



City of Halifax

Halifax Common

Background Report



November 1992

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Also available but not published in this document is a data base of events and legislation related to the Halifax Common. This document can be viewed by contacting the Development and Planning Department.

LIST OF RESOURCES

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ACKNOWLEDGEMENT

This report was prepared by a team of city staff headed by the Development and Planning Department.

Within the Development and Planning Department, Bernard Moe, Planner II was responsible for the overall coordination and consolidation of the report under the supervision of William B. Campbell, Senior Planner. The historical section was prepared by Daniel Norris, Heritage Planner and Thomas Jangaard, Research Technician, Thomas Crouse, Planning Assistant supplied technical assistance, Lucille Hesjedahl, Senior Clerk Stenographer provided work processing and graphics were prepared by Kelsie Williams, Graphics Supervisor.

From the Recreation Department, Nickolas Murray, Superintendent of Planning, Research and Development, James Naugler, Superintendent of City Wide Services and Lore Megetto, Assistant provided information on trends in leisure activities and recreation programming.

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SECTION I
INTRODUCTION

SECTION I - INTRODUCTION

This background report provides information to assist in public discussion on the planning of the Halifax Common. The study area is shown on the map on the opposite page. This study area is based on the boundaries of the Common in 1859. The map also has cross hatching which shows other areas with public land closely associated with the Common.

The planning process has a number of steps.

In the Parkland Plan for Halifax, which was approved by City Council in 1991, planning for the design and function of the Halifax Common was identified as a priority. The Parkland Plan is an important reference document to assist in achieving an understanding of the parkland system of the city and how the Common, as a major urban park, fits into that system. At a meeting on 29 August 1991, City Council passed a resolution reaffirming that a study be undertaken for the Common and identifying specific elements that should be included in the plan. Specific emphasis was placed on the need to research the history of the Common.

A staff planning team was established headed by the Development and Planning Department. Terms of Reference were drawn up (See Appendix I) containing the purpose and scope, special areas of study, public participation process and schedule of reporting. As stated in the terms of reference the purpose is

"To assess current use and future demand and recommend a course of action to guide the planning, design and development of the Common. Emphasis will be on land under the control of the city. Provincial and federal land will be considered secondarily."

Background studies and site surveys were then carried out which have been brought together in the background report. An important part of this is the history of the Halifax Common.

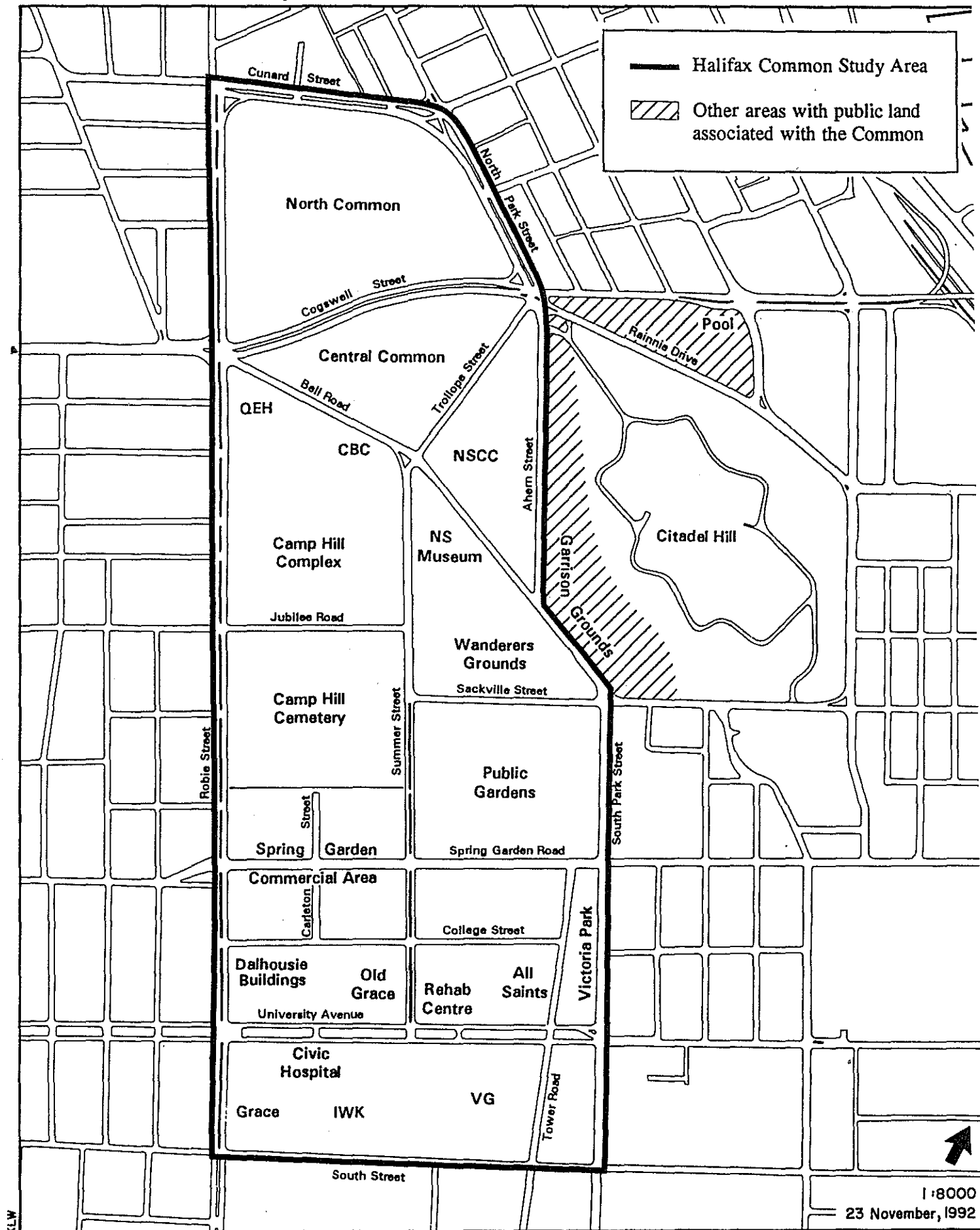
Public input forms an important aspect of the planning process. A public meeting and a workshop for individuals and organizations is being held and people are invited to send written submissions.

With the benefit of the public input and professional advice, a draft plan will be prepared. This will be taken to City Council. Following this, the report will be again taken to the public. A final report will then be submitted to City Council.

The contents of this report are as follows:

Section II presents a history of the planning and development of the Halifax Common from 1762 to 1992. Section III discusses the site and current uses. Section IV deals with national and local trends in population and leisure time activity. Finally, Section V identifies a number of issues and opportunities for discussion.

Halifax Common Study Area



SECTION II
A HISTORY OF PLANNING AND DEVELOPMENT
1762 TO 1992

SECTION II - A HISTORY OF PLANNING AND DEVELOPMENT 1762 TO 1992

1.0 INTRODUCTION

1.1 Methodology

This portion of the study of the Halifax Common produces a record of events that chronicles the history of planning and development on the Halifax Common from c.1762 to the present; illustrates this history through a series of maps and figures; and analyzes the historical development patterns.

The record of events has been stored in a data-base format to enable easy access. Field headings are: year, reference number, action, legislation, earthworks, roads, buildings, special events, services, recreation, military actions and demolished or removed features. Each record is accompanied by a description of actions. References are also given for related maps and photographs.

Two sets of maps show the pattern of development on the Common. The years c.1762-1859 are illustrated by five historical maps, drawn from the collections of the Public Archives of Nova Scotia and the Canadian Parks Service. These maps are included in this section of the report. The period from 1818 to 1992 is illustrated by 15 End of Decade maps (See Appendix 2). The decade maps show the development that has occurred during each ten year period. Developments are numbered and explanations are provided to key the developments to historical events (See Appendix 2).

2.0 HISTORY OF PLANNING AND DEVELOPMENT

2.1 The Historic Common Defined

The Halifax Common was first depicted in a plan drawn by Charles Morris in 1762. The plan was registered on 8 June 1762 but did not form part of the Halifax Common grant until 30 July 1763. The plan continued to define the boundaries of the Halifax Common for most of the 18th century because the lands beyond the Citadel remained largely undeveloped. In 1800 unnamed roads were laid out to define the western and northern boundaries of the Halifax Common. The next improvements began in 1818, with Spring Garden Road being extended to meet the western boundary of the Common. Lots were then created on either side of Spring Garden Road and these lots were leased to private citizens. As more roads were built in the 1820's and 30's the Common boundaries became better defined. By 1859, the Common largely resembled the plan laid out almost 100 years earlier by Charles Morris.

Soon after 1859, the Common began to change once again. In the Victorian period, many public institutions were built on the South Common. Assisted by the passage of time, the public perception of the Common gradually evolved from an undefined

open pasture, to an institutional South Common and then to a North Common for open space and recreational use. Today, many Haligonians consider the North Common to be the full extent of the historic common.

Research, however, suggests that the North Common boundaries do not begin to encompass all of the lands or history that define the Halifax Common. A review of plans, maps, and historical documents determines a more historically appropriate boundary: Robie Street, Cunard Street, North Park Street, Ahern Avenue, South Park Street and South Street. This is the boundary that existed in 1831. A review of the chronological development of the Halifax Common from 1758 to the present provides a better understanding of this larger area.

2.2 Early Planning of the Common

The Charles Morris Plan

The first visual record of the Halifax Common is Charles Morris' Plan of Halifax (see Figure 1). In a letter written to Lieutenant-Governor Belcher dated 11 January 1762, Morris wrote that he had drawn up a plan "representing the said land reserved in Common, together with the Town Suburbs, and all the lots laid out on the Peninsula" (Akins, 1869; p.700-701). The plan shows a possible layout of streets and lots for the whole peninsula. The Common is shown as a 240 acre tract of land west of Citadel Hill which was, for the most part, rocky, swampy and unsuitable for cultivation (Markham 1980, p.ii). Belcher subsequently used this plan and the description given to him by Morris to write up the grant which officially established the Common on July 30, 1763. The boundary description in the grant is as follows:

"lands (that) are bounded southerly by a highway at the front of the lots commonly called the Justice Lots, westerly on a highway at the head of the five acre lots of the Middle Division, northerly on a highway lying between the said Commons and the lands of Joshua Mauger Esq, north easterly on a highway lying between the Common and lots granted in the North Suburb of Halifax and easterly on vacant lands ungranted..." (Nova Scotia Land Grants, Old Book 3-Grant No. 77 p.166-168)

Freshwater Brook and the Common

Most of the roads on the Halifax Peninsula prior to 1800 were not based on the plan by Charles Morris, but on geographic features such as Freshwater Brook. DesBarres' map of The Harbour of Halifax (dated 1781 but surveyed between 1763 and 1774) shows the extent of road development at this time (see Figure 2). This difference between the planned boundaries and local road development, resulted in an undefined Common for many years.

This difference between the "plan" and the actual road pattern prior to 1859 may account for the grant references which suggest that the Halifax Common extended as far east as Queen Street. For example, the 1818 Act for the Improvement of the

Common of Halifax set aside ten acres of land at the corner of Queen Street and Spring Garden Road for the Poorhouse or Bridewell (Statutes of Nova Scotia, 1818, chp.13). Since the principle defining features during this period were Freshwater Brook and the western slope of the Citadel, it appears that Queen Street was considered to be the eastern boundary until this matter was rectified by the construction of South Park Street between 1849 and 1859.

2.3 The Improvement of the Common

Early Road Development

At his Majesty's Court of General Quarter Sessions of the Peace in September, 1800, a piece of legislation was passed that affected the development of the Common to this day. The legislation gave the military clearance rights to all land north of Spring Garden Road for exercise grounds. In reality, the military did not use the entire area north of Spring Garden Road, but only the part known today as the North Common.

The legislation of 1800 also directed that:

- the exercise ground be levelled and drained;
- a northern boundary road (Cunard Street) be laid out;
- a western boundary (Robie Street) road be laid out; and
- a cross road (Spring Garden Road) be extended from the corner of Pyke's Field (Park Street) to the new western boundary road (see Figure 3).

Also, in 1812, Queen Street was realigned westward by the military to enlarge the artillery grounds (Royal Artillery Park).

The citizens of Halifax had long called for the improvement of the Common. In 1818, 51 half acre lots were laid out and leased to private citizens along Spring Garden Road, west of Tower Road. This improvement was brought about by the passage of "An Act for the Improvement of the Common of Halifax" (Statutes of Nova Scotia, 1818. Chp. 13). Leases were issued for 999 years to private citizens who were engaged in the keeping of horses and cattle, and who would be responsible for the improvement of their farm lots. In 1871 the City Council of Halifax was authorized and empowered to sell these lots through the passage of "An Act respecting the Common of the City of Halifax" (Statutes of Nova Scotia, 1871. Chp 24).

The idea behind this form of development was that private investment in lot improvements would be less dependent on public coffers than similar work undertaken through public expenditure. Improvements allowed include land cultivation, constructing houses and farm buildings, and planting trees. In 1829 South Street was extended to the western boundary road (Robie Street), thereby defining the south boundary of the Halifax Common.

Military Restrictions on The North Common

In 1829 "An Act Concerning the Common of Halifax" was passed (Statutes of Nova Scotia 1829; Chp. 32). The military objected to this Act because it was an infringement on their right to use all lands north of Spring Garden Road. The 1829 Act would have limited military use to only the exercise ground, or what is today the North Common. His Majesty agreed with the military and did not assent to the Act.

In 1830-31, "An Act in Addition to and Amendment of the Act Concerning the Common of Halifax" was passed (Statutes of Nova Scotia 1830-31; Chp. 4). The 1830-31 Act granted 12 acres of the western slope of the Citadel to the military for slope protection (the Garrison Grounds). The Act also extended Sackville Street to intersect with a realigned Bell Road and it created a new road (Ahern Avenue) to meet with Bell Road. Perhaps the most long-term effect of the new Act was to prevent non-military development within 600 yards of the western flank of Citadel Hill. The Act did allow, however, for cemeteries, gardens and orchards on the restricted lands (see Figure 4).

Camp Hill Cemetery, Fort Massey Cemetery and the Public Gardens

By 1830 it was evident that the Old Burying Ground on Pleasant (Barrington) Street contained insufficient lands for additional burials. The city first laid out a cemetery on Wind Mill Hill (now Camp Hill Hospital Site) but the military objected because the proposed cemetery was within 600 yards of the Citadel. The city then made an exchange with the military, giving the military the Wind Mill Hill cemetery site for a military owned property at Fort Massey (Statutes of Nova Scotia 1839 Chp. 25).

In 1843, the city deeded its piece of land at Fort Massey to the Roman Catholic Church for a burial ground. (Statutes of Nova Scotia 1843; Chp. 36). The city's third attempt at establishing a new public cemetery took place in 1844 when it decided to utilize Common land to the south of Camp Hill for a burial ground. In 1844 the city successfully opened Camp Hill Cemetery.

In 1837 the Nova Scotia Horticultural Society was granted, free of rent, 5.5 acres of the leased lots north of Spring Garden Road (Statutes of Nova Scotia, 1837, chp.7). In 1841 an Act was passed to incorporate the City of Halifax. This Act passed the authority to control and manage the Common to the City Council (Statutes of Nova Scotia, 1841, chp.55). These gardens were consistently troubled by financial problems, and the lands (the south half of the present day Public Gardens) were eventually combined into the larger Public Gardens by the city in 1875.

The South Common

Between 1849 and 1859 South Park Street was extended to meet South Street. This action formally defined the eastern boundary of the Common.

By 1859 Spring Garden Road, and the development of the leased lots along it, had essentially cut the Common in two. Historical documents were now making reference to a separate North and South Commons (Hopkins Atlas, 1878). The South

Common, not included within the military regulations restricting building development, was then developed for institutional uses (see Figure 5).

The first institutions built on the South Common were the General Hospital (1859) and Poor Asylum (1866). These institutions were granted land in the block bounded by Morris Street, Tower Road, South Street and Robie Street (Statutes of Nova Scotia, 1855; Chp 51). Over the next twenty years the School for the Blind (1870), the city-owned Exhibition Building (1879), and Dalhousie College (1886) were built on the South Common.

In 1907 All Saints Cathedral was built on the earlier site of the exhibition building. During the next ten years a new children's hospital (1907) and a new fire station (1908) were built on the South Common. Subsequently, a number of buildings have been built around the Victoria General Hospital and Dalhousie University including most recently the new Grace Maternity Hospital (1992).

