1981-1990, 190 were built in the 90's and 25 have been built since 2001.

The physical upkeep and condition of these houses vary, or 61% of these houses only require regular maintenance, or 33% require minor repairs and or 6% require major repairs. There are also a number of "others" in the area, which include fire damage, vacant or condemned and under construction. The neighbourhood is old, and does appear tired in some areas. General upkeep of people's yards and pride of ownership isn't as obvious here as it would be in the South End of the peninsula or other more affluent areas.

One of the abandoned/currently unoccupied houses in Fairview, notice the plywood on the interior of the windows and the collapsed front step.



Ethnicity and Language

Fairview is an extremely diverse community composed of dozens of different cultures with an equally surprising number of languages being spoken. 8650 or 86% of people out of 10,001 spoke English, 215 or 2% spoke French, the remaining 1026 people spoke a very diverse mixture of the following languages.

Italian	35		
Spanish	60	Kurdish	25
German	10	Pashto (Afghanistan)	20
Bosnian	15	Farsi	15
Bulgarian	15	Japanese	10
Polish	15	Korean	15
Russian	15	Cantonese	10
Serbo-Croatian	70	Mandarin	65
Hungarian	15	Chinese	15
Greek	55	Akan (Cote D'Ivoire)	10
Arabic	290	Other	236
Hebrew	10		

These figures alone account for at least 20 Nations, with a proportionately large Middle Eastern and Eastern European component, it is easy to see how Fairview is one of if not the most diverse community within Halifax.

Immigration

9640 or 96% out of 10,011 people in Fairview are Canadian citizens (135 are First Nations), 1105 of them are landed immigrants from the following Countries:

United States	85	Breakdown of immigration from 1961 to 2006:	
Central America	40	-1961	85
Caribbean	15	1961-1970	145
Europe	355	1971-1980	165
Africa	70	1981-1990	95
Asia/Middle East	510	1991-2000	555
Oceania	15	2000-2006	340

Immigration has been going on in this area since the time of the Protestant settlers in the 1700's, but it has only been since 1991 that the bulk of the immigration to Fairview has occurred. Between 1991-2006 895 people immigrated from different nations to Canada, this could be because of the fall of the Soviet Union 1991 and Balkan conflicts in the early 20th century, accounting for the Eastern European influx, and because of the wars in the Middle East then and now, accounting for the proportionately large Middle East-

Employment

Fairview has always had a stigma of being an economically depressed area, although this might not be the case to an extreme level, it is depressed when you compare it downtown Halifax or other suburbs in the area. The unemployment rate hovers 9.5% compared to a national average of 6% and 8.1% in the downtown, while the employment rate is at 55% for people above 15 years of age compared to 64% in central Halifax. The following is a breakdown of classes of employment in the area.

Employees – 90.1%

Self-Employed (incorporated) – 1.8%

Self-Employed (unincorporated) – 5.5%

N/A – 2.2%

Income

The average family income is \$45,000 compared to \$64,000 in downtown Halifax. There is also a proportionately large and very obvious discrepancy between the average income of men and women:

Women: \$21,000

Men: \$34,000

The connection can be made between the lower level of average education in the area, and the areas history as a working suburb, and the relatively low level of income, but the discrepancy between the sexes exists across the board, and unfortunately the salary gap gets larger in the more affluent neighbourhoods. In downtown Halifax, the separation is closer to \$17,000.

Movement Related to Employment

Here is a breakdown of how the employed sector of Fairview population moves to and from work every day:

Car/truck/van as driver – 60.1%

Car/truck/van as passenger – 10.6%

Public Transit – 18% (compared to 6.6% downtown Halifax)

Walked to work – 8.8% (compared to 52.4% downtown Halifax)

Bicycle – 0.9%

Motorcycle – 0.2%

Cab – 0.6%

Education

Fairview is Home to 3 elementary schools Fairview Heights Annex, Elementary Fairview Heights Elementary, Ecole Burton Ettinger Elementary, one of them being an all French school, two Junior High's, Fairview and Clayton Park Junior High and up until 2001 one of the major high schools for Halifax, Halifax West was located in Fairview. 50% of people aged 15-24 in Fairview are currently attending school full-time Levels of Educational attainment in Fairview have been broken down into the following categories:

Less than High School – 24.6%
High School Graduation Certificate – 11.4%
Some Post Secondary (college) – 4.4%
Some Post Secondary (university) – 7.4%
Post Secondary Certificate or Diploma (college) - 28.5%
Post Secondary Certificate or Diploma – 2.4%

The low level of university degree attainment can be attributed to the lower levels of income at the top end of the pay scale, the 2.4% moves up to 13% in the downtown.

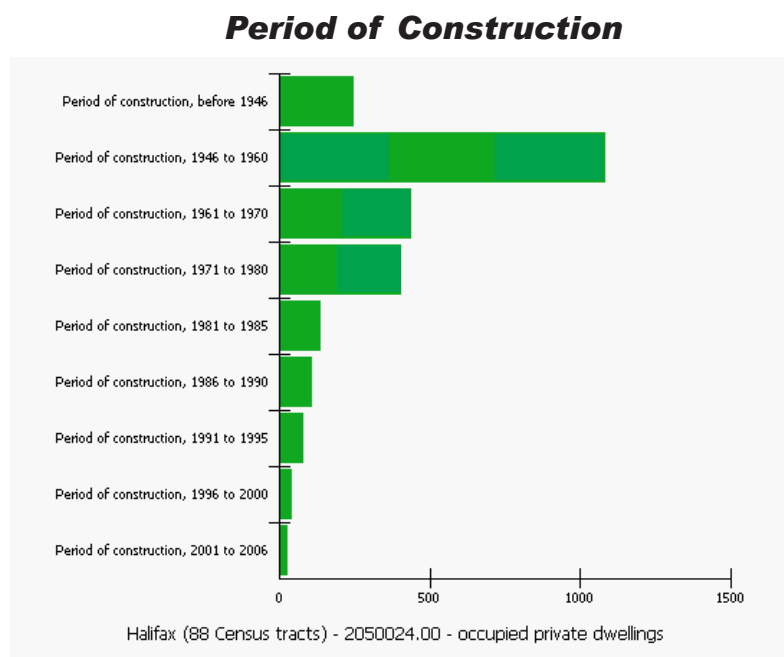
Introduction

The current building stock in Fairview is still reminiscent of styles made popular in the 1950s and 60s when it was mostly developed. The popular cape cod and bungalow style homes still represent the majority of residences. This older suburban form may be up for re-design and interpretation as social, economic and political views change.

During the 70s and 80s intensification was popular resulting in the addition of low and high-rise apartment complexes. Fairview may have become less desirable to the middle class because of its aged homes resulting in low prices and rents. Newer suburban developments with larger homes for smaller families were what the market wanted.

Now with rising oil prices and the dominance of the automobile people are realizing the proximity of Fairview to downtown Halifax and are capitalizing. Cheap prices allow professionals to buy cheap and renovate older homes into contemporary styles.

Age of Homes



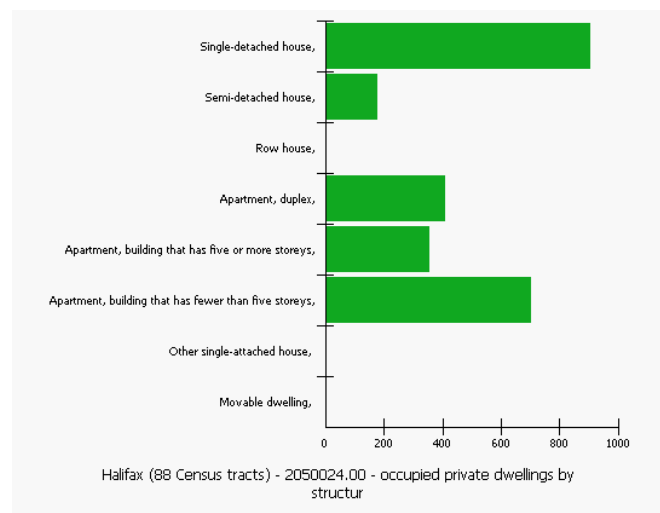
Colour gradients represent 5 year intervals of building time

The period of construction table seen above shows that the majority of the homes in Fairview were built between 1946 and 1970 solidifying it as a post-war suburb. The spike in development around this time was fed by the return of troops from the wars and beginning to start families. The shortage of housing during this time gave birth to this type of large scaled development. Cookie cutter construction was the solution. Homes were almost all-identical allowing for easy and fast construction. The iconic image of the cape cod became a sign of prosperity and was soon desired by everyone becoming the status quo of the time. The style of these homes became so iconic because of the influence of Levittown in the USA where the large scale building started and was marketed so successfully, it quickly spread to Canada (Harris 1952).

With many of the homes in Fairview reaching 40 and 50 years. The dated styles, materials and construction are driving prices down. A larger majority of homeowners are renovating, with no restrictive covenants the style and size of these renovations are loosely restricted.

Housing Type

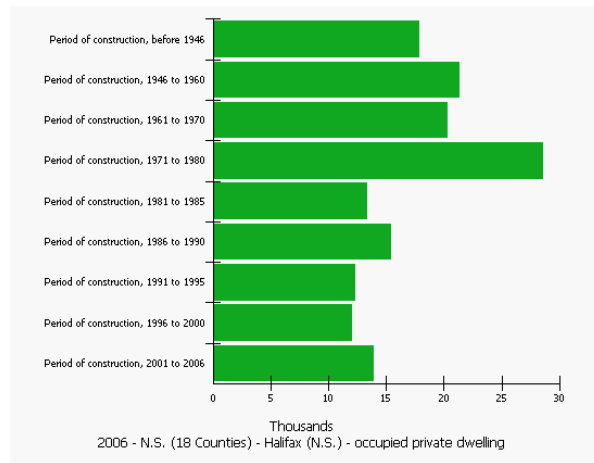
Type of House



The majority of homes in Fairview are single detached units (900). At the time of its development the housing market desired a single home with front and back yard and room for a car along the side. Single-family homes in the past were more dominant in the area but with different demographics and social status represented in the neighbourhood other types are on the rise.

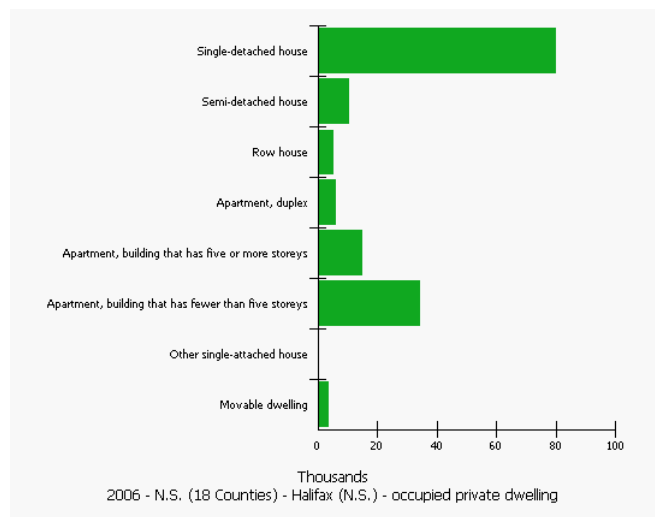
In a close second to single family are about 700 units in apartment buildings less than 5 stories category. These types of structures seem to have become popular during the late 70s and through to the 90s based on the architectural styles represented. As well the condition of many of these units is somewhat dilapidated.

Period of Construction (Halifax)



The age of the housing stock as a whole compared to Fairview shows a greater mix. There is a good amount of older homes and new ones giving different tastes, classes and family sizes choice in their home selection. This also shows how new developments are still happening at increased rates with smaller family sizes making the Fairview homes less desirable.

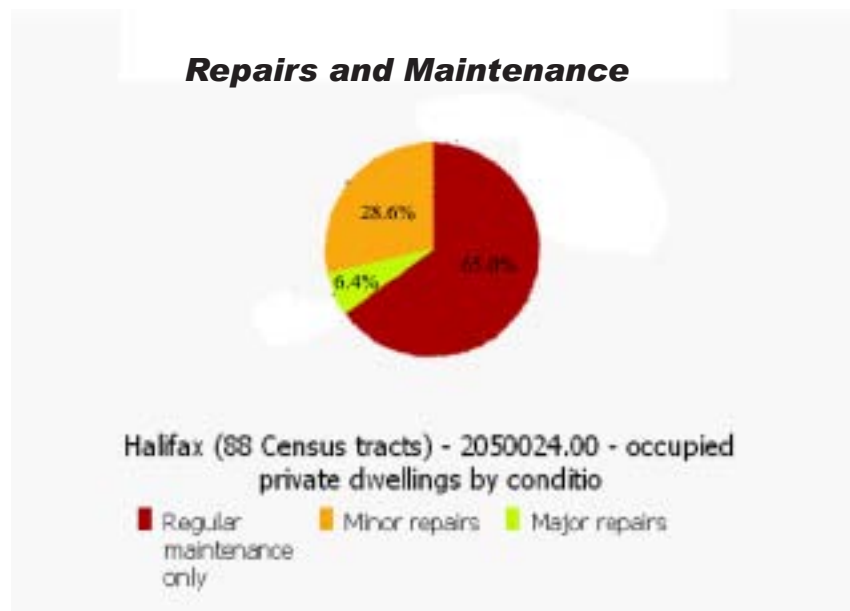
Type of House (Halifax)



The housing types represented in the greater Halifax area show how the single family home still dominates what is built. Compared to Fairview which has a more sustainable mix of housing types it could represent a better form that could be expanded upon in the future.

The dilapidated apartment complexes may be influenced by the fact that renters are involved and landlords may not want to spend large amounts on gentrification if young boarders are involved. The other reason for this is the low rents (average \$606 per month) that are charged in the area, only leaves enough for minor upkeep expenses.

Lower numbers of units fall into the apartments over 5 story (350) and duplex (410) categories. At this point the intensification and consolidation of lots to make room for these denser housing forms has

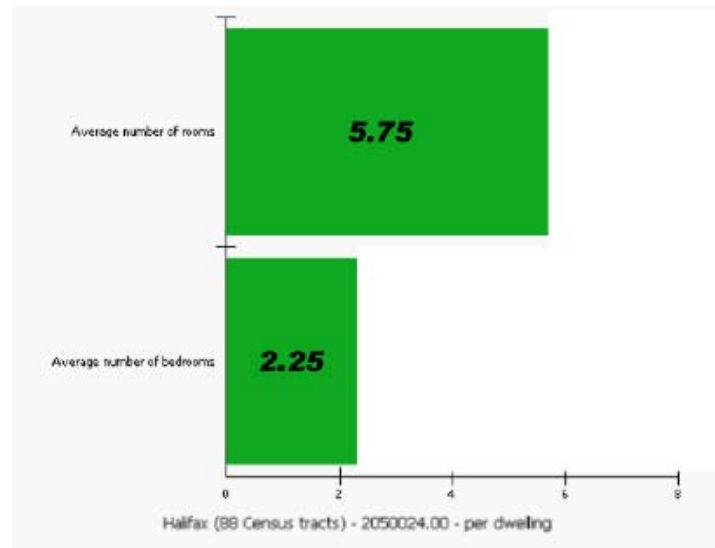


Style

The style of homes in the Fairview area was once defined as mentioned in the introduction but present day vernacular is hard to determine. There was once a vernacular with cape cod and bungalow styled homes but this is changing. With loose restrictions people have purchased these post-war homes and made them their own. There are numerous examples of this throughout Fairview. Some have additions or new cladding but still are reminiscent of previous decades. On the other end of the scale some people have purchased these homes and demolished any visions of the post-war homes first built. Various projects examined could range from \$10 000-\$200 000 or more depending on interior modifications.

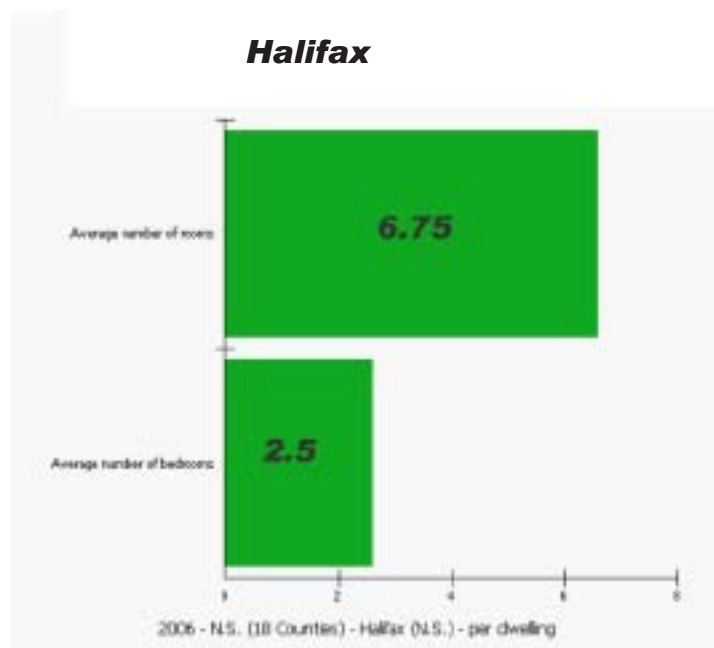
It is interesting to see the pattern where these renovated and maintained units do or do not occur. During times of intensification lots were purchased and joined to accommodate multi-unit complexes in various sizes. Many of the homes that occur directly next to these complexes are not well maintained and not usually renovated. These may be areas where intensification could happen in clusters of higher density. Realizing market trends to make this a more vibrant and valuable community is important.

Fairview



These graphs show the housing sizes within Fairview vs. those in Halifax as a whole. The numbers show that homes in Fairview are smaller than those in Halifax. The market today wants to have larger homes with an array of rooms from media, offices and numerous bathrooms. This poses another reason why the prices in Fairview are lower than the Halifax average because they don't meet what buyers most desire.

Halifax





(example of intensification)



(loose restrictions on style)



(modern style entering area)



(total renovation)



(modest additions)



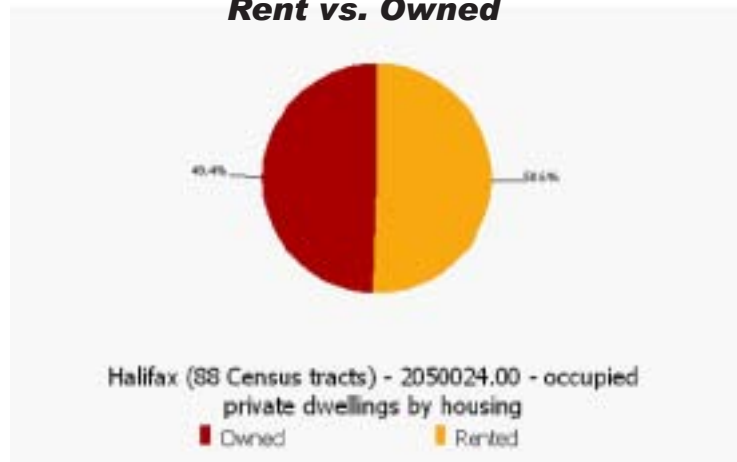
(effect of multi complex on adjacent lot)



(Fairview vernacular)

Affordability

Rent vs. Owned



In Fairview at present time there is a 50/50 split between renters and owners. The previous census data shows that the amount of owners in the area is increasing. This once again shows how people are realizing the potential of the area and are buying homes rather than renting them. The average rents and average home prices are under the Halifax average and with its clear transportation advantages with downtown and Bayers Lake Business Park in the other direction only minutes away.

	People in rental housing	Average gross rent \$	Tenants spending 30% or more on rent	People owning their own home	Average major payment \$	Owner households spending 30% or more on housing	Average value of dwelling \$
Fairview	1,375	606	555	1,225	731	200	120 871
Halifax		657			823		134 286

Average income in 2000 \$ - population 15 years and over

Average family income \$ - family income in 2000 of all families

23,908

50,689

Services Overview

Within Fairview there is one retail centre, which is located along Dutch Village Road. It has a variety of shops and services for the population of Fairview and beyond. The form of the commercial properties along Dutch Village is that of a suburban form, with large parking lots in the front pushing the buildings deep onto the lots. This creates an uncomfortable environment for pedestrians because of the dominance of the automobile.

There is one small area that shows some promise, located where Dutch Village Road changes its orientation across from the old Halifax West High School site. The buildings are built on the lot line creating an intimate shopping experience. This small swath of buildings could be the catalyst for some new development in Fairview.

Located within this small strip of retail is Mexico Lindo's, which is a small locally, owned restaurant. It has been located there for 8 years and is already well known in Fairview and across the city. It was voted best restaurant outside the downtown core the last three years in a row. The area could be expanded to make the Fairview more of destination for its habitants rather than a bedroom suburb.

Another great thing about Fairview is that it has at least three local corner stores operating. With the proximity of Fairview to the Super Store it would seem that it would be the end of these shops. This shows that there is a population of people who have pride in their community and support local business. Capitalizing on this type of market will be key in Fairview's success.

Although there is a well-established retail district it cannot employ the entire working population of Fairview on sheer numbers. Some more commercial development in the form of shops, services and office space would be needed for a more sustainable future. Expanding on small pockets of potential in the area will help to do this.

Places of Work

Corner stores
Bank of Nova Scotia
Mexico Lindo
Dairy Queen
Tim Hortons
Seasons Motor Inn
Issa's Saj House Lebanese Restaurant
Fung Wah Restaurant Ltd.
Ken's Seafood & Pizza
Angel's Organics
Tanning Salon
The Children's Garden Day-care



Institutions Overview

When Fairview was first developed it was marketed towards families so schools, parks and churches were quickly established. There is a very capable form of institutions in Fairview but like many of the homes their physical attributes are run down and uninspiring.

The local schools have a good layout and are capable of accommodating more students. With an aging population the millions invested in these schools could go to waste. In the future planning strategies must help to get families into this community so the city can utilize this established matrix of schools.

Park facilities are present in Fairview usually associated with schoolyards. Many of the parks are in the form of formal playing fields like soccer, baseball and football. There is some room for improvement in this aspect with the need for more open space for walking and informal recreation. A concern is that fences making them uninviting and harsh to the eye enclose many of the fields.

Schools

Fairview Heights Elementary School

Fairview Junior High School

Fairview Heights Annex

Ecole Burton Ettinger School



Churches

Calvary Tabernacle

Alive Christian Church

Saint Benedict Parish

Church of Christ

Halifax Victory Church

Saint Benedict Parish

Fairview United Church

New Testament Baptist Church

Our Lady of Lebanon Church Hall





Lot and Street Patterns Introduction

The lot and street patterns in Fairview are reminiscent of earlier suburban forms before curvilinear streets and cul-de-sacs became popular. It has a strong grid pattern which makes it quite walkable and connected. The grid makes it easy to navigate especially with the topography always falling towards the harbour.

The lots and housing patterns in Fairview varies throughout the community. At the lower elevations of the area towards Dutch Village road housing was unregulated as employees of the railway built basically what they wanted wherever they wanted on the lot. As the community grew stricter guidelines were used in terms of setback and positioning of foundations on lots.