Development of the North Common

The military restrictions on non-military development on the North Common prevented any new buildings from being erected until 1942. The construction of the Camp Hill Hospital complied with the restriction because it was constructed for World War I veterans. The military regulation was last mentioned in the City Charter of 1931. Subsequently, the City built Queen Elizabeth High School in 1942 and the province built the Vocational School in 1948 (see Figure 6).

The Halifax Harness Horse Racing Club revived horse racing on the North Common in 1946 (military horse racing is documented in history books from 1825 to 1846). The modern use of the North Common for horse racing ended in 1966, when the area was grassed and paths were installed as part of a Centennial project.

In 1953 the city was notified that the military had lifted all restrictions on the development of the North Common. This action enabled the city to consider other uses for the lands formerly restricted by the 600 yard rule. In 1954 the city sold Common land to the Canadian Broadcasting Corporation. This was opposed by the public.

In 1968 the Central Common was improved with a new softball diamond, tennis courts and a Central Common Pavilion in preparation for the Canada Summer Games of 1969. Two new buildings were subsequently built on the North Common between 1970 and 1979. The province built the Nova Scotia Museum (1970) and the city built the Abbie Lane Hospital (1971) next to the Camp Hill Hospital (see Figure 6).

In 1987 a new Camp Hill Hospital opened next to the old hospital and a new Infirmary Hospital is presently (1992) under construction on Camp Hill.

In 1991 the Halifax City Charter was amended to permit auto racing and charging of admission on the Common. Public concern in using a portion of the Common for part of the race course for a grand prix auto race arose in response to alteration of the Common.

3.0 LAND USE PATTERN

The history presented here identifies a land-use pattern that has evolved over 230 years. As the needs of the citizens of Halifax, and indeed of the province, have changed, the uses on the Common have also changed. This study is instructive in three respects. It depicts the various "uses" of the Common; it informs why certain portions of the Common have certain uses; and, it describes how certain lands have been protected.

3.1 Uses Of The Halifax Common

The Halifax Common has been used for a wide variety of purposes by past generations. In chronological order, the following uses have been accommodated on the Halifax Common:

- Military exercise ground
- Public streets
- Private lot development
- Military horse racing
- Horticultural gardens
- Cemeteries
- Poor houses
- Hospitals
- School for the Blind
- Publicly managed garden
- Exhibition building
- Athletic and cricket field
- University
- Church
- Fire station
- High school
- Community College
- Commercial television station
- Public horse racing
- Softball, Sports Fields and Tennis Courts
- Museum
- Special events

Some uses of the Common have been challenged by the citizens of Halifax. For example, the building of the School for the Blind in 1870; the sale of land to the CBC in 1954; and the Grand Prix auto racing in the 1990s.

3.2 A Pattern of Land-Use

An historical development pattern has evolved over the 230 year history of the Halifax Common. Reviewed in a chronological sequence, six general land-uses categories can be identified.

The Spring Garden Road Private Lots

Spring Garden Road, west of South Park Street, is a commercial and residential area today because of the 1818 "Act for the Improvement of the Common of Halifax." The area shown in Figure 7 remains in private ownership today because of an act passed in 1871 that allowed the city to sell the lots created by the 1818 act.

The North Common - Active Area

The area shown in Figure 8 was first used as a military exercise ground in 1800. The military exercise of horses was followed by organized horse racing on the Common in 1825. The military 600 yard rule, implemented in 1830-31, restricted development within 600 yards of the Citadel. The act essentially prevented the town from erecting any buildings on the lands covered by a sweeping arc, including today's North and Central Common, and most of the present Wanderer's Grounds site. Although this regulation was last mentioned in the City Charter of 1931 and removed from military books in 1953, the regulation ensured the continuous opportunity for active pursuits such as horse racing, which returned to the North Common from 1946 to 1966. The area was the site of Canada Games events in 1969, large public events such as the visit by the Pope in 1984 and most recently it has been utilized for Grand Prix auto racing.

The North Common - Passive Area

The use of part of the North Common for passive recreational pursuits, is a reflection in part, of the original condition of this area (see Figure 9). Early accounts of the condition of the middle of the Common depict it as swampy, scrubby and poorly drained. The 1878 Hopkins map shows Freshwater Brook running through the large pond in the Public Gardens, and down along South Park Street. The location of a cemetery, gardens and a park in close proximity to this water course made best use out of what was marginal building land. The first organized use of the land occurred in 1837 with the establishment of horticultural gardens by a private society. Then, in 1844, the city opened a cemetery south of Camp Hill. In 1875 the Public Gardens was expanded and in 1891 improvements began in what is now called Victoria Park.

The South Common - Hospital Area

The passage of legislation in 1855 enabled the City of Halifax to build a general hospital. The hospital was erected on the South Common between South, Robie, Morris and South Park Streets (see figure 10). Early photographs and maps of the area around the hospital show a well maintained circular drive leading up to the front entry (see Hopkins map, figure 5). Subsequently, in 1864 a portion of the South Common to the westward of the general hospital bounded by South, Robie and Morris Streets was transferred to the commissioners of the Poor Asylum. Two years later a large brick building was erected for this purpose. The general hospital, later renamed the Victoria General, has expanded and been added to on many occasions. The construction of the Izaak Walton Killam Hospital and the New Grace Maternity Hospital in 1992 continue the tradition of using this portion of the South Common for hospitals.

The South Common - Institutional Area

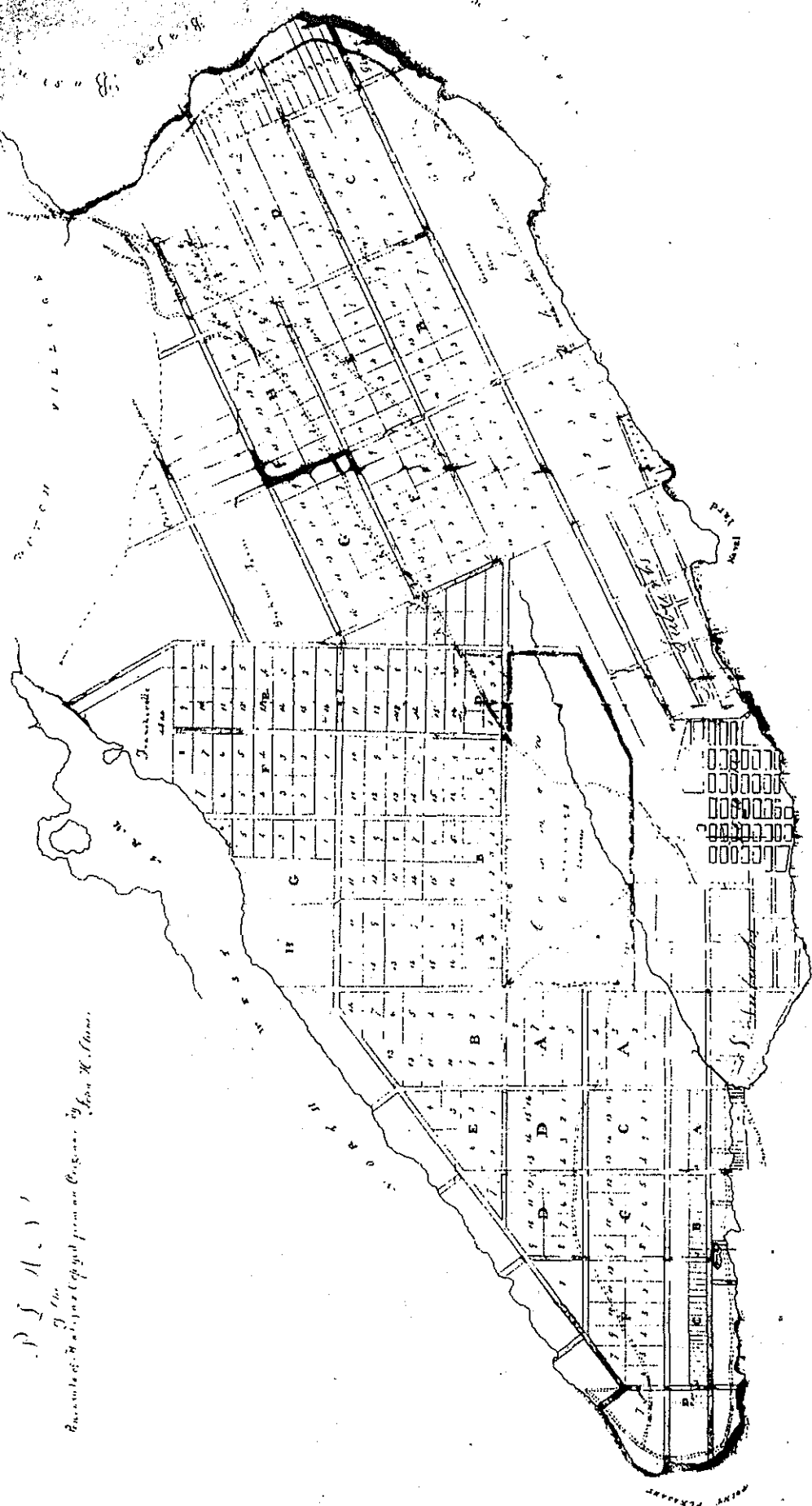
The 1887 relocation of Dalhousie College to the block bounded by Robie Street, College Street, University Avenue and Tower Road, defines a fifth area: the South Common - Institutional Area (see Figure 11). The first building of the new Dalhousie College is today known as the Forrest Building. At the time of the relocation only one other large building was located in this area - the Exhibition Building on Tower Road built in 1879. This building with its long row of large windows was the site of many of the large skating parties that were the social events of the winter season. After a new Exhibition Building was built on Windsor Street, the old building was sold and in 1907 All Saints Cathedral was built on the site. In 1968 Dalhousie University built the Sir Charles Tupper Medical Building adding a third institutional use to the area. The lands immediately to the west of All Saints Cathedral were an open square until 1977, when the Nova Scotia Rehabilitation Centre was built.

The North Common - Hospital Area

The federal government built the first hospital in the block bounded by Robie Street, Bell Road, Summer Street and Jubilee Road in 1917 (see Figure 12). This hospital was built as a temporary facility to accommodate veterans from the first World War. In 1942 the Queen Elizabeth High School was built to the north of Camp Hill Hospital and beyond the 600 yard regulation.

In 1954, amid citizen opposition, a small piece of property at the north-west corner of Bell Road and Summer Street was sold to the CBC for television studios. Recently, three more hospitals were placed in this area, significantly redefining the use of the area as a hospital complex. In 1971, the Abbie J. Lane Hospital was opened. Then, in 1987 the new Camp Hill Hospital was opened near the corner of Robie Street and Jubilee Road, and today, in 1992, a new Halifax Infirmary is under construction on Summer Street.

Figure 1: Morris' Plan (c. 1762)



P L A N
 of the
 Province of Nova Scotia
 as it was surveyed from 1762 to 1764
 by John H. Morris.

[illegible]

Figure 3: Plan of Halifax Common (1800)

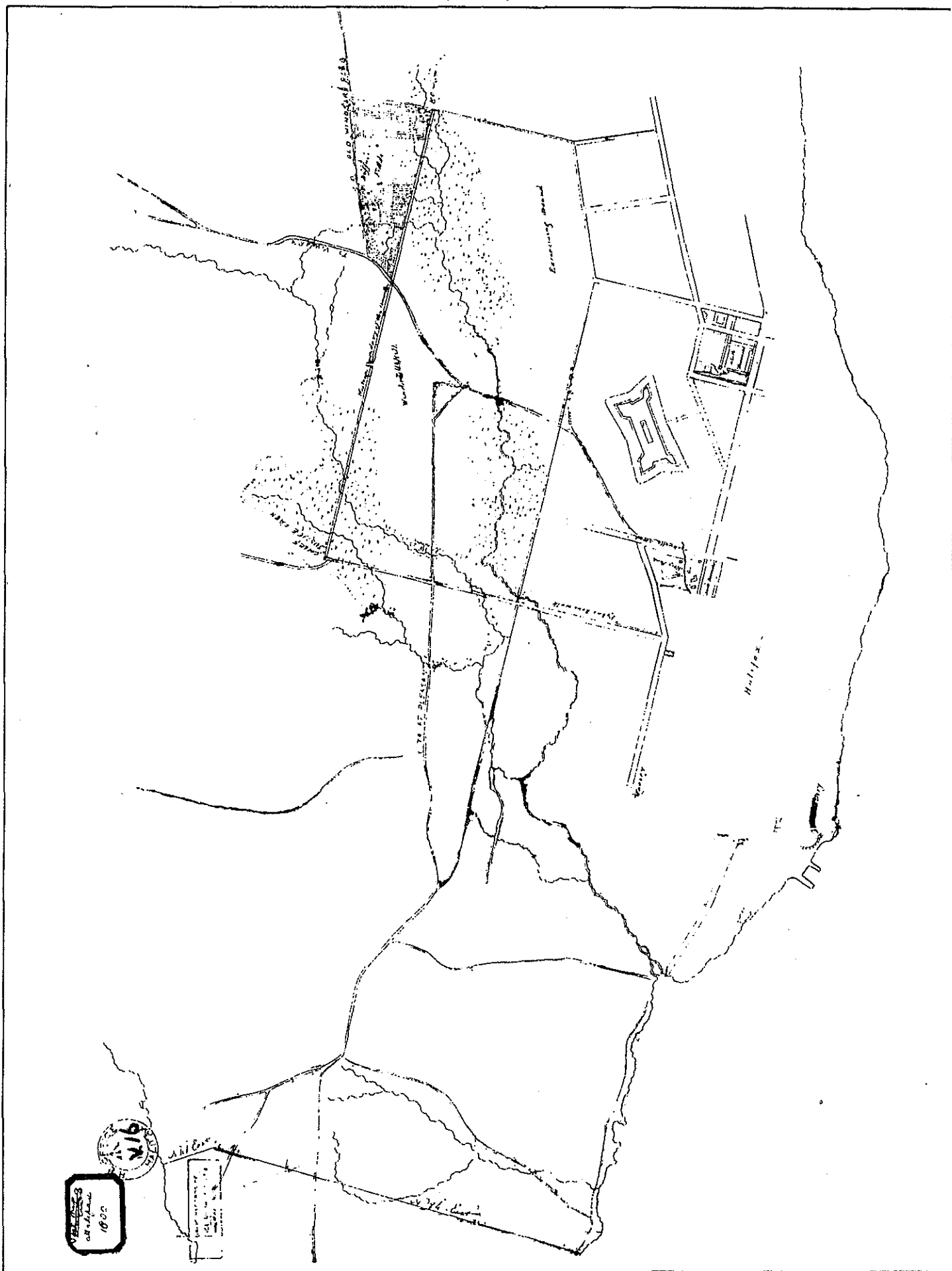




Figure 5: Hopkins Atlas of Halifax (1878)

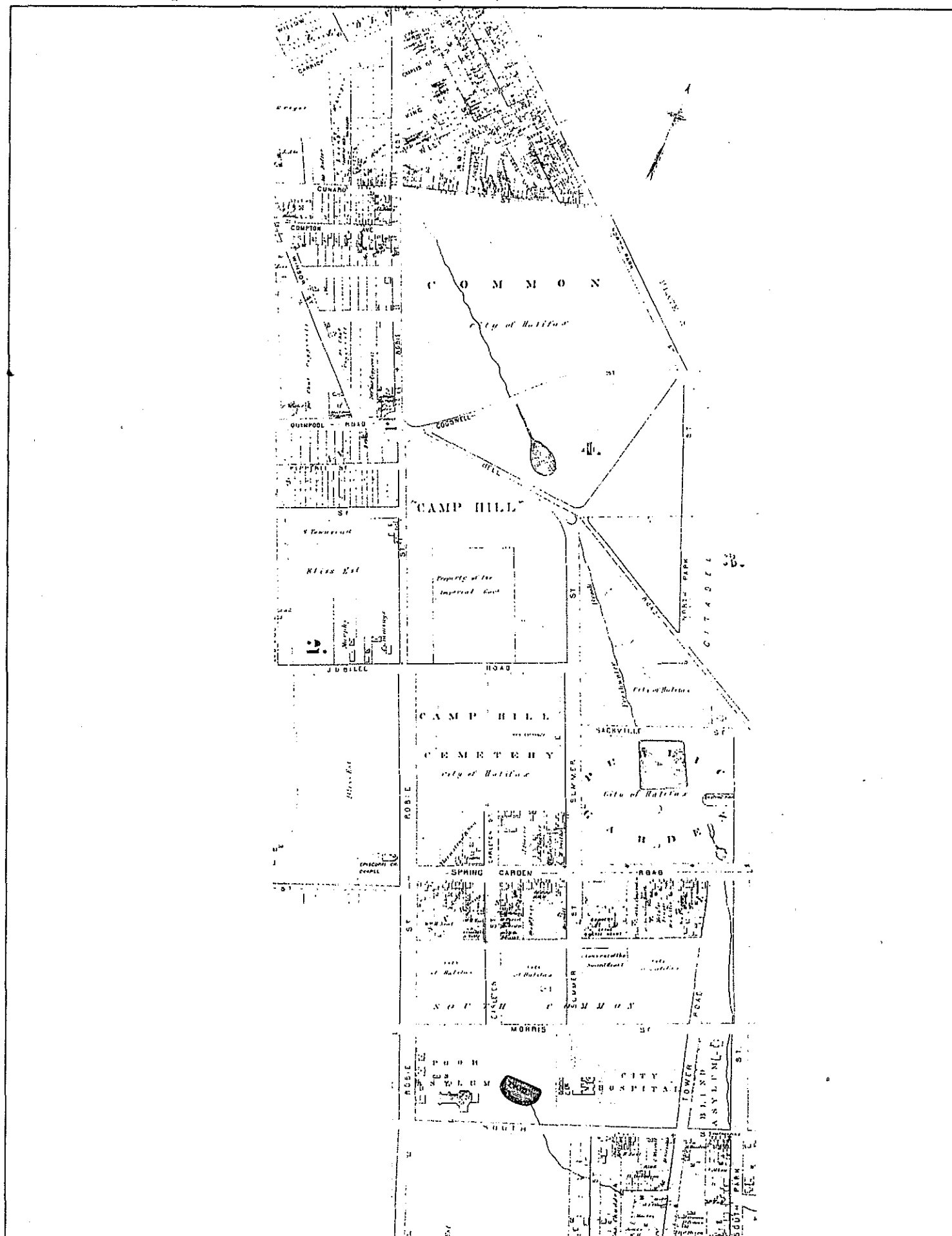
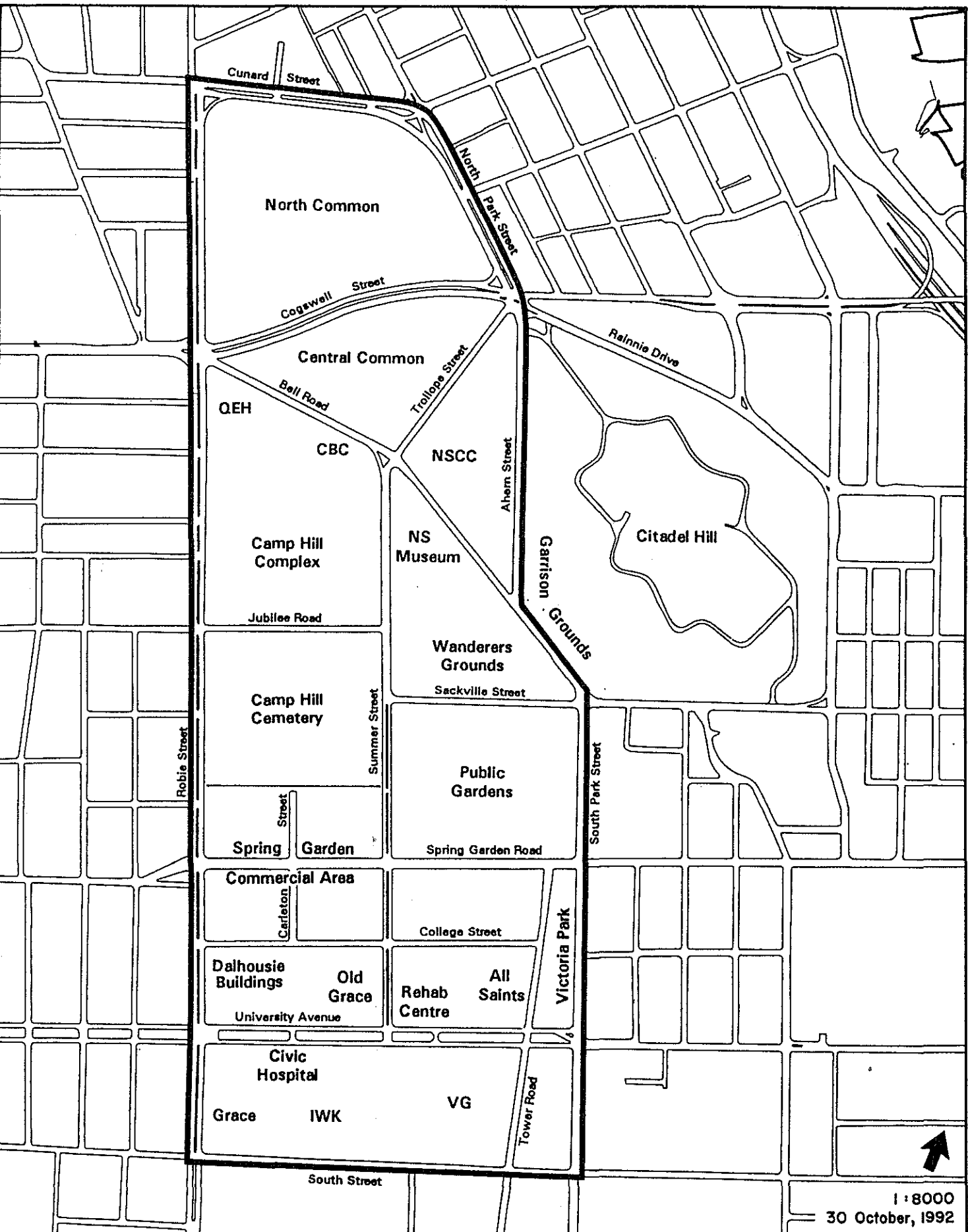


Figure 6: The Historic Common (c.1859)



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Figure 7: The Spring Garden Road - Private Lots