Street Form

Typical street width- 30 feet

Typical lot width- 35'

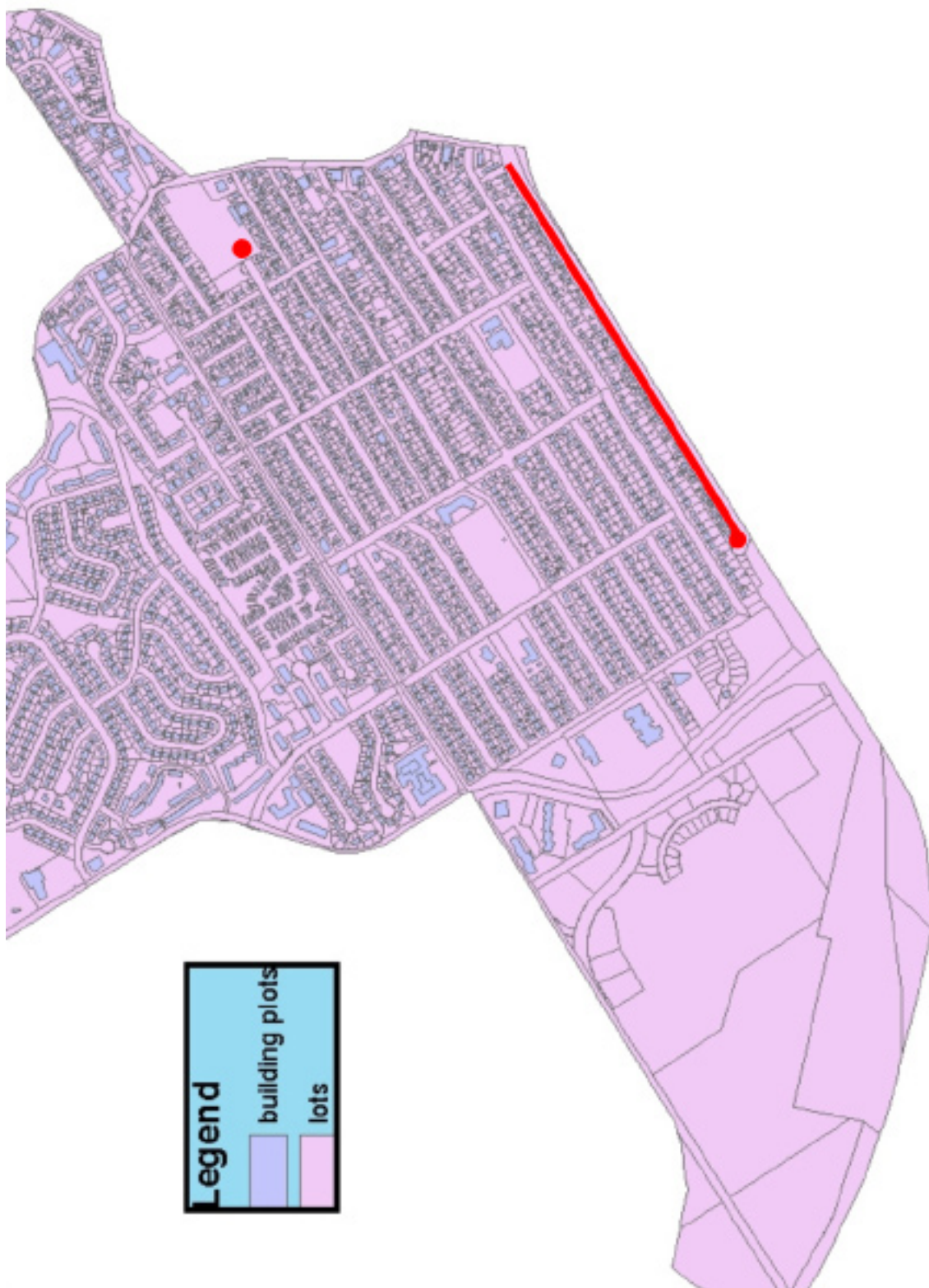
Typical lot depth- 70'

Typical set back- 30' - 40'

The streets in Fairview are almost all thirty feet wide, which is interesting because when on them it seems to vary quite a bit. This is due to the variations in setbacks on different streets. On streets like lower Frederick Avenue the setbacks vary from forty to less than ten feet from the curb. Areas that have clusters of homes with small setbacks create a more urban and human scale. On Central Avenue there is a more familiar form of thirty-forty-foot setbacks and homes are very uniform in style. This latter seems to be still what people want to purchase because the tighter streets show homes with less maintenance and investment.

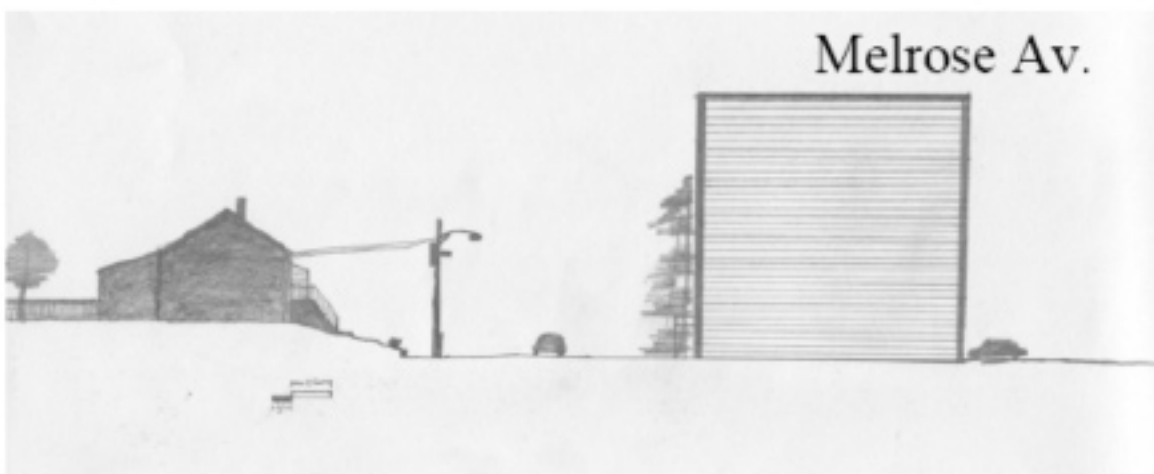
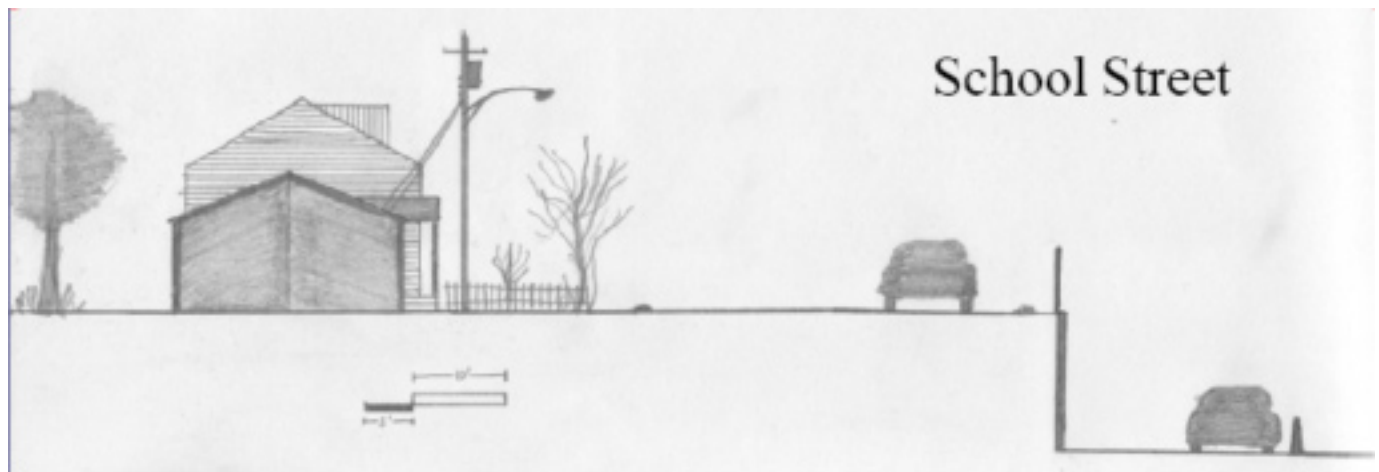
The only gap in this successful grid layout is School Street, which is the southern most street in the community. It runs parallel to the Bicentennial Highway, which seems to affect the housing prices and forms on the street. The reason this street is being mentioned is that is a 3500-foot long cul-de-sac, which goes against the nice grid pattern that exists in the rest of Fairview. Some pleasant things do occur in environments like this for example when a site visit was done every car that passed waved as if they were friends. Due to the fact that the residents of this street are cut off from the rest of the community and from thru traffic there is an intense community atmosphere created.

The following map shows the existence of the very obvious grid street pattern in Fairview. Notice the long cul-de-sac outlined in red and the dead end where the Halifax West site once connected the residential and commercial districts of Fairview.





Street Cross Sections



Transportation Overview

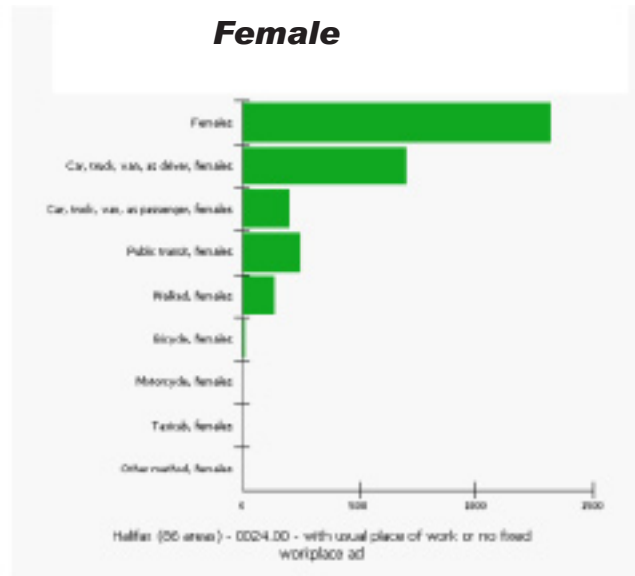
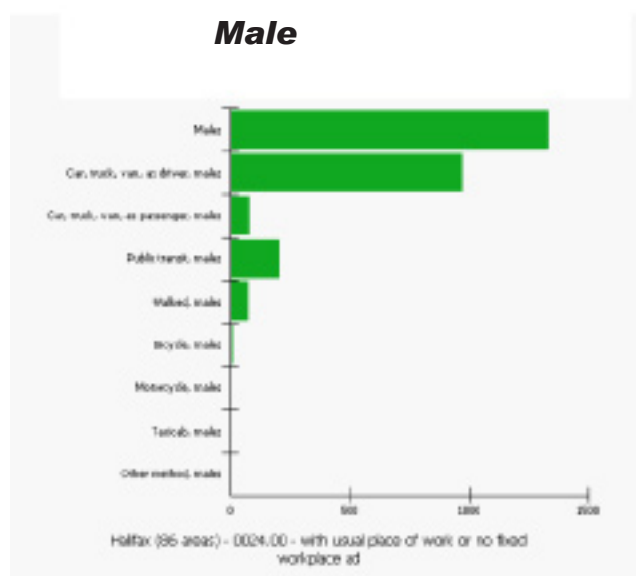
Fairview's transportation system is quite good due to its location. There is an adequate bus service and with its proximity to the Bedford and Bicentennial Highways automobile transit is fast and efficient. Walking in the area can be somewhat problematic because of the nature of the roads that surround it.