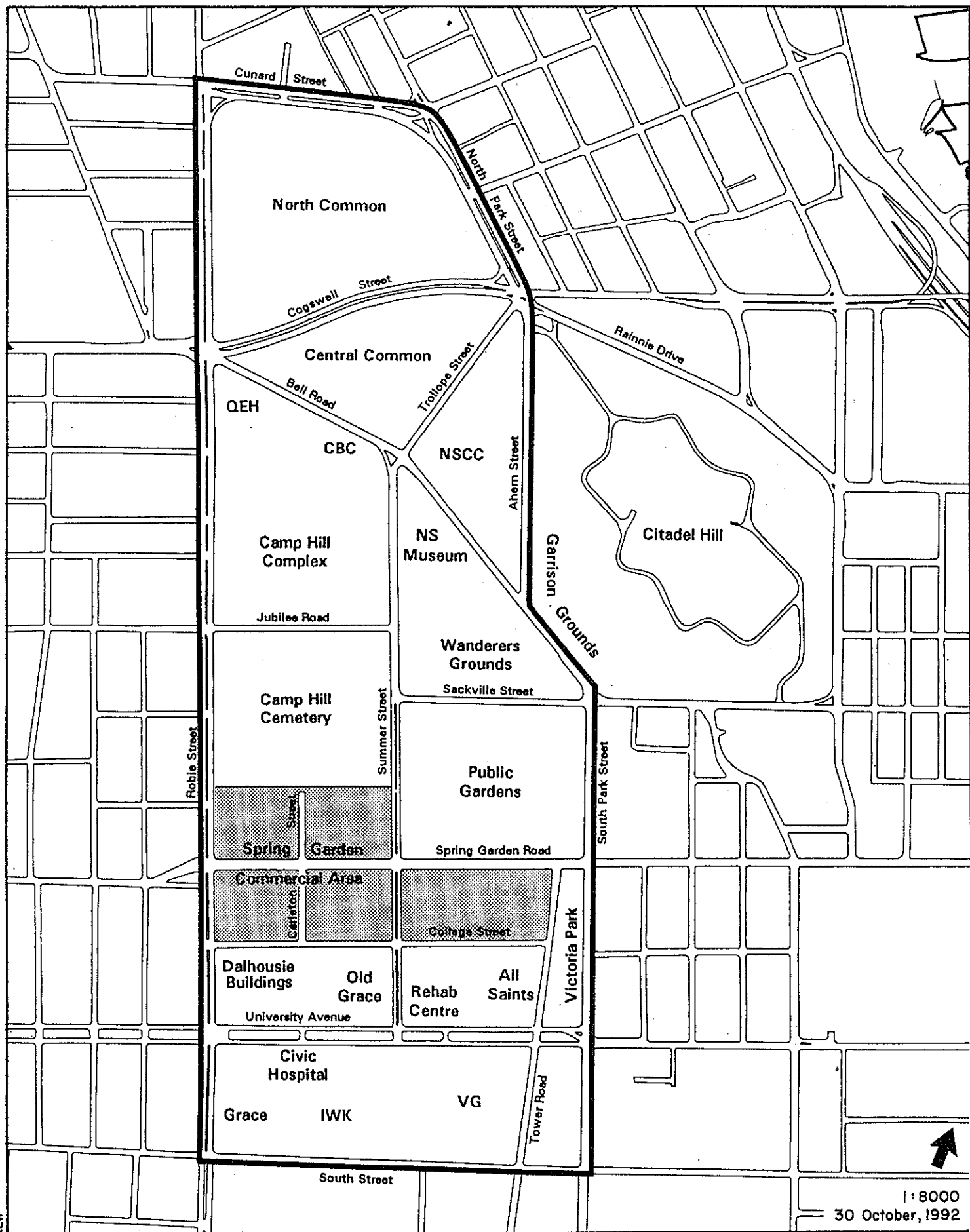


Figure 8: The North Common - Active Area

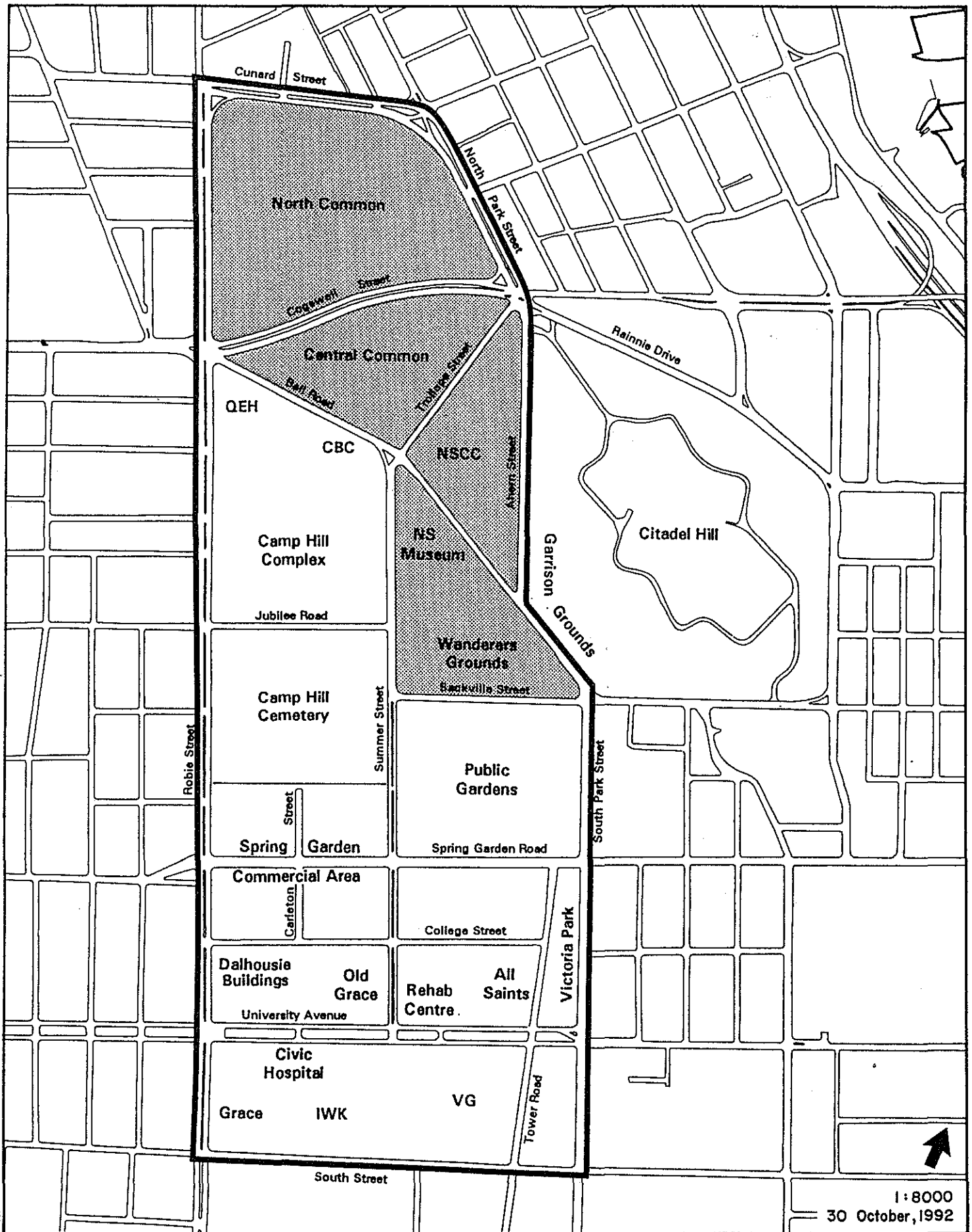


Figure 9: The North Common - Passive Area

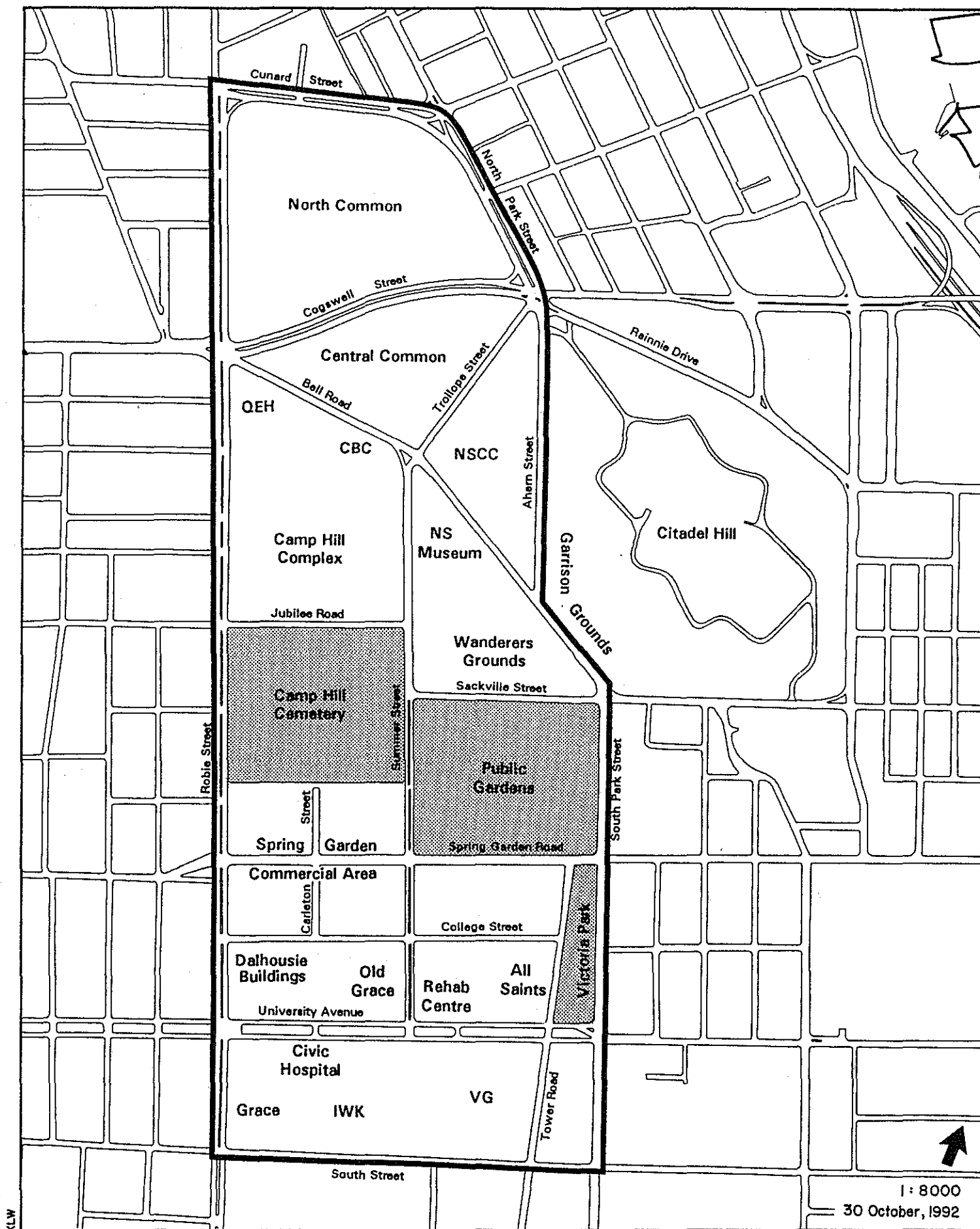


Figure 10: The South Common - Hospital Area

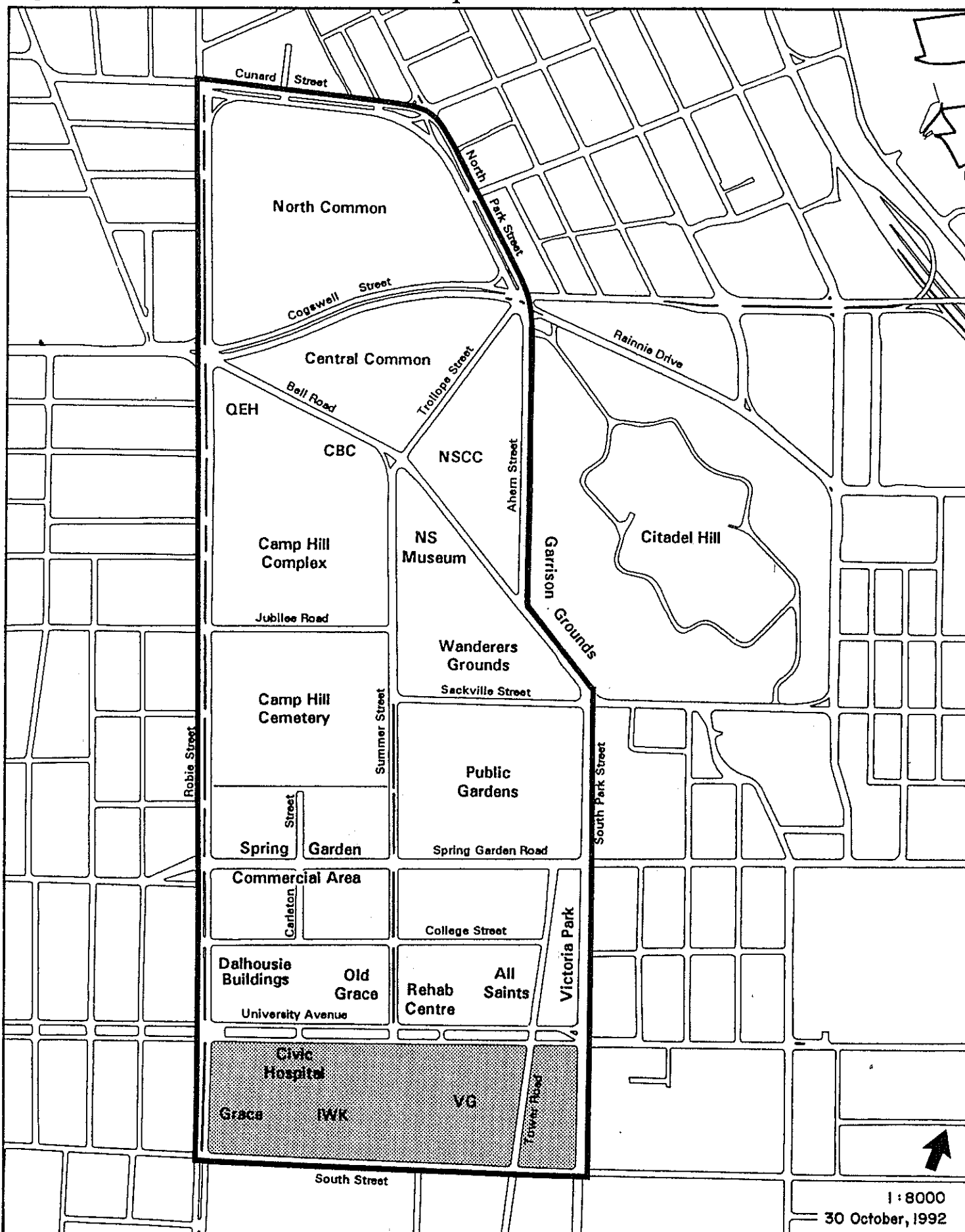


Figure 11: The South Common - Institutional Area

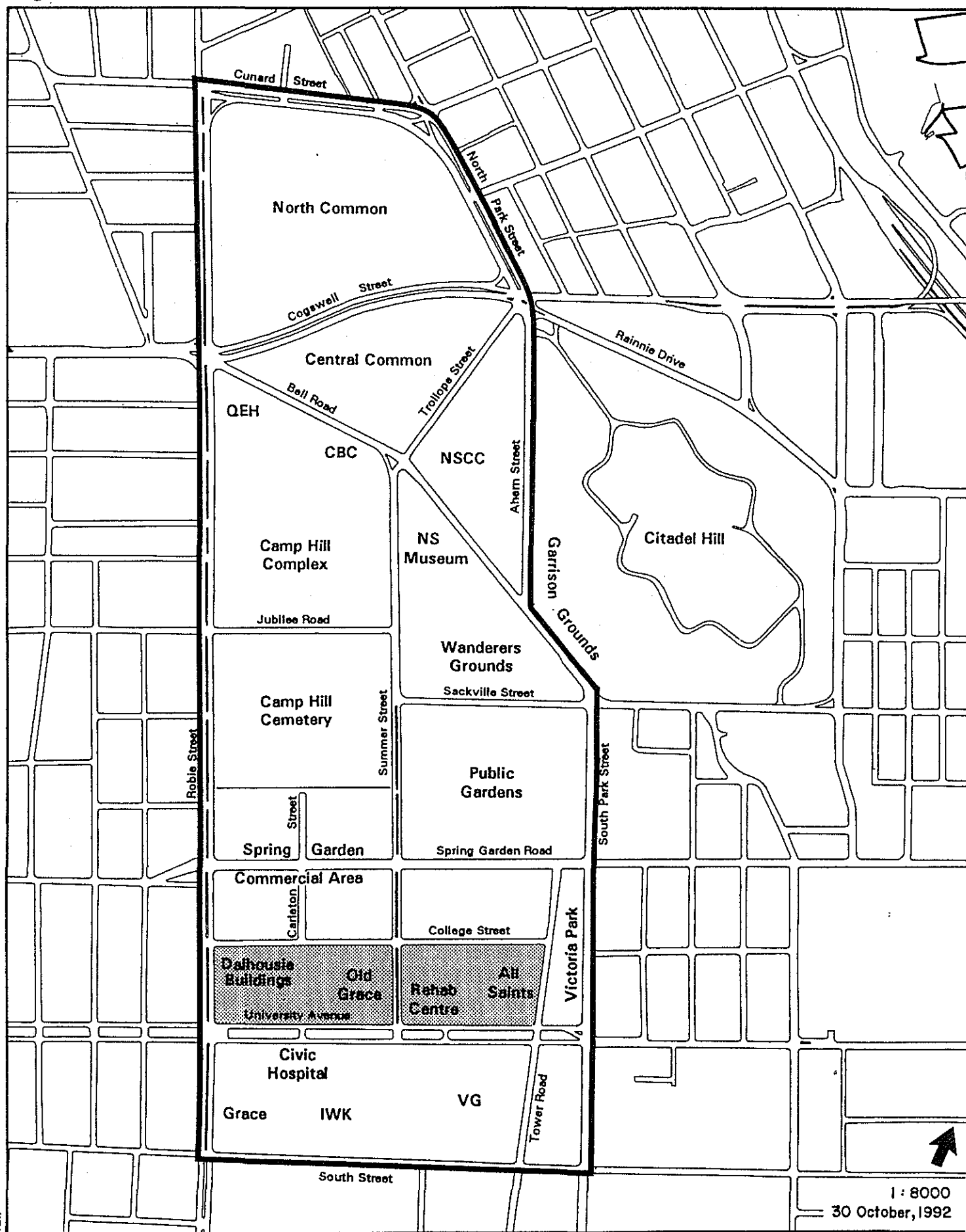
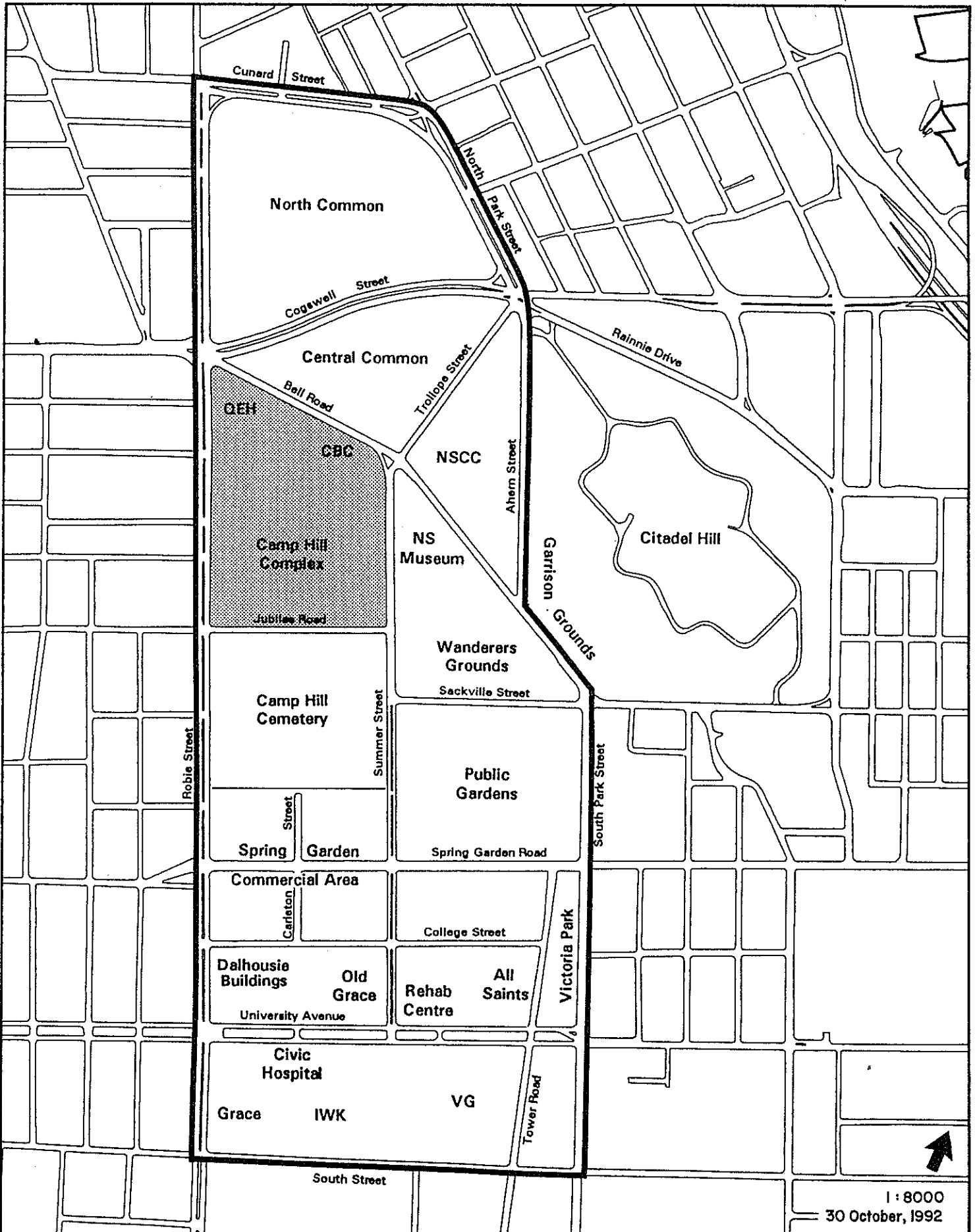


Figure 12: The North Common - Hospital Area



SECTION III
SITE INFORMATION AND CURRENT USES

SECTION III - SITE INFORMATION AND CURRENT USES

Four maps show site information and current uses on the Common.

1.0 Land Use

Map 1 shows the major buildings and other existing features on the Common.

2.0 North Common, Central Common Wanderer's Grounds Detail

Map 2 shows the existing recreational features on the open space areas.

In conjunction with the features shown on Map 2, there have been a number of recent improvements to facilities on the Common. These include Canada Games Diamond upgrading, playground equipment on the Central Common and improvements to the Wanderer's Grounds. In addition, there has been construction associated with the Grand Prix Race.

3.0 Ownership

Map 3 shows ownership of the land within the Common study area by five categories: City of Halifax, province, federal, private and private institutional.

The approximate acreage and percent of the total in each category is provided below.

<u>Category</u>	<u>Acres</u>	<u>Percent of Total</u>
City of Halifax ¹	102	56
Province	52	29
Federal Government	2	1
Private	15	8
Private institutional	11	6
	—	—
Total	182 acres	100

¹ Does not include city streets

4.0 Traffic

Map 4 shows the 24 hour traffic counts taken in 1992 for the streets in and around the Common.

The most heavily travelled section of roadway is Robie Street between the Willow Tree Intersection and Cunard Street. The two way traffic count for this section is 25,228 cars over 24 hours. Robie Street, in general, is the most heavily travelled roadway as shown in the following traffic counts.

Robie Street characterizes the overall pattern of traffic flow in the study area which is increasing volumes as one travels north, and decreasing volumes as one travels south. There is a similar pattern from west to east with increasing volumes as one travels west and decreasing volumes as one travels east.

The section of roadway with the largest increase in volume over the last year is South Park Street between South and University with an increase of 30 percent. The section of roadway with the largest decrease in volume over the last year is Tower Road between University Avenue and Spring Garden Road with a decrease of 33 percent. The Willow Tree Intersection has the highest peak hour traffic count in the study area.

Detailed traffic counts for 1989, 1990 and 1991 are provided in Appendix 3.

SECTION IV
TRENDS AND NEEDS

SECTION IV - TRENDS AND NEEDS

To give some perspective on what the Halifax Common should be in the future, it is necessary to look at what the people of Halifax are likely to need and want. Two main factors that help to indicate future requirements are population and trends in recreation and leisure time activity.

1.0 Population

Several population trends should be considered - change in the total population in the metropolitan area, the City of Halifax and areas within the City of Halifax, and the relative number of people in age groups.

Between 1981 and 1991 the population for the City of Halifax remained about the same and the metropolitan area increased by 15.4 percent. During the same period there was a 12.8 percent increase in Mainland North with a decrease of 2.5 percent in Mainland South and a decrease of 4.7 percent in the Peninsula (See Appendix 4).

With regard to age groups, the most dramatic shift in Halifax between 1981 and 1991 was the decline in the number of people in the 10 to 25 year age group and the accompanying increase in the number in the 25 to 45 year age group. This group is referred to as the "baby boom" generation. Looking ahead over the next 20 years this will mean a general decline in young families (under 40 with younger children) accompanied by a significant increase in the number of people between 40 and 60. The group over 65 will stabilize. This points to the need for more passive space for the over 35 age group in the future.

The trend to older households has been more pronounced in the Peninsula than in other parts of the city. Figures on age groups for different parts of the city have not been analyzed for 1991; but, it is likely that this trend on the Peninsula is continuing.