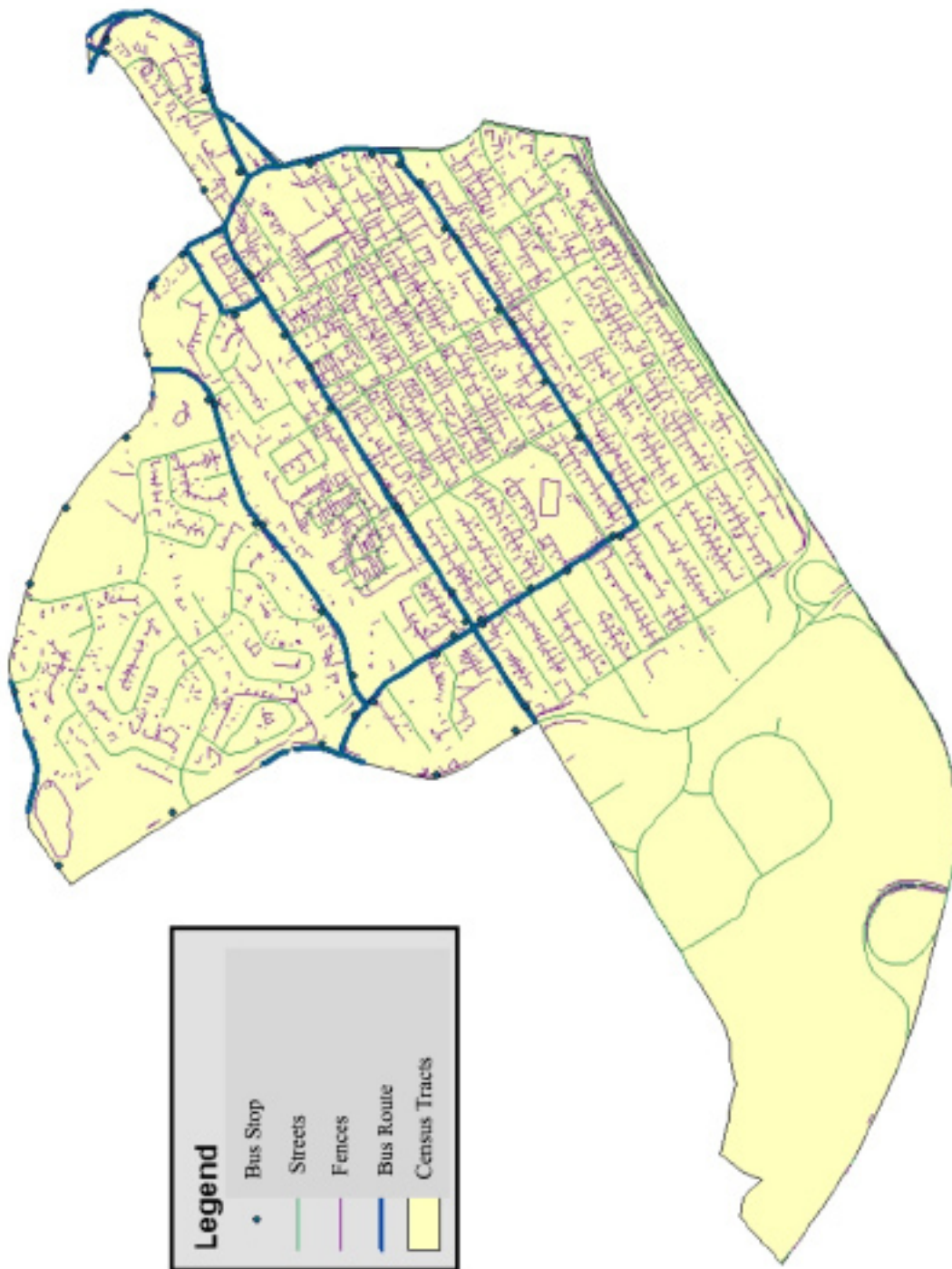
The bus service in Fairview is good with a fair number of stops and good route direction. It runs up the centre of the study area making walking to stops from all areas of Fairview easy. The one issue that can be brought up about the service is that only one (number 3) bus that is wheelchair accessible. As well the bus that is wheelchair accessible only stops along Dutch Village Road, which is the lowest point in Fairview. If there was a person in a wheelchair that lived on the higher elevations in Fairview they would have to get off at the bottom and try to get up the hill manually which seems to be near impossible with some quite steep grades. The buses that do go through Fairview need to be wheelchair accessible because of the steep grades involved.

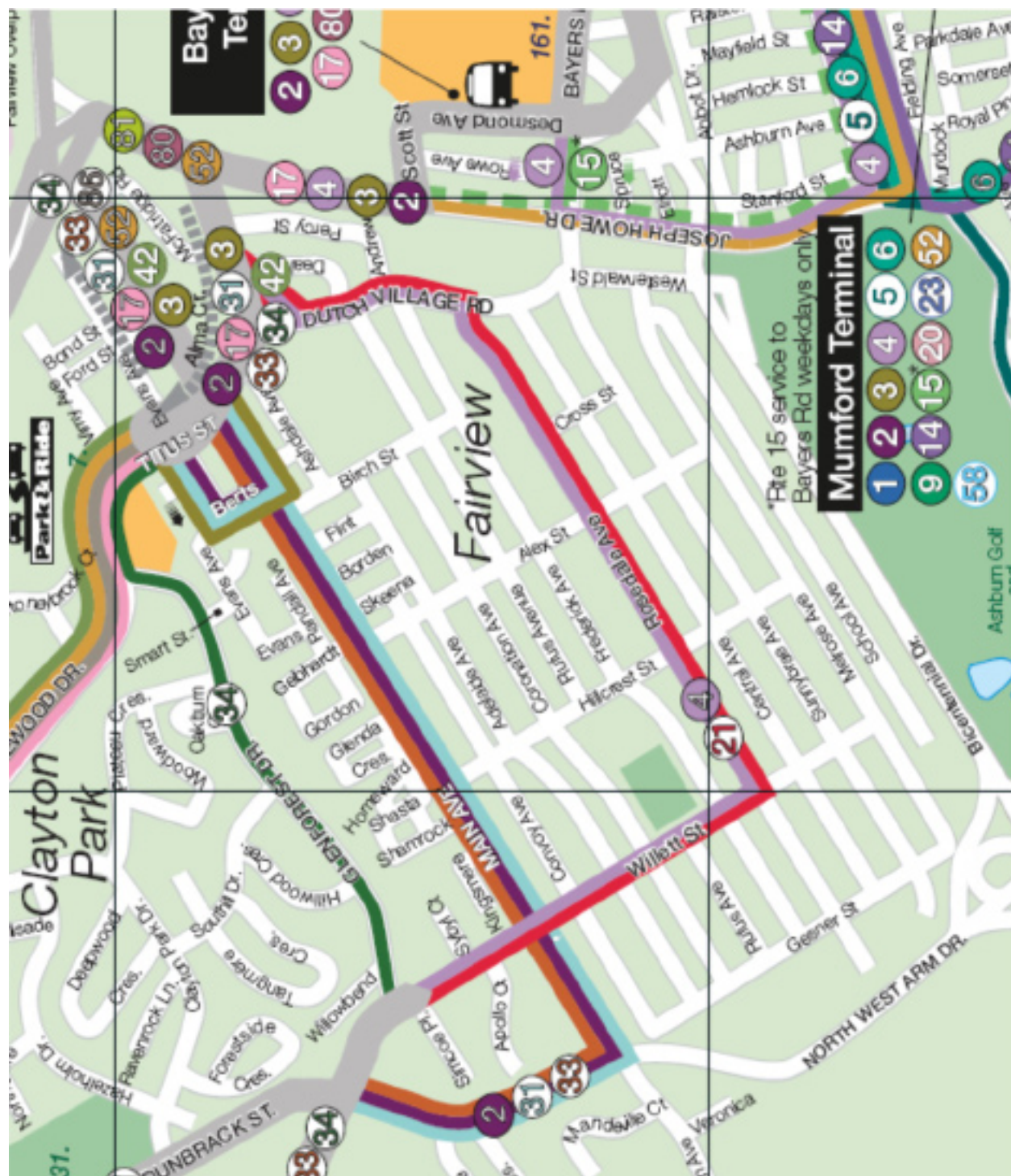
Many of the local streets within Fairview need some improvement in the form of new curbing and paving.

Walking in Fairview is something that can be improved. There are only two streets with sidewalks, which present a safety issue with the amount of schools in the area. Traffic is usually local because Fairview is very much an island from the surrounding road network. The roads that surround Fairview (Bicentennial highway, Dutch Village Road, Main Avenue and Northwest Arm Drive) are all car oriented and dominated with large widths, high traffic and minimal crossing opportunities. There is also a large amount of fenced in parks and private lawns in Fairview making it even less of a pedestrian oriented suburb.

Transit Modes to Work







Hazards Overview

Hazards in the Fairview area present themselves in small measure all over and many were written about in other sections of this report. There are a couple of other hazards that are worth outlining or bringing attention to.

The first hazard to mention is an elevated road on Sunnybrae Avenue. This piece of infrastructure presents a major safety issue for pedestrians. Children will be drawn to something of this nature and with the large drop that occurs off to one side a fall is possible resulting in serious injury. This rise is necessary for people that live on this side of the road to get their homes because of the grades that exist across this section of the street. There are things that could be done to discourage playing on the structure such as walls, different rail treatments and at least some signage, which does not exist at this time.

The other hazard to outline occurs at the crest of the Fairview hill. Located on the Northwestern side of the largest apartment building in the study area is a small environmental resource patch in the form of an above ground water course. The parking garage for the building is positioned less than twenty feet from the stream posing contamination issues. Upon further examination this speculation was confirmed in the form of a drainage pipe that carries runoff water from the parking structure directly to the riverbank. With no clear efforts to filter or decontaminate the water this poses a risk for habitats that may exist here.



Opportunity Site

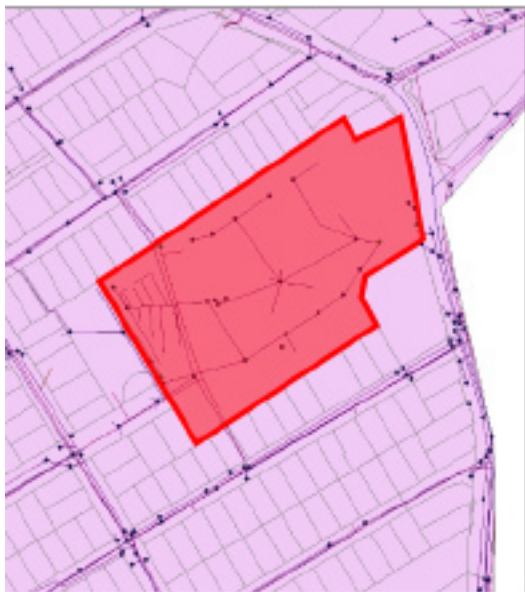
There is one site that has the most opportunity in the Fairview to become something special for the neighbourhood and for Halifax as a city. This site is located on Dutch Village Road and is the former site of Halifax West High School. The school was condemned and demolished after about 40 years of use because of sick building syndrome. Many of the students and teachers were becoming sick because of mould and airborne contaminants that come with that.