It is the City of Halifax's policy to encourage population growth on the Peninsula through promoting and encouraging housing opportunities. This is to encourage population growth near existing services, facilities and employment, thereby, maximizing use of existing investment. The combined factors of an aging population and the need to attract people to the Peninsula will require a balanced approach to fulfilling the demand for active and passive space.

2.0 Recreation and Leisure Time Activity Trends.

Leisure activities include activities outside the normal work and business of daily living. It includes sports, recreational, cultural, relaxation and entertainment activities. There are several important trends in leisure activities in the city and nationally.

More people are concerned with their health and fitness. There is, and should continue to be, an increase in people who want to jog, run, walk, bicycle, and participate in organized sports. There is a marked increase in members of the population (over thirty-five years) participating in both passive and active activities.

Finally an increasing number of women are participating in leisure activity.

A major study carried out by the Canadian Fitness and Lifestyle Research Institute in 1990 showed that Canadians are becoming more physically active with 79 percent of all Canadians aged 15 and over spending at least three hours a week engaged in some physical activity. This was up from 57 percent in 1981.

The order of popularity of activities in 1988 and the percent of the population participating was as follows:

<u>Activity</u>	<u>Percentage of Population Participating</u>
Walking	63
Gardening	52
Swimming	42
Bicycling	40
Social Dancing	33
Home exercise	31
Skating	22
Skiing (Alpine)	19
Jogging	18
Golf	18
Bowling	17
Baseball	17
Skiing (Cross Country)	16
Exercise Class	13
Tennis	12
Weight Training	12
Hockey	9

A study in Halifax carried out in 1991 by Robert Parker Associates as part of the Mainland Common Master Plan showed trends in the Halifax region to be similar to the national trends.

3.0 Demand for Space and Facilities

In the city over the past number of years, an increased demand has been placed on active sport facilities. This demand falls into two general categories: demand by leagues and others for facilities particularly in prime time; and, demand for facilities for major sports events.

"Prime time" is from May to October and, during those months, weekday evenings after 5:30 pm and Saturdays and Sundays from 8:00 am to dark. To help deal with this and accommodate a larger number of teams on existing fields, organized leagues have reduced the length of their playing seasons, reduced the number of season games, reduced their playoff format, reduced or eliminated any expansion of the leagues and been more conservative in their use of facilities during wet weather to reduce damage.

With these modifications by the leagues, some free prime time was made available. However, this time was quickly scheduled to individual groups who are not affiliated with a league.

There is also an increased demand for space and facilities for major sports competitions. More and more such events cannot be accommodated.

Relative to other city sport facilities there is a very strong demand for the Halifax Common with a waiting list for sports fields and diamonds. It is a highly preferred central location with quality facilities. The eventual development of the Mainland Common and other major city parks should enable a shift of some of the demand for active sports fields to these areas. The Halifax Common must be viewed in the context of the city's overall parkland system. An analysis of this system is available in a separate publication of the city entitled "A Parkland Plan for Halifax (1990)."

4.0 Special Events

Special events such as outdoor concerts, auto races, parades, fireworks, road races are growing in number in Halifax. The Common and adjacent Citadel area have provided an extremely suitable central space in Halifax for these events. The proximity of the Downtown and Spring Garden Road commercial area with their retail, entertainment and accommodation facilities is an important factor in attracting people and events.

5.0 Active and Passive Uses

It is useful to break leisure activities into active and passive. Active is more organized, athletic, and strenuous while passive is less structured and less strenuous. Passive activities tend to be more of a spectator or appreciation type. People like to watch sporting events and attend special events such as concerts. Enjoying historic sites, picnics, nature appreciation, strolling, sunbathing, socializing and reading would also fall into this category.

Some parts of the open space on the Halifax Common are used for active uses and some for passive. The North Common is almost totally active with some passive (walking, sitting, watching games). The Central Common is also largely active (tennis, ball, swimming and wading pool, playground, and soccer) with some passive areas along Bell Avenue. The Wanderer's Grounds are almost totally active (baseball, football, lawn bowling, and horse riding). The Public Gardens, Victoria Park and Camp Hill Cemetery are passive open spaces.

6.0 Summary

History and current use demonstrate that the Common is in high demand for both recreational and cultural activities. Its close proximity to approximately half of the city's population, the commercial centres (Downtown, Spring Garden Road) and many institutional and educational facilities have greatly enhanced its use. The attractiveness of its central location, its importance in attracting events and visitors and providing important recreational opportunities for residents of Halifax and the region are all important in planning for the future.

SECTION V
ISSUES AND OPPORTUNITIES

SECTION V - ISSUES AND OPPORTUNITIES

The Common is an integral part of the city life of Haligonians, greater metropolitan area residents and visitors. It is a key part of the vehicle, pedestrian, bicycle and transportation route. Thousands of people cross it on their daily trip to and from work, entertainment and shopping. It provides vistas and visual experiences. It is an important part of the image of the city - a unique landscape that people remember.

A number of general and some more specific issues have been identified. Some of these were introduced by City Council and included in the Terms of Reference. There may be other issues that evolve through staff and public review as the planning progresses. It is intended that those mentioned here will form a starting point for discussion.

1.0 Vistas

Views across the North Common from the Willow Tree and the intersection of Cunard Street and Robie Street, for example, create a colourful and strong vision of openness, especially against the backdrop of Citadel Hill and the Armoury. How important are these vistas? Can more trees and landscaping be introduced here?

2.0 Active and Passive

Demographic trends and national surveys on leisure indicate that more and more of the demand for open space will be for passive uses. However, in Halifax, demand for playing fields for organized and unorganized active sports continue to rise and put pressure on existing facilities and programming capacity.

Acquisition and eventual development of the Mainland Common and initiatives in other areas of the city will allow some relocation of active facilities. For the Halifax Common this may mean that the concentration of active facilities can be reduced and an introduction of more passive opportunities can be accommodated. This change cannot occur quickly. It must be related to the city's ability to finance new facilities and meet programming needs.

3.0 Streets

The relationship of the internal and boundary street system to the Common provides important opportunities while at the same time restricting some activities. The streets provide important parking for users, have allowed the city to take advantage of the Grand Prix Race initiative and, foot and bicycle races are held. However, the proximity of streets to active sports fields is a concern. The accidental hitting of sports balls into traffic, parked cars and pedestrians is not an uncommon experience.

The street system also divides the North and Central Commons. Opportunities for closing streets and joining these spaces, provided that significant interference to traffic is not the result, could provide increased open space and reduce conflicts.

4.0 Protection and Recapture

City Council has specifically asked that this study address protecting the integrity of the Common and opportunities for recapturing areas formerly part of the Historic Common. In respect to the latter, as noted above, the street system offers an important area of investigation to increase open space opportunity. Others might include a relocation of the Parks and Grounds Depot, reclaiming land used for the Community College, the former School for the Blind site on University Avenue, the Garrison Grounds on Ahern Ave and relocating the Bengal Lancers.

Much study would have to be done to determine the feasibility of any initiatives, especially those that involve land over which the city does not have control. The city has contacted public agencies that have facilities on the Historic Common asking them to participate in this planning process.

The ways and means of protecting the integrity of the Common may well be a significant topic for discussion. Legislation was recently brought before the House, but not passed, to control among other things, use of Common land. The historical overview provided earlier shows that use of Common land has been based on the needs of the city, region and province. Opinions on whether the result has been beneficial and whether clearer and more binding policy or laws are necessary to protect its integrity may well be as varied as the uses that have occurred on the Common.

5.0 Private Use

The private use and funding of recreation, cultural and commercial activities and facilities including charging admission for events has been occurring on public lands of the Common. The City Charter was recently amended to permit auto racing and charging admission.

The Master Plan for the Mainland Common specifically calls for creative ways to assist the development and provision of recreation opportunities by joint ventures with business, cultural and recreation organizations. Achieving principles of "common" use while, at the same time, financially supporting ever increasing cost of recreation and cultural opportunities for citizens of the city and region will have to be balanced.

6.0 Safety and Accessibility

Are there safety and accessibility issues on the Common and how should these be handled? One issue arises from the conflict between active sports and the more passive activities of walking, spectating and just generally enjoying the landscape. Accessibility for handicapped is another issue. For example, considerable expenditure has recently occurred to upgrade the Canada Games Ball Diamond to bring it up to current safety standards for spectators and to provide access for the physically handicapped.

Safety from crime, in particular, the safety of women is another issue. There are isolated and poorly lit areas that could be made safe through attention to detail in the future design of spaces and facilities.

7.0 Centennial Fountain and other Water Features

The fountain is an impressive centre piece of the North Common. The mechanical workings of this important feature are nearing an age when significant investment will have to be made to keep it running. Now is the time to assess its role in the landscape of the Common. Should it be retained, redesigned to become part of a larger and more human in scale water feature or maintained in its current form?

The swimming pool, wading pool and Egg Pond are part of the children's play area and offer important recreation opportunities for nearby residents. The facilities are small and if they are to be retained, even in the short term, investment will be needed to ensure safety and function. The continuation of these facilities should be reviewed against other opportunities in the vicinity, for example, the Centennial Pool.

8.0 Pathways

What should be done with the pathway system? In addition to sidewalks, there are several formal paths through the Common. Informal paths have also developed over time as pedestrians have taken the shortest distance between two points. Many of these conflict with sports activities. Redesign and landscaping can be used to encourage pedestrian enjoyment of the Common while preventing conflict.

9.0 Beautification, Landscaping and Historical Recognition

Much of the Historic Common is now part of either private development or significant institutional uses that will be with the city for the very long term. However, much could be done to recognize and promote the Historic Common. For example, a theme could be developed through such means as landscaping, street and park furniture and street-lamps. Signs or treatment of the sidewalks and paths within the Common could be used to highlight to people that they are entering a special and historic space. Connections to residential neighbourhoods and the important commercial districts of the Downtown and Spring Garden Road could be enhanced.

10.0 Special Events

The Common has long been the site of special events in the city. The available public space and its adjoining streets have provided opportunities for parades, fireworks, concerts, equestrian events and many more. Proximity to employment and retail centres of the Downtown, Spring Garden Road, major institutional centres, universities and residential neighbourhoods provide a unique opportunity for capturing spectacular and inner city excitement.

Much of the planning and allocation of space for special events on and near the Common has occurred by responding to needs as they arise. The future of using the Common for special events should be investigated to determine the feasibility of establishing more permanent facilities for special events.

APPENDICES

APPENDIX 1
TERMS OF REFERENCE

HALIFAX COMMON STUDY

TERMS OF REFERENCE

Purpose and Scope

To assess current use and future demand and recommend a course of action to guide the planning, design and development of the Common. Emphasis will be on land under the control of the city. Provincial and federal land will be considered secondarily.

Some Specific Areas of Study

History

The origin and evolution of the Common.

Protection and Recapture

Ways and means of protecting the integrity of the Common including opportunities for recapturing areas formerly part of the historic Common.

Streets

The relationship of the internal and bounding street system to the Common including Cogswell Street, Trollope Street, Ahern Avenue, Bell Road, Sackville Street, Summer Street, Tower Road, South Street, and University Avenue. Particular attention to be paid to Cogswell Street, Bell Road, Trollope Street, and Ahern Avenue.

Private Use

The private use and funding of recreation, cultural and commercial activities and facilities including charging admission for events.

Safety and Accessibility

Public safety in the Common and accessibility for the whole community.

Specific Uses and Sites

The following uses and sites will be specifically examined: the Community College on Trollope Street, the former School for the Blind Site on University Avenue, the Bengal Lancers' facility on Bell Road, maintenance facilities located on the Common, the Centennial Fountain, the lawn bowling facility on the Wanderer's Grounds and the pool area and egg-pond.

Design

In conjunction with proposals to change the use and function of facilities or land the need for detailed design studies will be explored. Avenues for obtaining outside professional experience may be pursued.

Public Participation

A broad based public participation program will be an important part of the planning exercise. Mechanisms such as workshops, public meetings and request for submissions will be used. Public participation will begin on completion and publication of technical research.

Workshops will be held to allow citizens to have a hands-on opportunity for expressing opinion on the future of the Common. This information will be used to prepare a draft report that will be introduced at Council and subsequently again to the public through a meeting or otherwise. The forum for the latter will be guided by the initial interest and participation. A final report will be submitted to Council.

Special interest groups will be contacted, for example recreation and cultural organizations which currently use the Common, and be invited to participate in the workshops or through submissions.

Schedule²

Research	November 1992
Public meetings, workshops	November 1992
Public submissions	December 1992
Draft Report to Council	April 1993

² With the study being done internally, keeping to the schedule will depend on other priorities and projects currently in progress or originating during the study.

APPENDIX 2
END OF DECADE MAPS AND NOTES

Early Development on the Common: 1818-1859

1. In 1818, an Act was passed that allowed for an extension of Spring Garden Road west to Robie Street. Lots were laid out on either side along the extension and leased to private citizens for 999 years. The theory was that the private citizens could make improvements to their lots faster and more cost-effectively than the government. (Markham 1980; P. 20, 87)
2. In 1837, the Horticultural Society of Nova Scotia leased the lots running between Spring Garden Road and Summer Street on the north side of the Common. This was the start of what eventually became the Public Gardens. (Markham 1980; P. 51-53)
3. During the 1830's the Town of Halifax was looking for a Public Burial Ground to supplement the Old Burying Grounds on Barrington Street. The Town exchanged a piece of land on the Common, Windmill Hill (later called Camp Hill), for a piece of Military Land at Fort Massey. The Military took possession of Windmill Hill in 1839. (Statutes of Nova Scotia, 1839 Cap. 25) (Department of Militia and Defense Canada 1915; P. 90)
4. The Town did not find the piece of land at Fort Massey satisfactory for a public cemetery and ended up deeding it to the Catholic Church for their cemetery in 1843. (Statutes of Nova Scotia 1843, Cap. 36) The Town eventually used a piece of the Common and opened Camp Hill Cemetery in 1844. (Markham 1980; P. 32, 43)

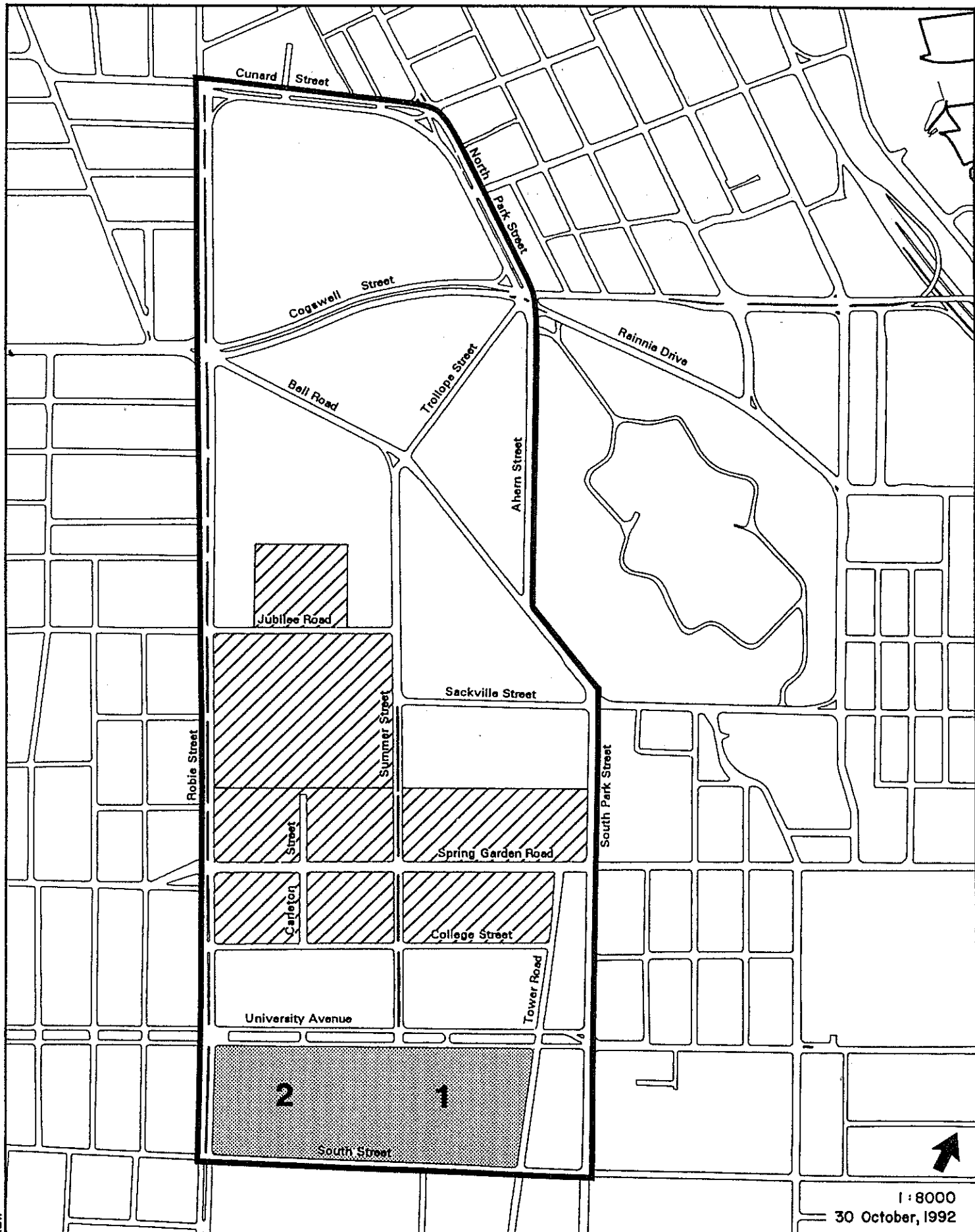
1. *Chlorophyll a* (Chl *a*)



End of Decade: 1860-1869

1. The General Hospital was started in 1859 and was renamed the Victoria General Hospital in 1887. (Markham 1980; P. 38-39)
2. Petitions for both a Poor's Asylum and General Hospital were begun in the 1850's. The Poor's Asylum was opened in 1866. It was demolished in 1972. The site is now a parking lot for the Isaak Walton Killam Hospital. (Markham 1980; P. 39)

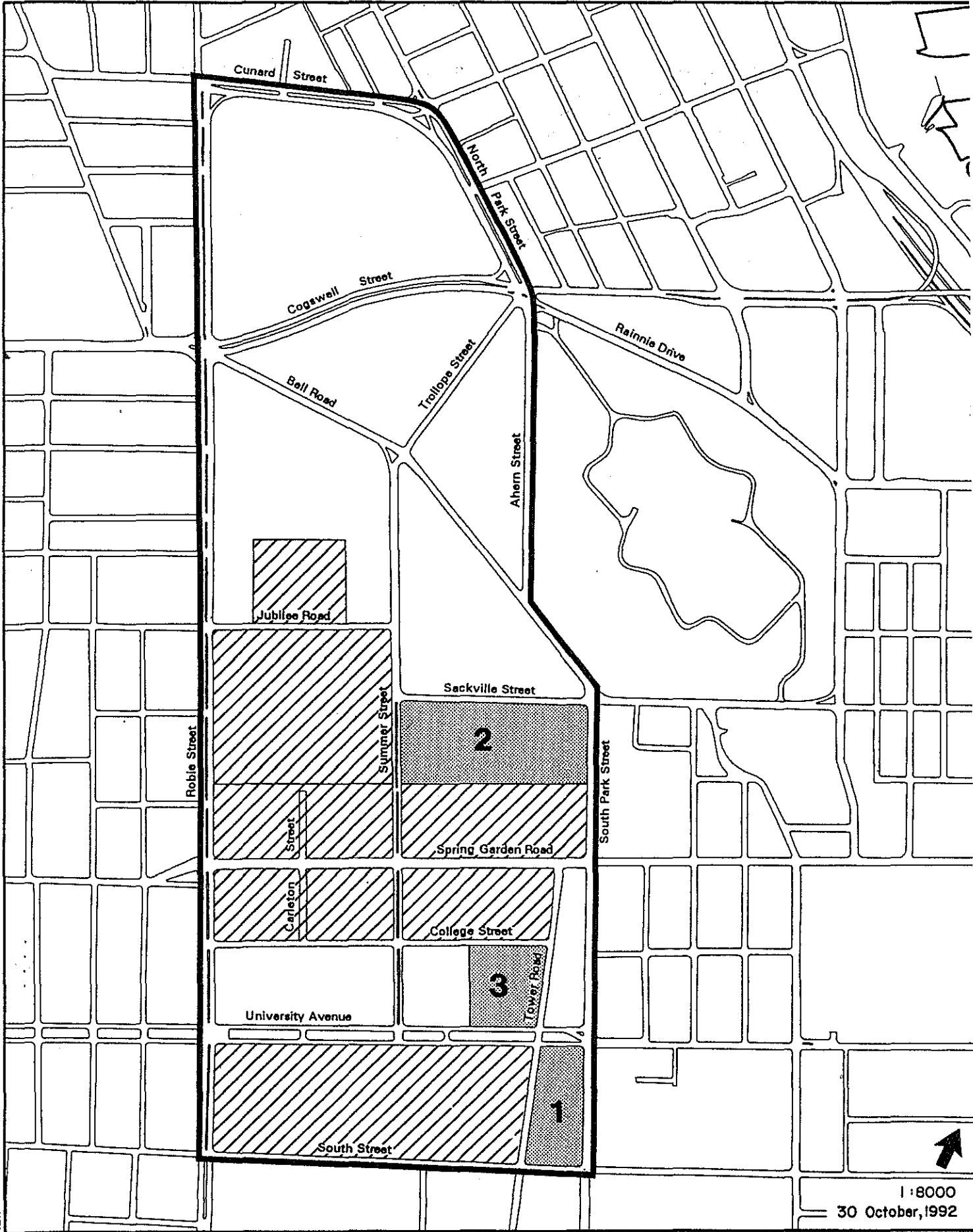
End of Decade Map: 1860-1869



End of Decade: 1870-1879

- 1.** The Asylum for the Blind opened in 1870. A citizen's group called the "Society for the Preservation of the Common" unsuccessfully opposed the Common site. (Markham 1980; P. 44-46, 57)
- 2.** In 1875, the City of Halifax took over responsibility for the Horticultural Gardens on Spring Garden Road. The City merged these gardens with a City owned lot to the north to create the site of the present day Public Gardens. (Markham 1980; P. 51-53, 73)
- 3.** The City built an Exhibition Building in 1879 for a variety of public purposes. The building remained on the Common until 1907, when it was moved and the land sold to the Church of England. It is now the site of All Saints Anglican Cathedral. (Markham 1980; P. 59-60)

End of Decade Map: 1870-1879

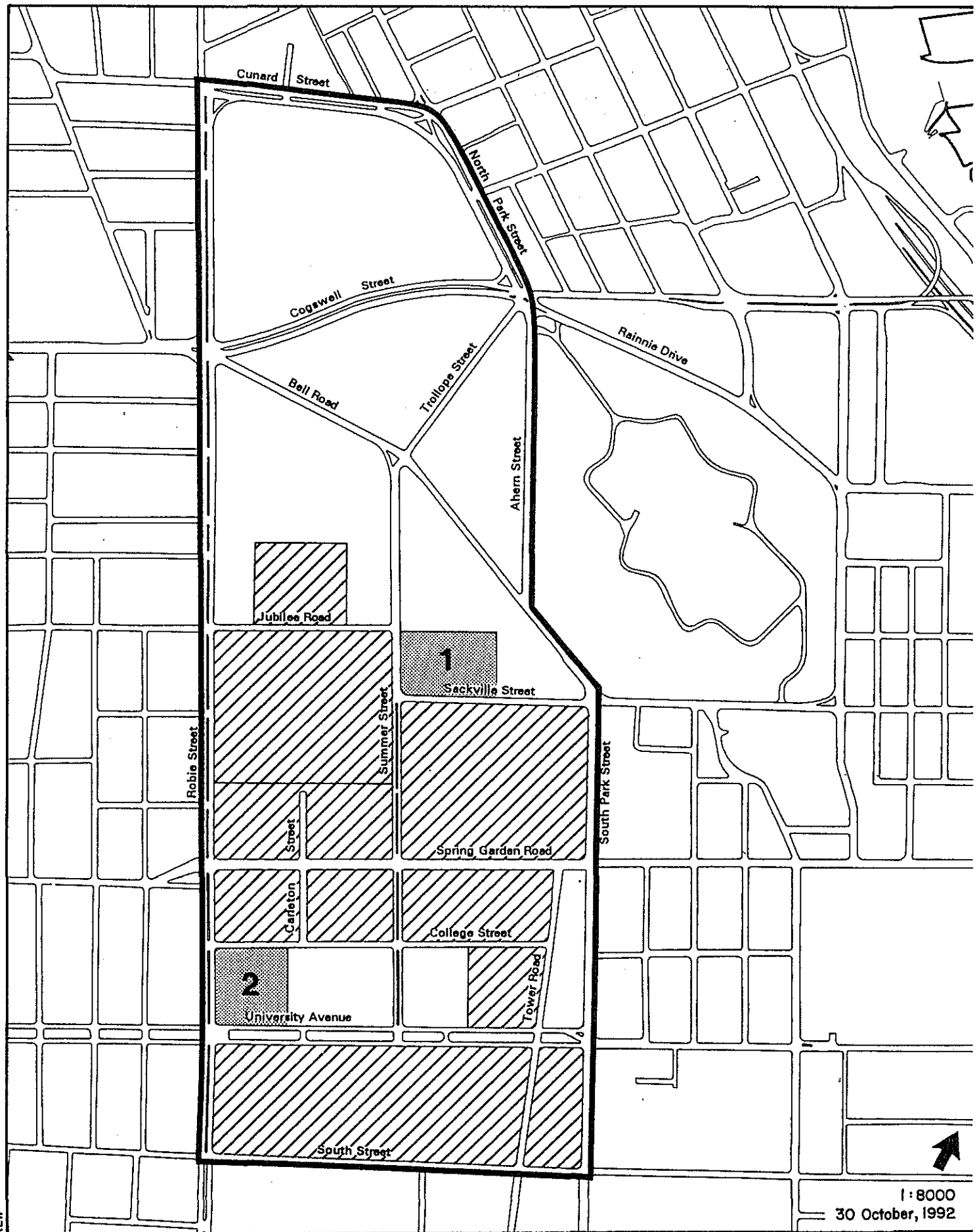


End of Decade: 1880-1889

1. The Wanderer's Amateur Athletic Club was granted a piece of the land on the Common in 1886. The ground was in poor condition but the club transformed it into a major athletic facility with a field, running track, bleachers and club house. This piece of land has returned to public use after the City took over the Club's lease in 1958. (Markham 1980; P. 57-59, 72-73)

2. Dalhousie College was granted land on the Common in 1886. The College had been located at the northern end of the Parade Square, but the City wanted the land for a new City Hall. Construction of the Forrest Building began in 1887. (Markham 1980; P. 46)

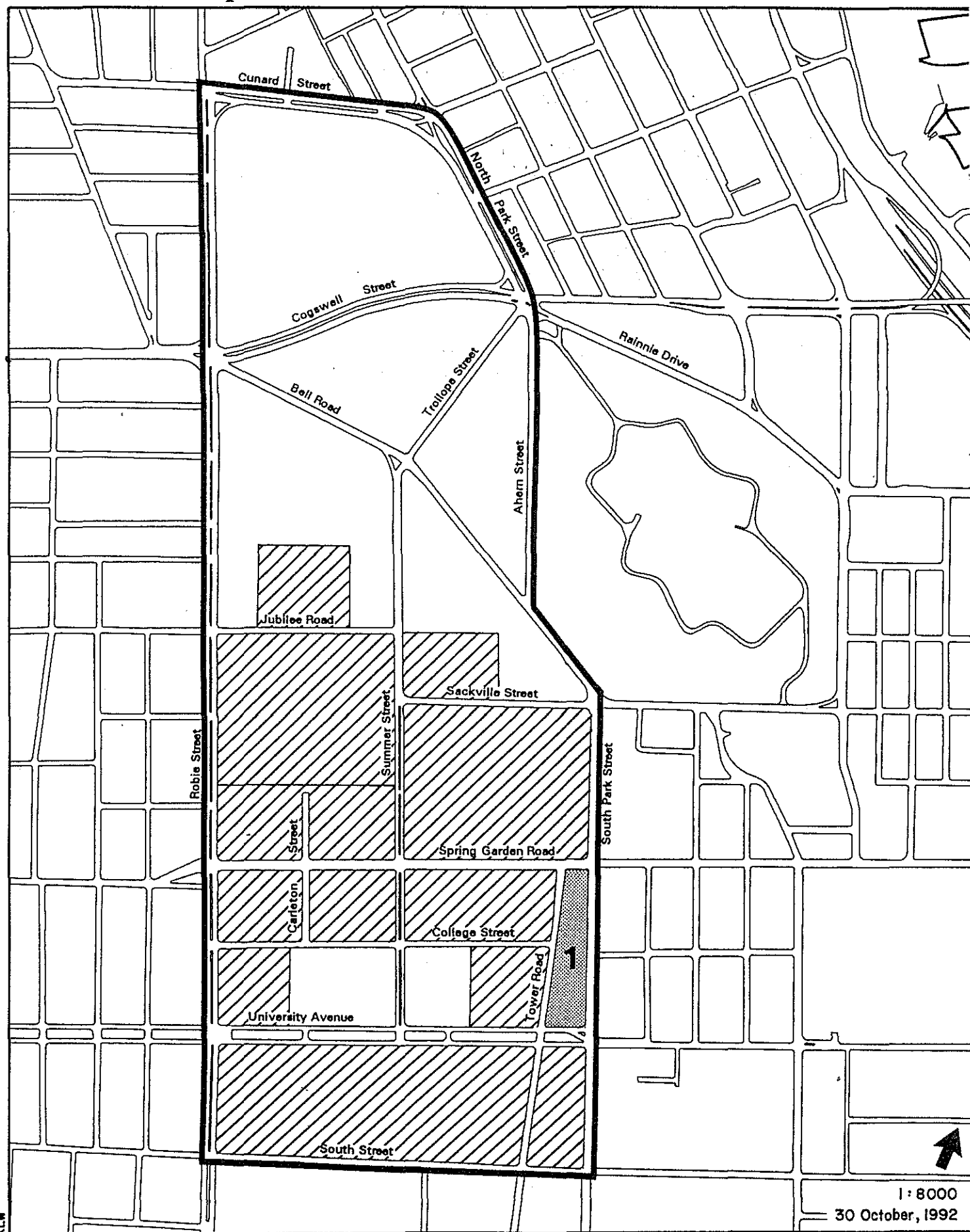
End of Decade Map: 1880-1889



End of Decade: 1890-1899

1. There were no buildings developed on the Common during this decade. The land that is now called Victoria Park was set aside in 1891. (Statutes of Nova Scotia, 1891, Ch. 58) (Department of Militia and Defense Canada 1915; P. 158)