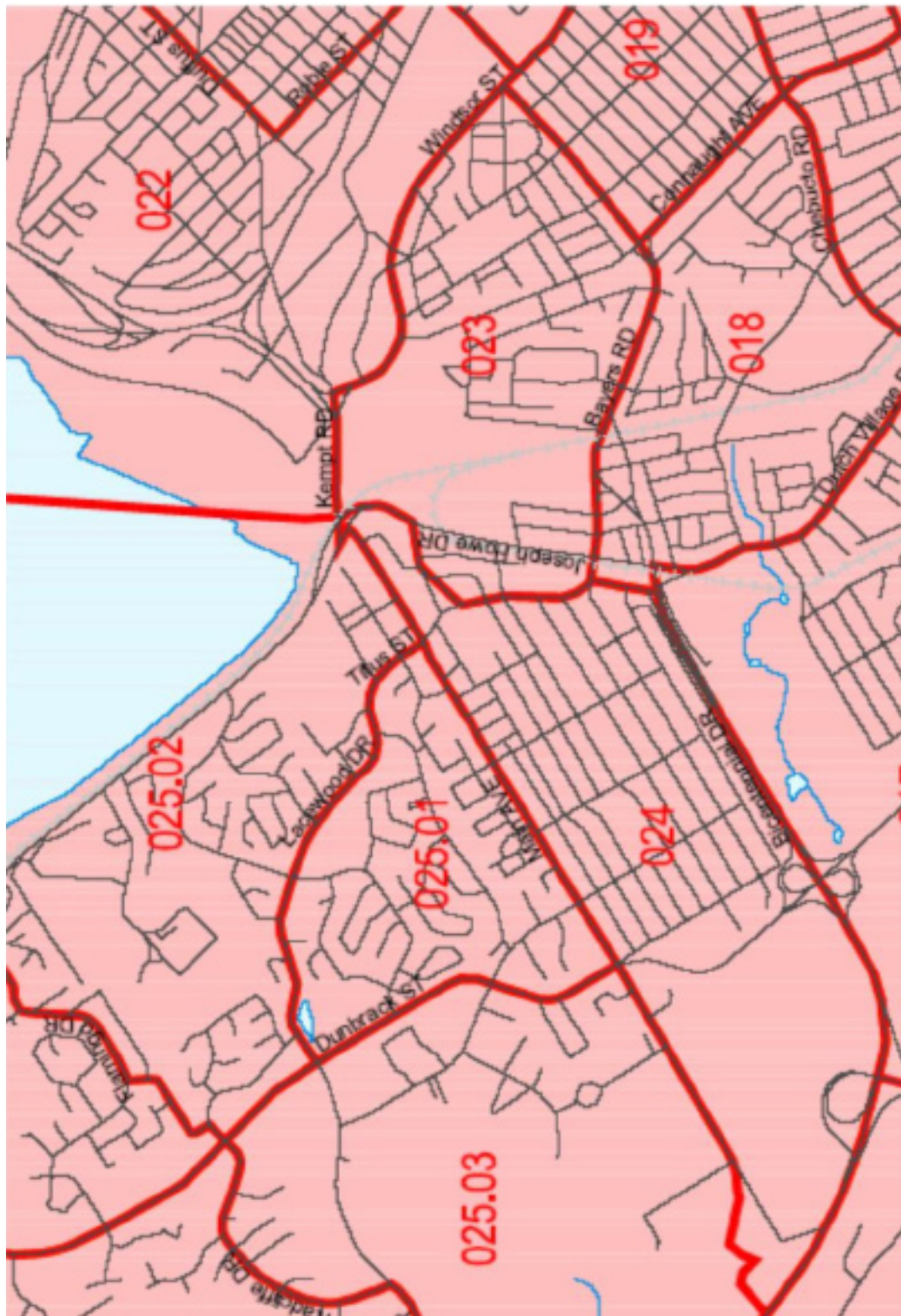
The site has been sitting empty for almost 7 years. It is a large open space completely cut off from the public by a large fence. There was a portion of the school grounds that was designated as a park and was left for use by the surrounding population but is highly under used.

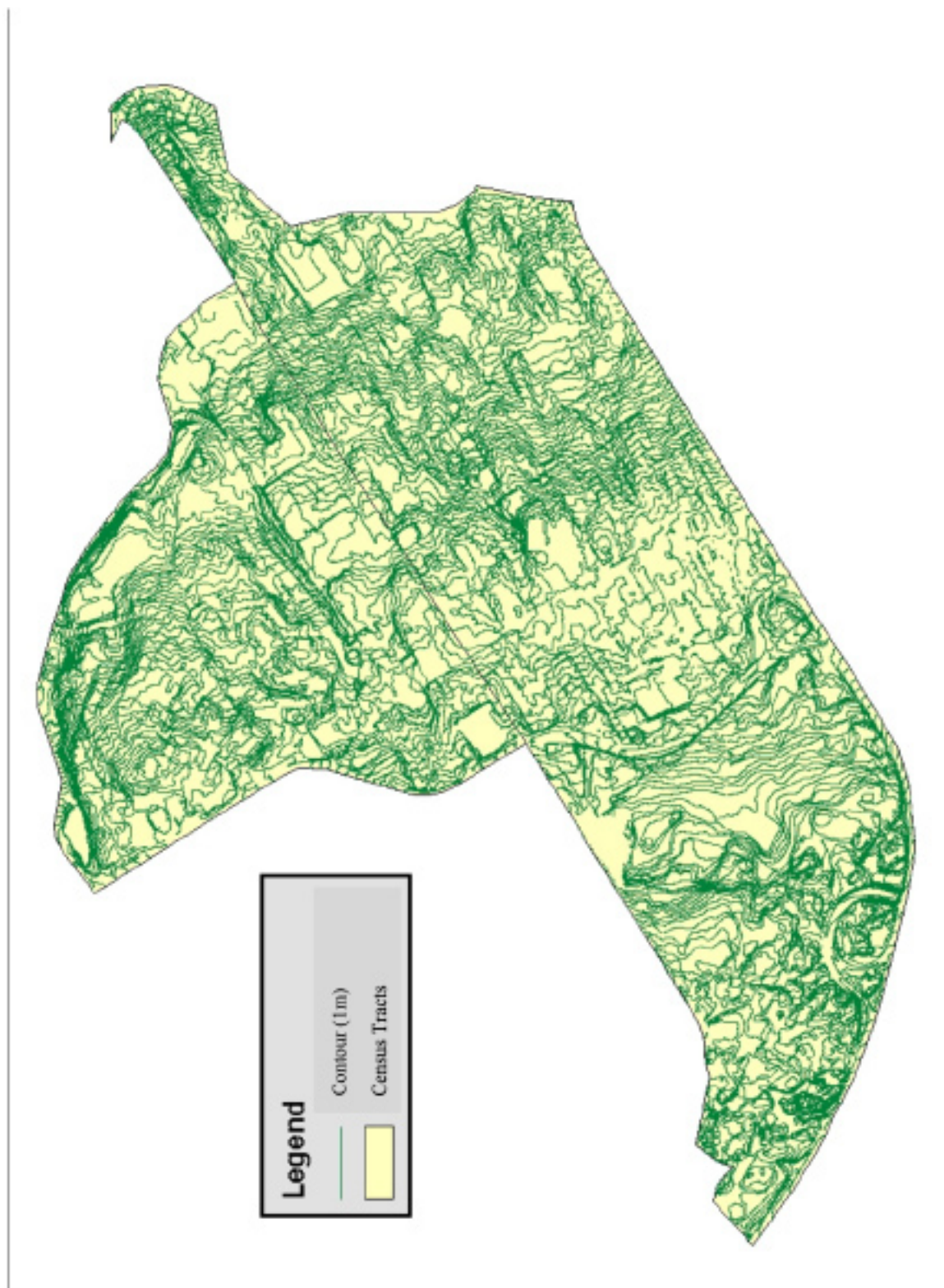
The location of this vacant lot makes it very important to what Fairview will look like in the future. It is one of the first properties that is noticed when entering Fairview via Dutch Village Road. It is now acting as a buffer between the commercial/retail and suburban sections of Fairview. This means that the use of the site could swing either way as institutional, commercial or residential.

There are some clear connections that could make Fairview even more walkable because there is a dead end that exists on the opposite side of the intersection of Dutch Village and Titus Street. Making this connection would complete one of the only voids in the well working Fairview grid street layout.

Old Halifax West Site









Introduction

Every human inhabited environment contains similar elements that are associated with residential life. There are paths and shelters. The functions associated with these elements are universal for the most part. The saying losing the forest for the trees perhaps is applicable when we consider the developed modern human habitat, specifically the city. Cities are complex and dynamic places, and can be overwhelming.

An important aspect of the contemporary city is the suburb. A very common contemporary human habitat, where the majority of Canadians live, is the suburbs. Understanding the relation of people to the suburbs will provide insight into the contemporary Canadian lifestyle. But suburbs are as diverse as the people who inhabit them. They are also just as complicated and dynamic as the cities the suburbs surround. This report examines the built environment, the patterns of uses and the changes to the built environment in an Early-Post War Canadian suburb and is a part of a larger report on Fairview. Using observations, statistical data, conversations with local business people, previous suburban research and GIS data, trends and patterns were noted for Fairview. The focus of this report is on the relation of people to the changes in the environment over five decades. To further this, the compiled information was used to make suggestions of the possible future that Fairview might incur.



Open Spaces In Fairview

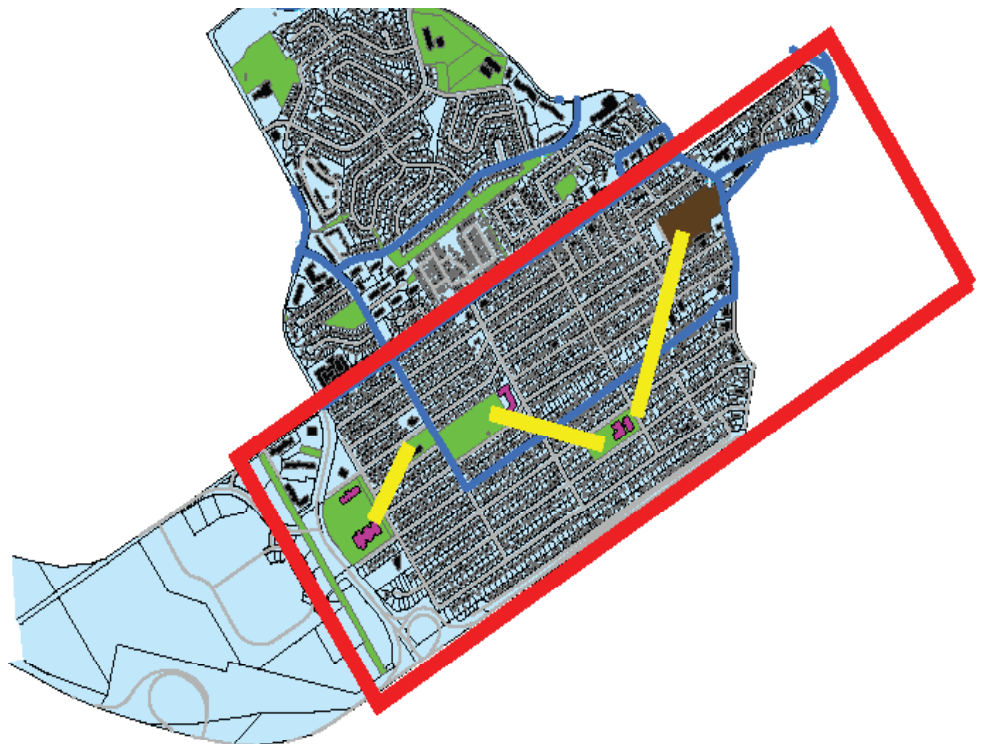
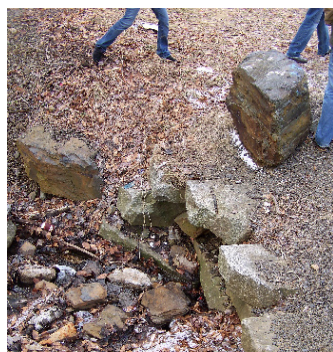
Fairview has several open spaces and spaces that could perhaps be considered open. They are classifiable into three categories: (1) parks and recreation spaces, (2) school grounds, (3) vacant lots and future development sites and non-spaces, or placeless places. Placelessness is not as prevalent in Fairview as perhaps other places due to the density of residential units. Though there are still examples of non-spaces observed in Fairview. The first open space, parks and recreation grounds are mostly associated with school grounds in Fairview. There is one park, with its unmistakable rock outcropping, and a recreation field adjacent to Fairview junior high. The recreation fields are still associated with a school's athletic requirements, though still open for public use, no signs were posted otherwise.

Public open spaces were mostly on school grounds. Fairview has three schools, one French primary and the rest Anglophone schools. All the open spaces available for recreation are within a 300 meter radius of one each other. Vacant spaces are found on Main Street, where the Main Meadows Condo and Townhouse development is being constructed. The site is still uncleared and a fenced off lot, with trees and shrubs growing. The Halifax West High School site is still undeveloped and fenced off.