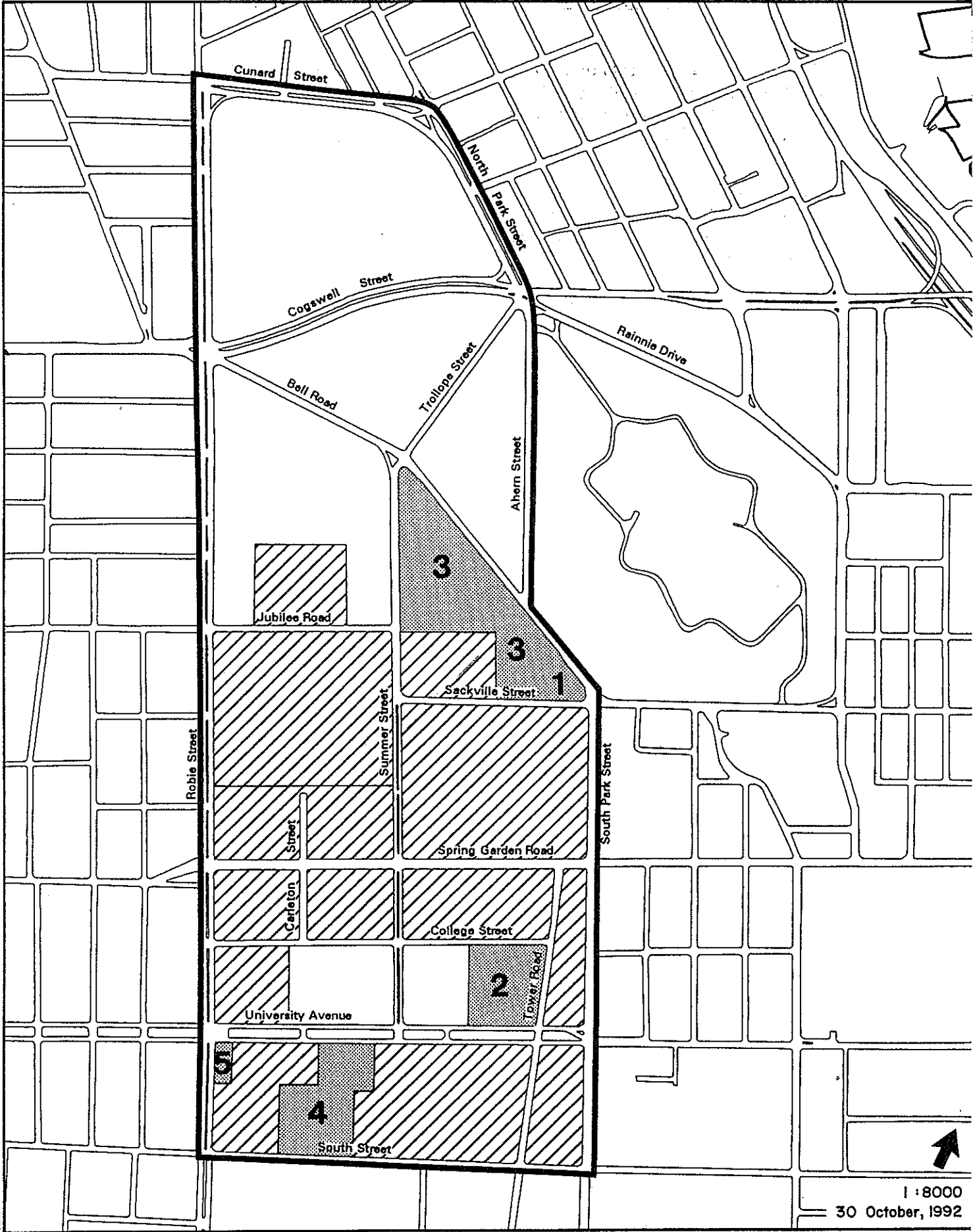
End of Decade Map: 1890-1899



End of Decade Map: 1900-1909

1. A cottage was built in 1902 for the superintendent of the Public Gardens. This cottage is located at 5711 Sackville Street.
2. The land that the 1879 Exhibition Building was situated on was sold to the Church of England in 1907. (see 1870-79) Construction of All Saints Cathedral began on this site in 1907. (Markham 1980; P. 36)
3. City Field had been using the 1879 Exhibition Building for its headquarters. The removal of the building resulted in City Field relocating to the Common, east and north of the Wanderer's Grounds.
4. A petition for a children's hospital was begun in the 1890's with the hospital opening in 1907. A new children's hospital was rebuilt on the same site in 1970 and is now called the Isaak Walton Killam Children's Hospital. (Markham 1980; P. 40)
5. The City built a fire station on 1908. This station is still in active use by the City of Halifax. (Markham 1980; P. 48)

End of Decade Map: 1900-1909

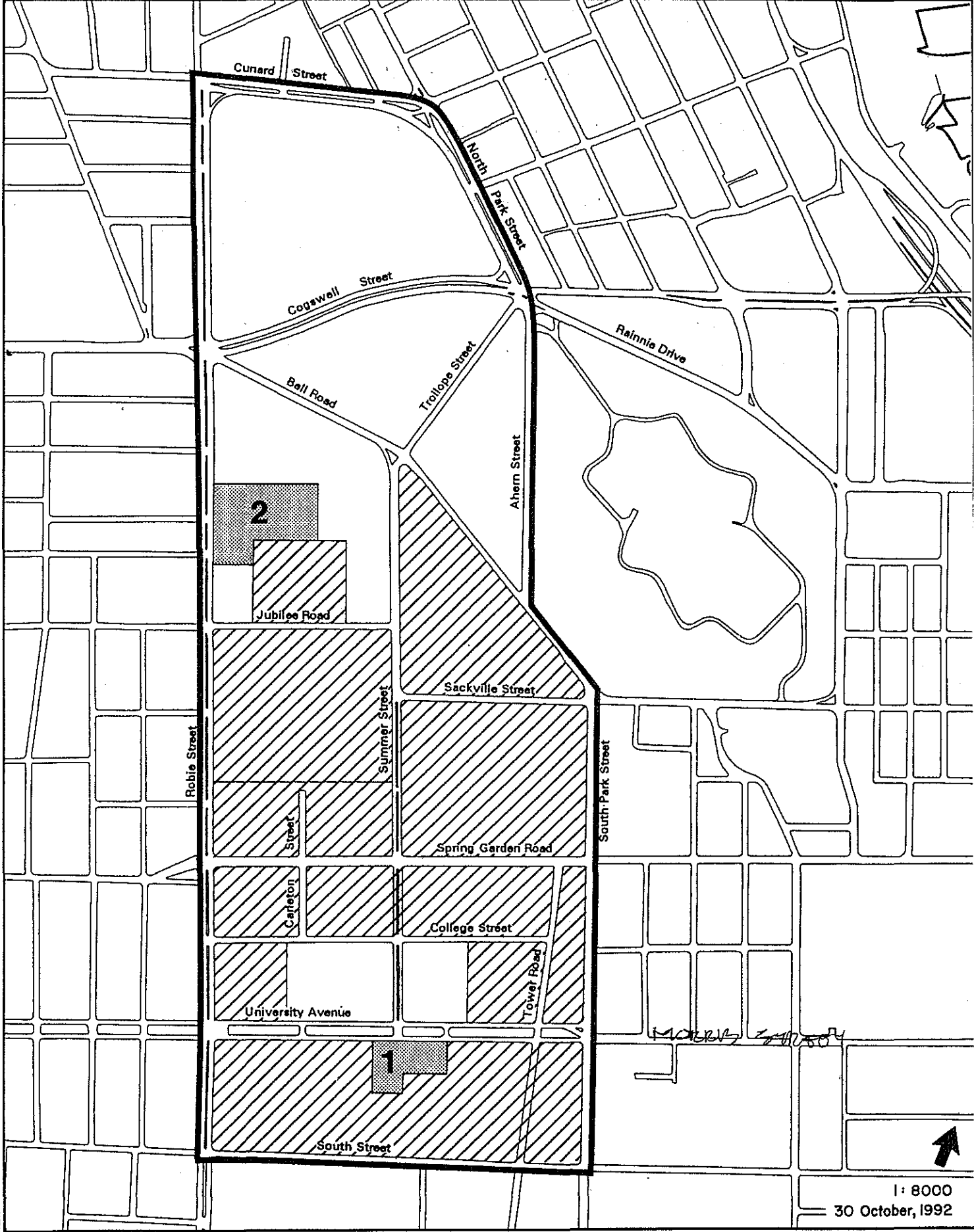


End of Decade Map: 1910-1919

1. The Pathological Institute was built in 1912 on Morris Street (now University Avenue). It was built as part of the Victoria General Hospital complex. The Institute is now part of the Dr. D. J. MacKenzie Laboratory and Diagnostic Centre. (Markham 1980; P. 41)

2. Camp Hill Hospital was built in 1917 as a temporary facility to accommodate casualties from the First World War. This temporary hospital was added to over the years until a new Camp Hill Hospital was built on the same site in 1987. (Markham 1980; P. 41)

End of Decade Map: 1910-1919



KLW

End of Decade Map: 1920-1929

1. The Halifax Civic Hospital was built in 1921. (Markham 1980; P. 42-43)
2. The Burbidge Pharmacy Building was built by Dalhousie University in 1922. (Markham 1980, P. 42) (see Fig. 1-13)
3. The Grace Maternity Hospital was built by the Salvation Army in 1922. The land for the hospital was donated by Dalhousie University with funding provided by the Rockefeller Foundation, the Carnegie Corporation and numerous community groups. (Markham 1980; P. 42)
4. The Clinical Research Centre was built by Dalhousie University in 1922. (Markham 1980; P. 42) It is now connected to the Tupper Building. (See Fig. 1-13)

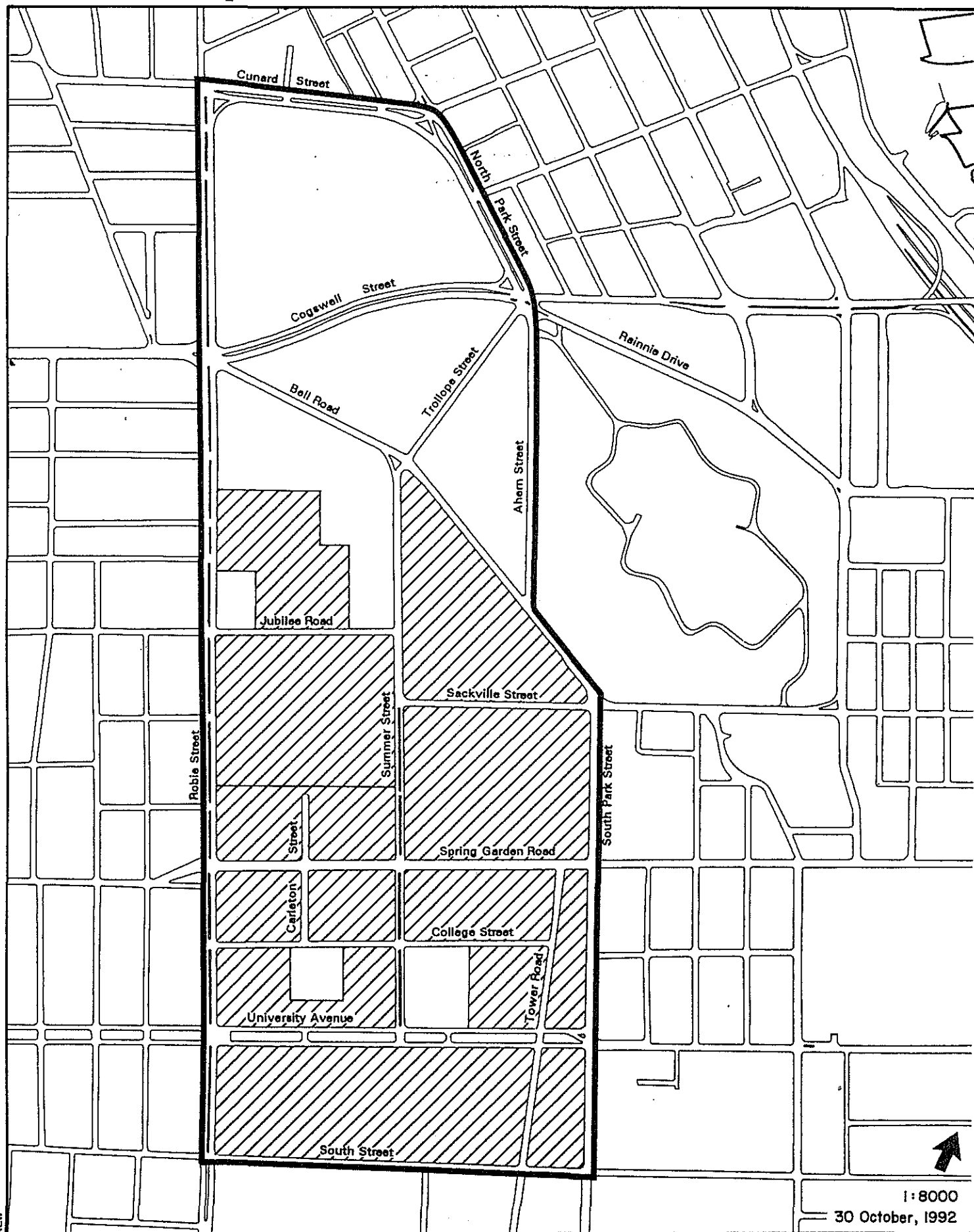
End of Decade Map: 1920-1929



End of Decade Map: 1930-1939

No major buildings or developments occurred on the Common during the 1930's.

End of Decade Map: 1930-1939



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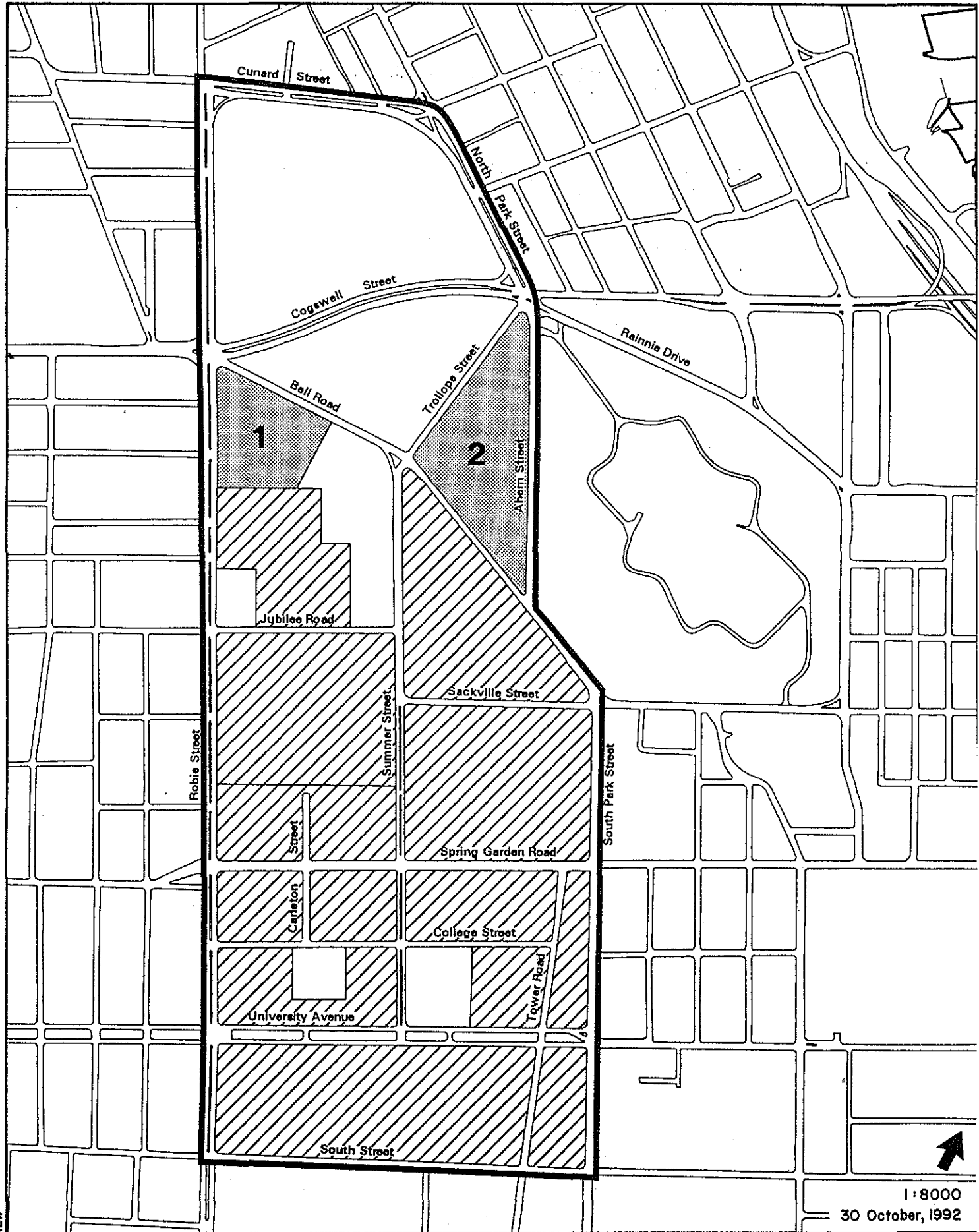
30 October, 1992

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End of Decade Map: 1940-1949

1. Queen Elizabeth High School was built on Common land in 1942. (Markham 1980; P. 46)
2. The Vocational Training School was built on Common land in 1948. These two developments were built with little or no citizen opposition. (Markham 1980; P. 46-47)