Examples of non-space can be found in the empty areas around some of the larger apartment buildings. These are places that are suffering for environmental damage, visible places of delinquent behaviour noted from the graffiti, litter and building damage from vandalism. Fairview has a few examples of non-place or placelessness associated with some of the larger apartment buildings in the area. There are also examples of abandoned properties in Fairview.



What is the future of open space in Fairview? Residential use makes the majority of the real-estate market in cities, and is a valuable commodity as cities grow. If the majority of open spaces are associated with schools in Fairview, what will happen when the schools close due to shifting population structures? The following sections examines the trends in population over the past five decades and discusses the consequences associated with shifting population structures. See following map images.

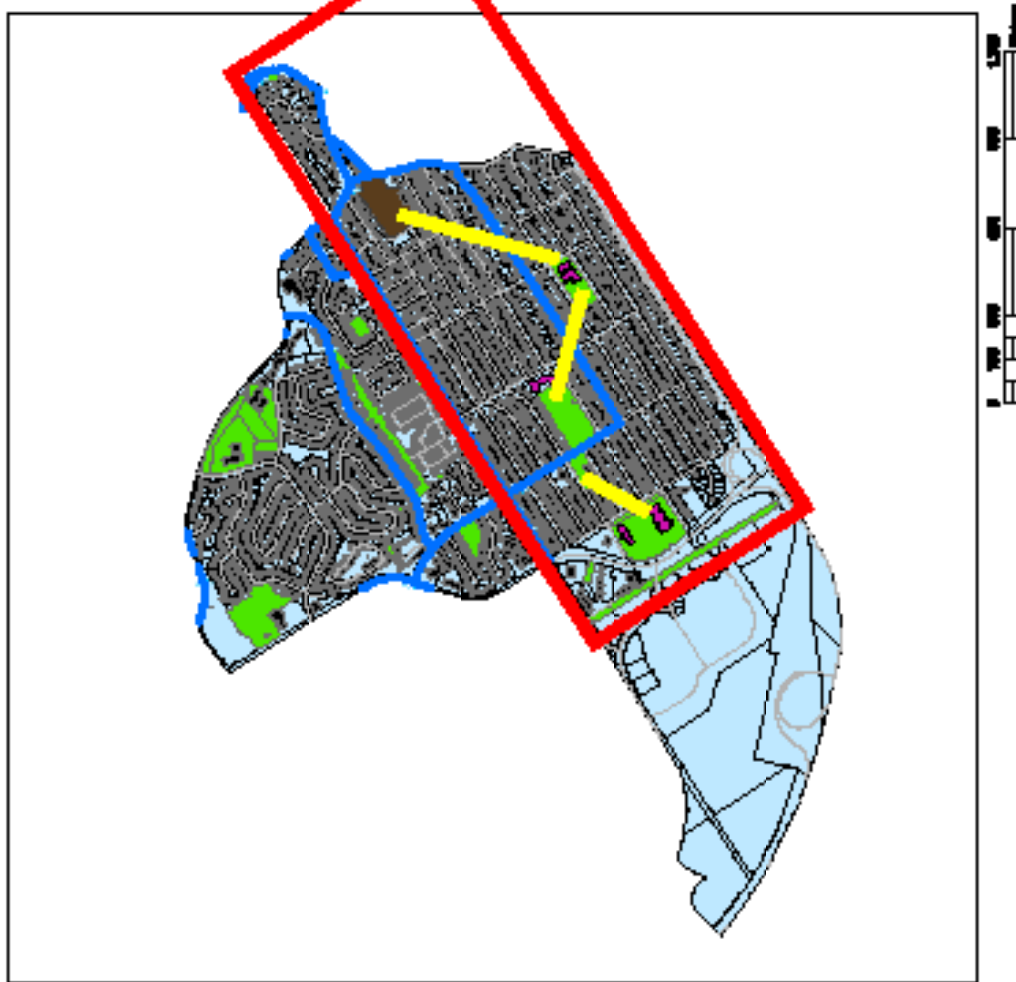
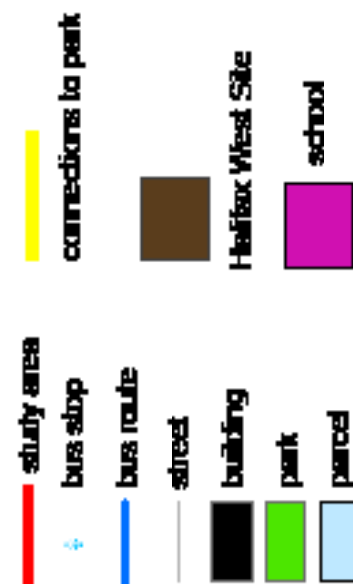


The images on this page and previous illustrate the types of open spaces available in Fairview. They range from base-ball fields, shown on top of previous page, to vacant development sites, bottom previous page, to public paths, top current, non-space surrounding larger apartment buildings, to the vacant Halifax West High School Site, which is still unknown as to the future of the site. No future development plans have been made public yet. The map shows the open spaces in Fairview in green, the schools are highlighted purple, with the Halifax West site in brown. Main Meadows is the development going on the vacant site on Main Street.

Fairview Park & Parcel

1:13,620

Fairview



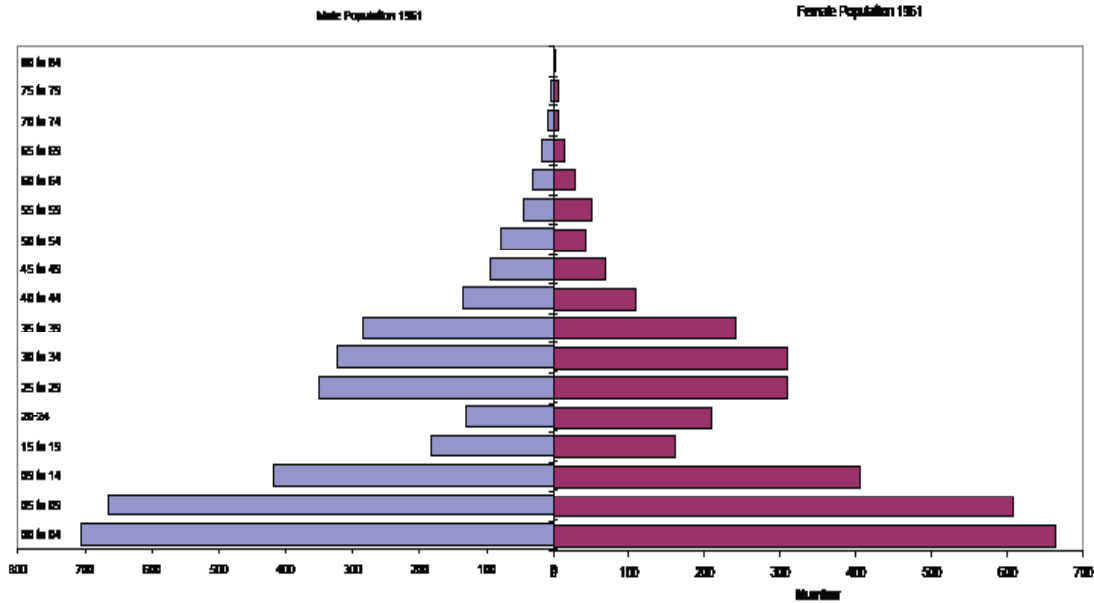
This map shows the open spaces in Fairview and the distances between them.

Map INFO Dal GIS Created by Jared Knecht Farn-Guillette

Population Trends

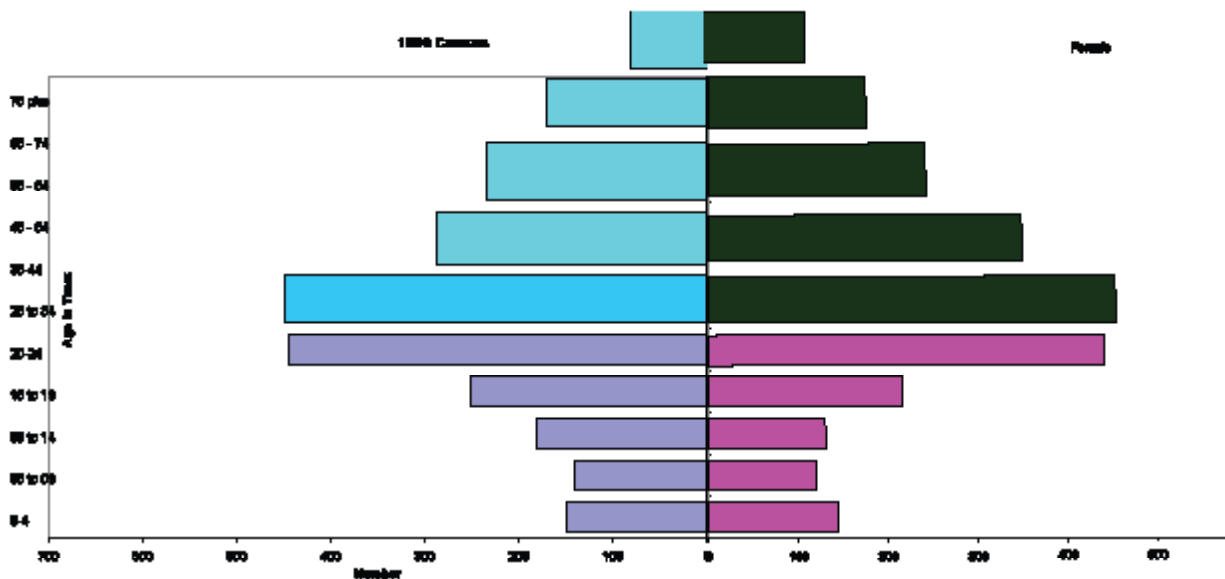
Fairview has witnessed a changing population structure since its first residents moved into the newly formed suburb shortly after WWII. The population pyramids for Fairview, which display the breakdown of the population by Sex and Age on 5 year increments, show a shifting trend in population over the decades. The population of Fairview has also decreased significantly since the early 1960s. The population of Fairview in the 1960s shows an expansive pyramid. There are a large majority of young children and adolescents in Fairview at this time, with the pyramid tapering towards the older segments of the population. Twenty five years later, 1986, shows a trend towards the current pyramid type, constrictive, with more middle aged persons than youth. The following pyramids, 1996, 2001, 2006 show a continual graying of the population, with the older population segments increasing and few children being added in the younger population segments. Fairview also experienced a drop in population by 1331 people in 50 years, with over 400 since 2001. The declining population will have impacts on the community in the future (STATS CAN).



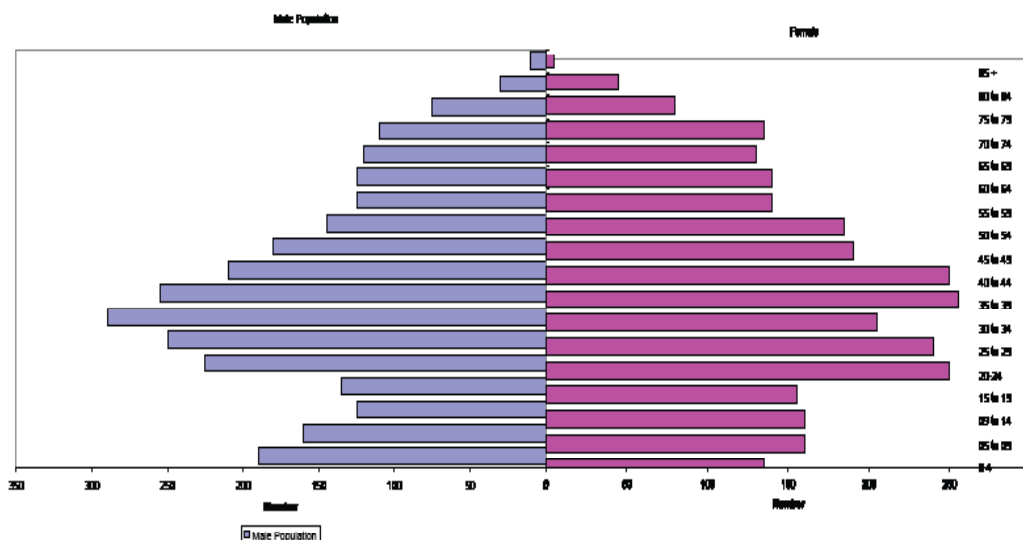


**Population Pyramid CMA/CT 2050024.00
Fairview by Age and Sex 1961 Census**

This expansive population pyramid is typical of the era the data is based on. Note the large cohort for children under 10 and the drastic tapering towards the elderly cohorts. This pyramid represents a time when the young families were the majority.

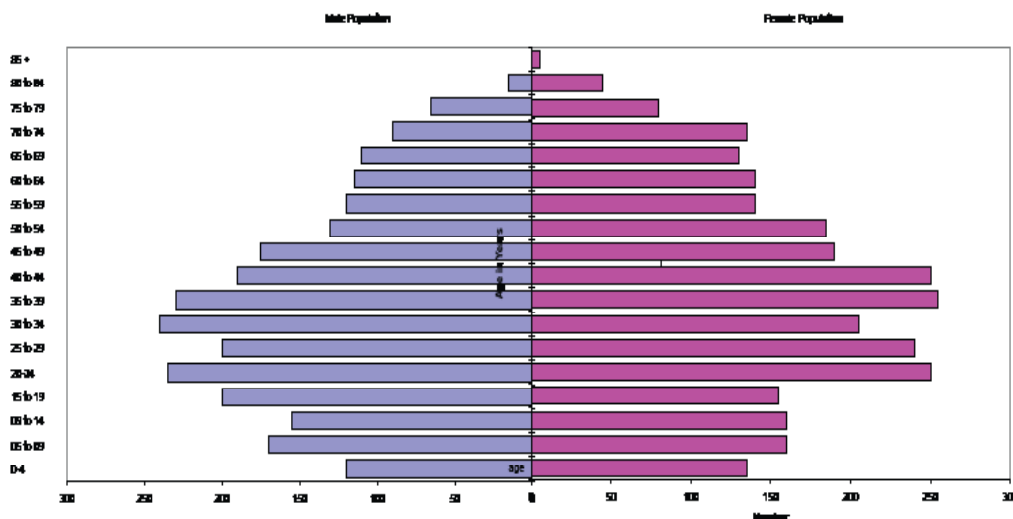


Within twenty five years or one generation the population was already demonstrating current trends and shifting towards a constrictive population pyramid. There was also significant drops in the population of Fairview during the time between censuses.

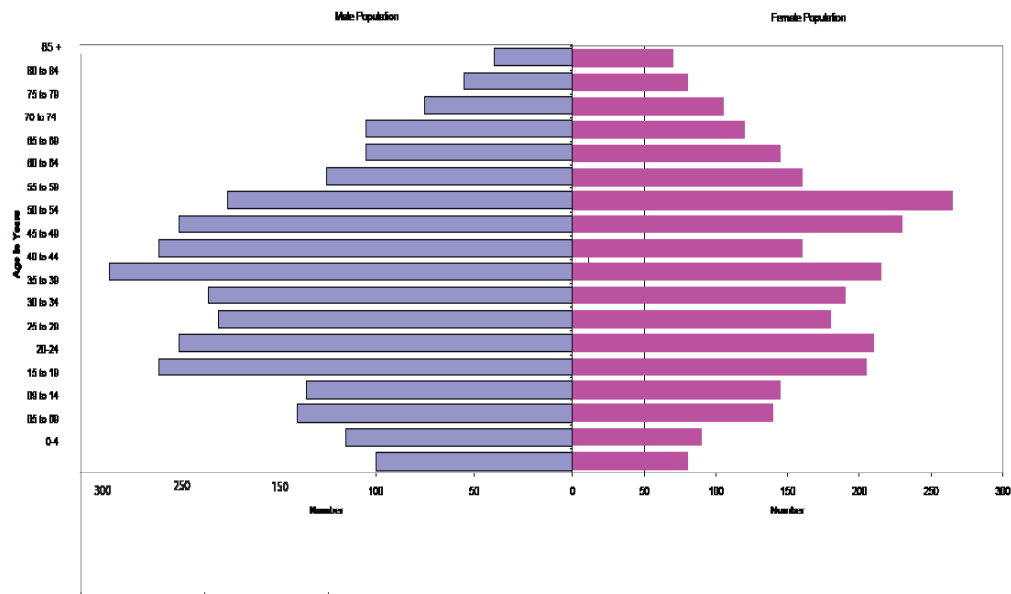


Population Pyramid CMA/CT 2050024.00
fairview by age and Sex 1996

With in 10 years the trend is continuing with a greying population and a shrinking youth cohort, reflective of the lower fertility rates in contemporary Canadian society. This trend continues for the following two pyramids constructed for the 2001 and 2006 Canada Census years.



Population Pyramid for CMA/CT 2040024.00
Fairview by Age and Sex 2001



2006 Population Pyramid for CMA/CT 2050024.00
Fairview by Age and Sex

The signs are mixed. On one aspect higher end condo developments are occurring, at near Peninsular Halifax prices. New houses are being built and there are plans for expanding a subdivision adjacent to Fairview, as well as new infilling properties. The property density is increasing while the population density is decreasing, owing to the lower fertility rates, settlement patterns in Fairview and cultural values. Also home renovations were observed in Fairview. The abandoned properties mentioned in the built environment report raise alarms though. Smaller households resulting from fewer children may have a significant impact on Fairview in the coming years.





Built Environment: Houses, Streets and Commercial

Fairview has a diverse built form. The housing types range from the abundant and majority, simple 1 & 1/2 story post-war bungalows, to the Usonian-inspired ranches of the 1960s, the split-levels of the 1970s and 1980s and the neo-Victorian styles of the 1990s and today. There are also several apartment buildings scattered throughout the area, with infilling occurring, a mobile home park, duplexes, and townhouses. There is a wide range of household types, both rental and owner-occupied. Also of note is the abundance of small tenant units associated with single-detached houses in Fairview. Despite the dwindling population housing units have increased, both rented and owned. The area is seeing a shift from single-detached to semi-detached and/or rental. There was a decrease in single detached units between 1996 and 2001, though still an increase in owned properties, but also an increase in rental properties.



The majority of construction occurred in Fairview between 1946 and 1970, this is evident in the age of the majority of the structures. The 1970s and 1980s had significant construction but the past two decades have had comparatively little residential development. The area has had an increase in the average rent and property value since 1986 (STATSCAN).

The development trends show the older houses occupying the denser central part of the area and the majority of the land area. The new developments have occurred along the periphery of the area as well as the addition of a Mobile Home park in the 1970s. Apartment buildings are found scattered throughout the area, with infilling occurring within the area and on the boundaries towards the periphery.

The number of units in Fairview has increased yet the population has decreased. This implies that there has been a decreasing trend in density of population with an increasing building density.



Top-Left, the 1960s Ranch

Top Right, an example of the newer house style, the Neo-Victorian.

Bottom-Left, the original post-war cape-cod

Bottom-right, a modern semi-detached

Development Trends Map in Fairview



This map displays the different eras of building reflected in the building style associated with the period.

Street: Pattern and Connectivity

The street pattern of Fairview is typical of the time frame it was first developed, yet retains characteristics of early patterns and incorporates more contemporary patterns reflecting the changes over the years. The street pattern in Fairview is a hybrid between “gridiron” and “Fragmented Parallel”, the later a common style from the 1950s. The area reflects the different eras and stages of development to occur with “Loops and Lollipops” and “Lollipops on a stick” or cul-de-sacs, reflective of the different eras, the 1970s and 1980s of the different development patterns over the years. The street pattern demonstrates a useful anthropological record of the changes in Fairview over the past five decades (Grant 2008 Class Notes).

The streets in Fairview lack adequate sidewalks and do not promote pedestrian activity. In many places there are no sidewalks, some only one. Despite the lack of sidewalks, pedestrian activity was still observed. Using the Route Directness Test for connectivity, the area has an average of 1.25, a fairly decent ratio for connectivity. This is probably due to the grid street layout. From the site visits, people were observed walking dogs, families walking, children playing in the street, people walking to nearby corner stores, sitting on front steps, and playing in snow banks. There was activity, though these were all on sunny interludes during a long winter in 2007-2008, perhaps people were just excited to finally have a nice day out.





Metro Transit serves Fairview, with routes running along Main Street, Dutch Village Road and the through the centre of the area. The stops are all approximately 200-300 meters apart, the standard for Metro transit. No place in Fairview is more than 300 meters from a Metro Transit line.

The Evacuation Route Map illustrates the containment of Fairview. The area has strong permeability within the area but poor permeability between the surrounding areas, being blocked by the 102 highway, natural barriers and busy roads. There are actually a limited number of portals into the area. This almost “ghettoizes” the area, by limiting the entrances and exits from Fairview.



Top left & Right Examples of the geographic barriers, a hill and fence and the overpass and highway that function as physical barriers creating a sense of enclosure and limiting permeability into and out of Fairview.

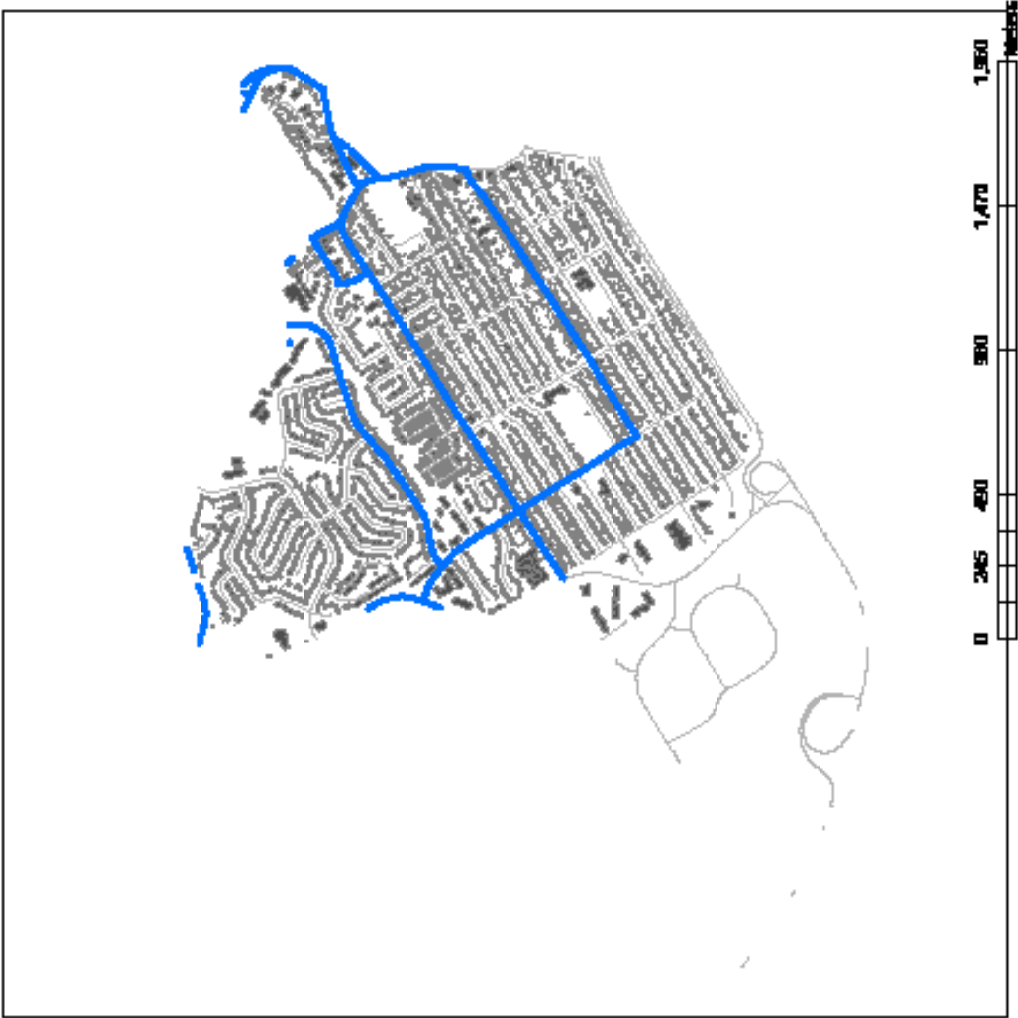
Middle and Bottom Left, examples of the street form and metro transit stops in Fairview. The previous pages pictures illustrate this as well. Following are the transit route map and the Evacuation route map.

Metro Transit Routes

Fairview Transit Route

- bus route
- street
- building

Data: DAL GIS
Map by Jared Knecht Farn-Guillette



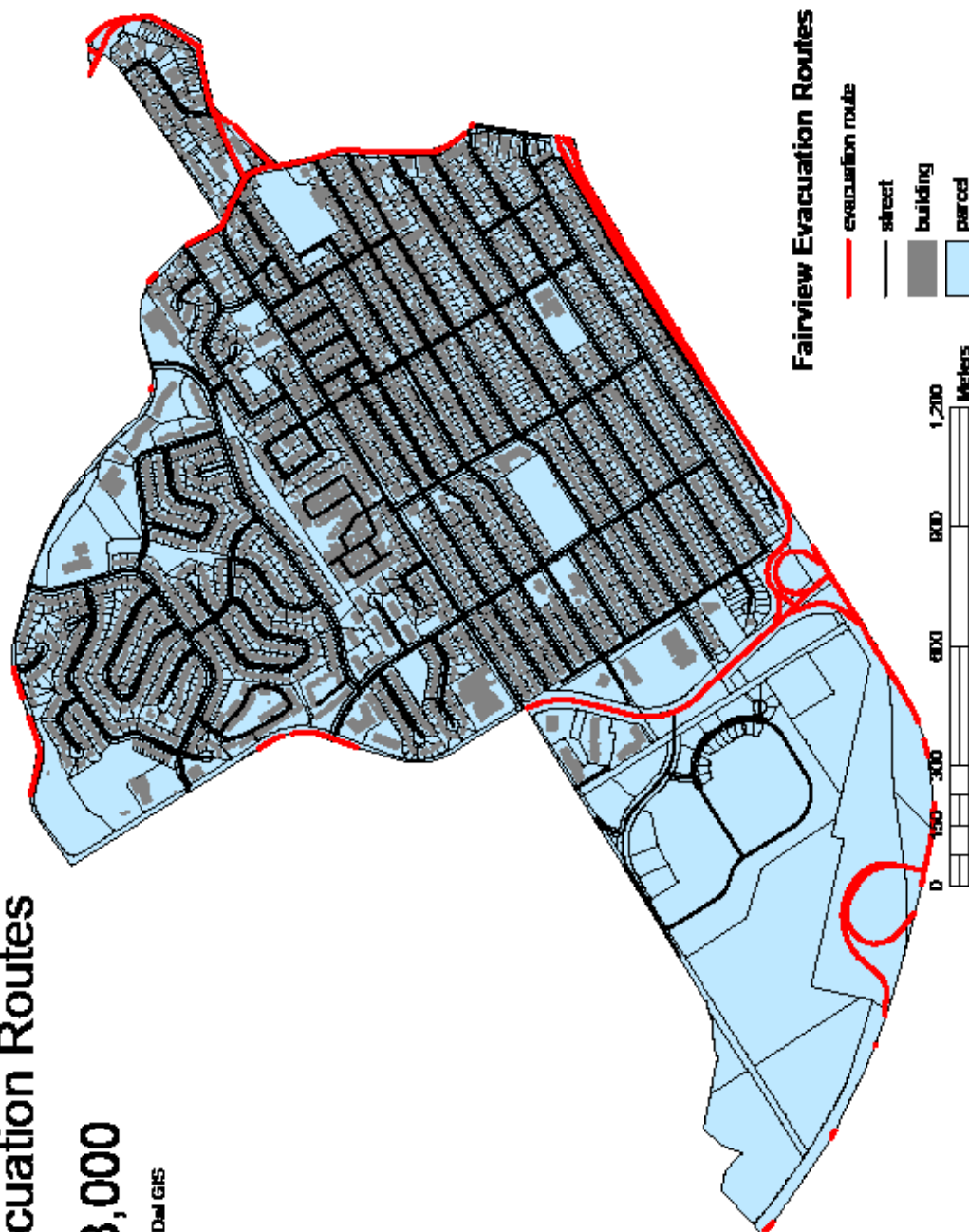
The lines shown in blue are the metro transit routes through Fairview.



Evacuation Routes

1:13,000

Data From Dal GIS



Data: DAL GIS

Map by Jared Knecht Farn-Guillotte

The evacuation routes, shown in red, demonstrate the lack of permeability into and out of Fairview, contrasting the gridiron street pattern of Fairview. It demonstrates the confinement of the area.

Services and Mixes

Fairview can be described as a mixed-use neighbourhood. Within the residential area there are several small businesses operating. Some are what appear to be cottage industries operating from spare rooms in the house; others are spaces dedicated wholly for commercial activity. There is a corner store, the Kwik-Way store operating the ground level of a house, with residential spaces above, an alarm and security shop operating between two houses, a cottage industry child-care services as well as a motel fitted squarely within a residential community, though near a highway. Dutch Village Rd. offers several commercial options from a book store, a Mexican restaurant, a tanning studio and hair salon, travel agent, Girl Scouts Canada offices, Tax and professional services and many other community needs. Along with that there are several churches and public institutions in the area.



The Future, Strengths & Weaknesses

Fairview is not an affluent suburb, yet. Historically, this Early-Post war suburb has been an affordable option for working class families. The trends show an increasing level of development in Fairview, more people with university educations living in Fairview and increasing housing costs, though this occurs everywhere in Halifax.

This area is not overlooked in the HRM Planning Strategy. A focus is placed on the nearby shipping terminal, and the development of a nature trail on nearby Fairview cove. Though what a plan states and the outcome are sometimes incongruous.

Some urban areas in the United States have witnessed disinvestment and decay (Utt & Shaw 2000). The infrastructure in Fairview is in disrepair in many places. Due to the location of Fairview being several kilometers from the city core and slightly isolated from the surrounding area, disinvestment might be a future possibility. Recent development trends and building trends in Fairview suggest gentrification is slowly occurring.



Fairview has a distinctive sense of place and a long established history. The strength of Fairview lies perhaps in its location, its history and sense of place. Being close to a shipping terminal provides perhaps economic incentives for commercial developments associated with the shipping industry, the street pattern allows for easy movement through the area, also the wide streets and houses with larger set-backs provide an ease for infrastructure repair and upgrade, such as putting in sidewalks. The changing population structure puts it in similar precariousness as other Canadian communities.

With a graying population and lower fertility rates among younger generations, school and infrastructure associated with children may face future challenges. Also the lack of available public open space in Fairview associated with those schools, and the loss of them should school closure and redevelopment occur. Perhaps more public spaces should be designated for Fairview residents. Though the HRM plan discusses a nature trail to be built in Fairview cove, it is not directly associated with Fairview neighbourhood (HRM Planning Strategy 2006). Fairview faces a similar future as many Canadian suburbs, though it has endured this long, perhaps it will continue just fine, insular to the surrounding conditions by the very natural and physical structures that cocoon it.

2001 Census Data: CMA 205

CT: 0024.00

Population by Age & Sex

total from census

age	Male	Female	Male	Female
0-4	120	135	2700	3100
05 to 09	170	160		
09 to 14	155	160		
15 to 19	200	155		
20-24	235	250		
25 to 29	200	240		
30 to 34	240	205		
35 to 39	230	255		
40 to 44	190	250		
45 to 49	175	190		
50 to 54	130	185		
55 to 59	120	140		
60 to 64	115	140		
65 to 69	110	130		
70 to 74	90	135		
75 to 79	65	80		
80 to 84	15	45		
85 +	0	5		
total calculated	2560	2860	5420	5800
1996 Census			2765	3095

CT: 0024.00

age

0-4	190	160
05 to 09	160	165
09 to 14	125	145
15 to 19	135	125
20-24	225	245
25 to 29	250	190
30 to 34	290	295
35 to 39	255	285
40 to 44	210	210
45 to 49	180	200
50 to 54	145	195
55 to 59	125	145
60 to 64	125	145
65 to 69	120	135
70 to 74	110	150
75 to 79	75	110
80 to 84	30	65
85 +	10	30
total	2760	2995

1986 Census

CT 0024.00

age

0-4	150	145
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adjusted

5420	5800
2765	3095

Education Information

Level	2001	1996	1986	1961
Some Highschool	360		1185	1875
Highschool Diploma	690		530	86
1-2 University	1010		810	41
Bachelor's Degree or Higher	645		395	14

Household by Type	2001	1996	1986	1961
Single Detached	955	1010	980	661
Semi-Detached/Duplex/Other	605	570	1170	113
Apartment Building + 5 stories	335	255	365	603
Apartment Building < 5 stories	705	670	0	0
Total Number Households	2600	2505	2515	1377
Owned	1230	1150	1205	561
Rented	1375	1360	1305	775
Total Number Households	2605	2510	2510	1336

Construction Starts

Before 1946	305
1946 - 1960	875

1961 - 1970

1971 - 1980

1981 - 1990

1991 - 1996

Income Data for CT 0024.00

Salary	2001	1996	1986	1961
<1000	205	275		
1000 - 2999		305	285	
3000 - 4999		100	150	
5000 - 6999		170	245	
7000 - 9999		305	355	
10000 - 11999		235	390	
12000 - 14999		410	360	
15000 - 19999		580	410	
20000 - 24999		470	550	
25000 - 29999		52	520	
30000 - 34999		310	355	
35000 - 39999		220	335	
40000-44999		285	196	
45000 - 49999		140	100	
50000 - 60000		282	55	
> 60000	180	135		

05 to 09	140	120		1996 - 2001
09 to 14	180	130		
15 to 19	250	215		Average Values of Houses
20-24	445	440		
25 to 34	640	705		Average Rent / Apartment
35-44	385	415		
45 - 54	335	360		
55 - 64	320	370		
65 - 74	223	270		
75 plus	70	115		
total	3138	3285	6423	

1961 Census age

00 to 04	706	663	
05 to 09	664	608	
09 to 14	419	405	
15 to 19	184	161	
20-24	132	209	
25 to 29	350	309	
30 to 34	324	309	
35 to 39	286	241	
40 to 44	136	109	
45 to 49	95	69	
50 to 54	79	43	
55 to 59	44	51	
60 to 64	32	28	
65 to 69	18	16	
70 to 74	8	6	
75 to 79	5	7	
80 to 84	0	2	
85 +			
total	3482	3236	6718

2006 Census Data: CMA 205

CT: 0024.00

Population by Age & Sex

age	Male	Female	Male	Female
0-4	100	80	2590	2800
05 to 09	115	90		
09 to 14	140	140		
15 to 19	135	145		
20-24	210	205		
25 to 29	200	210		
30 to 34	180	180		
35 to 39	185	190		
40 to 44	235	215		
45 to 49	210	160		
50 to 54	200	230		

total from census

55 to 59	175	265		
60 to 64	125	160		
65 to 69	105	145		
70 to 74	105	120		
75 to 79	75	105		
80 to 84	55	80		
85 +	40	70		
total calculated	2590	2790	adjusted	5387

Population Trends

Year Range	Change Number	Change %
1961 - 1986	-295	-4.391187854
1986-1996	-563	-8.765374436
1996 - 2001	-60	-1.023890785
2001 - 2006	-413	-7.120689655
	-1331	

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