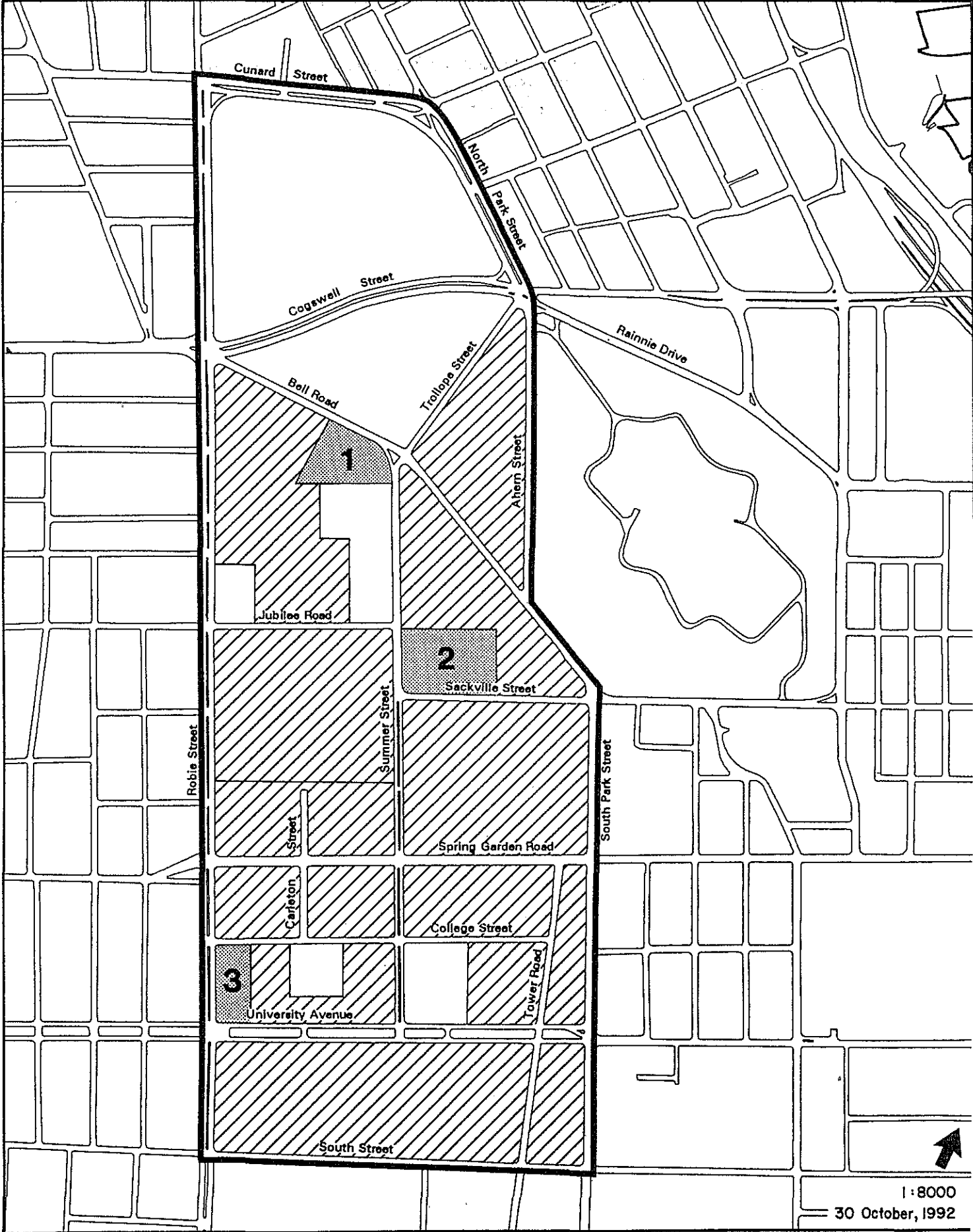
End of Decade Map: 1940-1949



End of Decade Map: 1950-1959

1. Property was sold and a building erected by the Canadian Broadcasting Corporation in 1954. This land sale met with much citizen opposition. (Markham 1980; P. 47)
2. The Wanderer's Grounds returned to public use after the City took over the Club's lease in 1958. (Markham 1980; P. 59)
3. Dalhousie University built the Dental Building in 1956 with an addition being added in 1978.

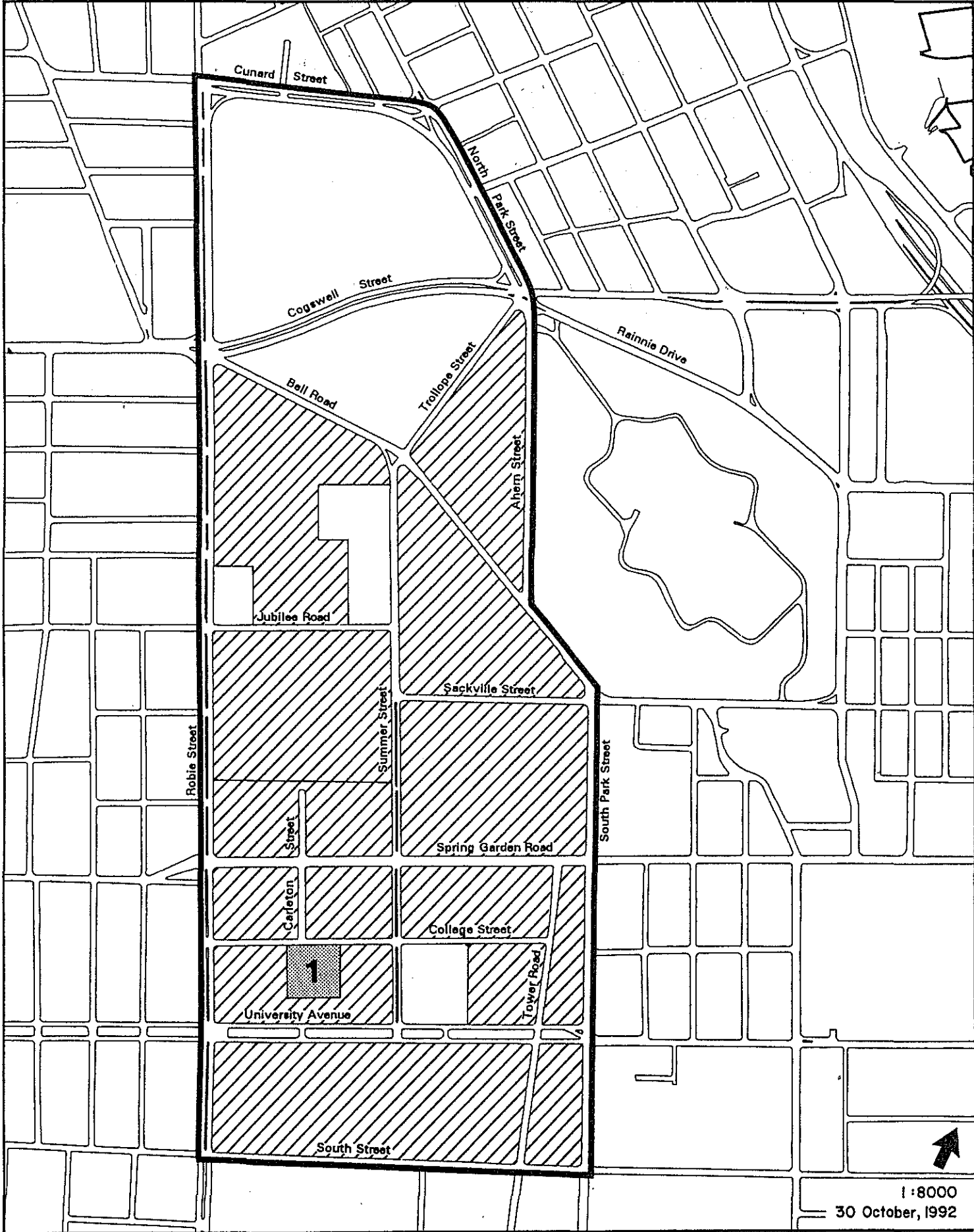
End of Decade Map: 1950-1959



End of Decade Map: 1960-1969

1. The Sir Charles Tupper Building was built by Dalhousie University in 1968. (Markham 1980; P. 42, 90) [This development required the closing of Carleton Street between College Street and University Avenue.]

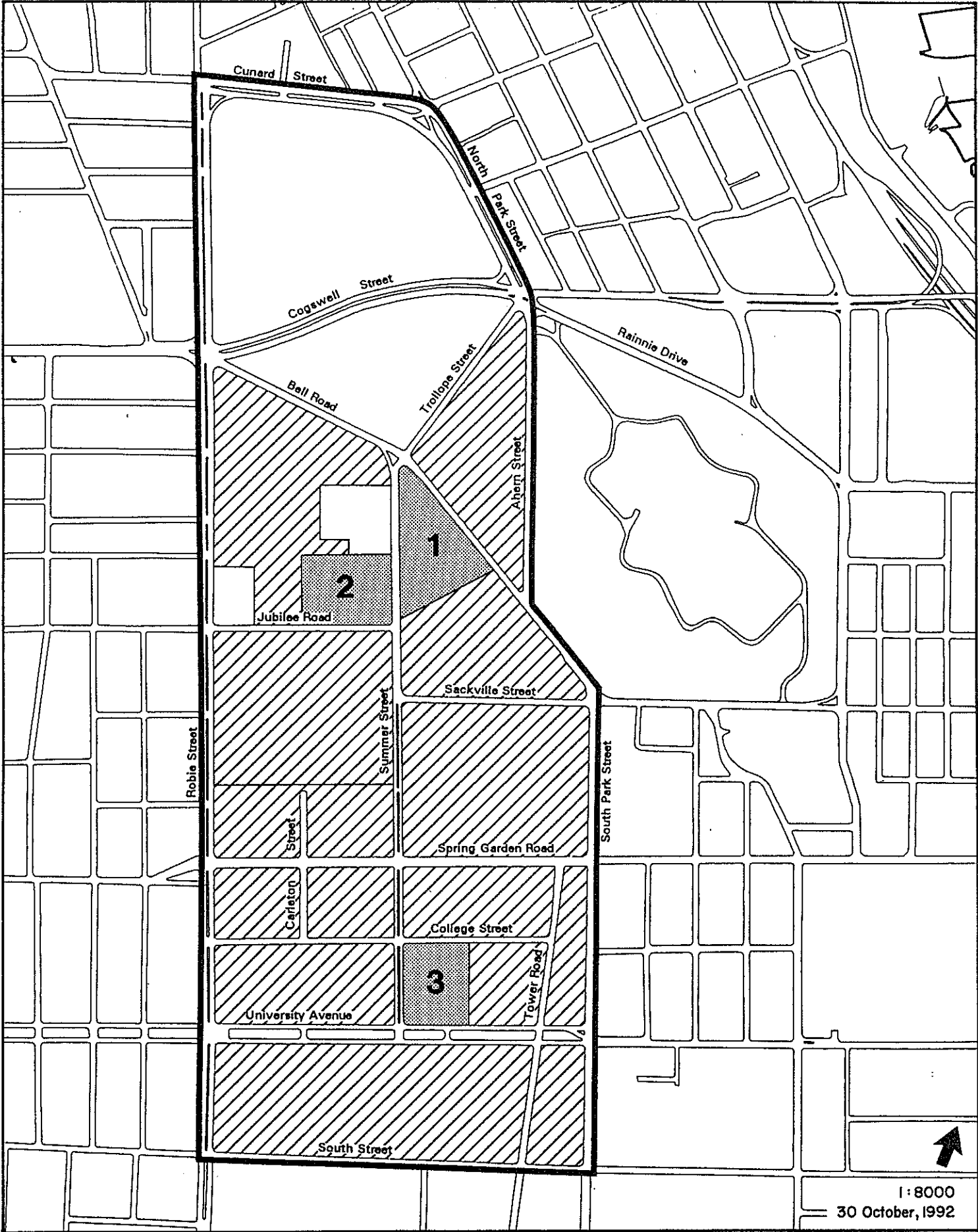
End of Decade Map: 1960-1969



End of Decade Map: 1970-1979

1. The Nova Scotia Museum was built by the Province in 1970. The City Field Department had been using this site as its depot but it was moved in 1969 and most of the buildings demolished. (Markham 1980; P. 48, 70-71)
2. The Abbie J. Lane Hospital opened in 1971. The City purchased 2.59 acres from the Federal Government's Camp Hill property in order to build the hospital. (see 1763-1859) (Markham 1980; P. 40)
3. The Province purchased land in the University Avenue, Summer Street, College Street area, known as Anderson Square, from the City of Halifax for \$800,000 in 1974. The Province built the Nova Scotia Rehabilitation Centre which opened in 1977. (Markham 1980; P. 43, 90)

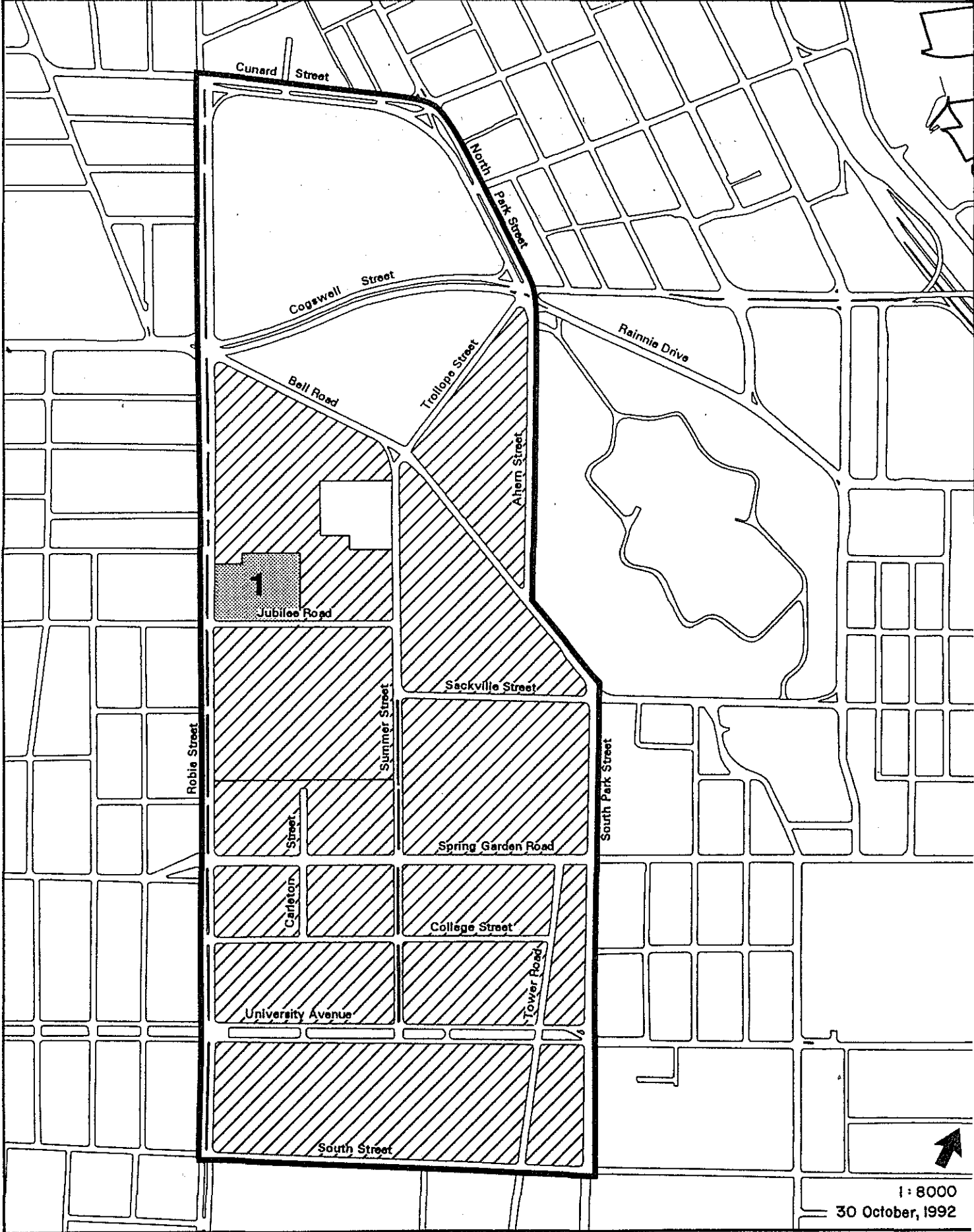
End of Decade Map: 1970-1979



End of Decade Map: 1980-1989

1. A new Camp Hill Hospital was opened in 1987.

End of Decade Map: 1980-1989



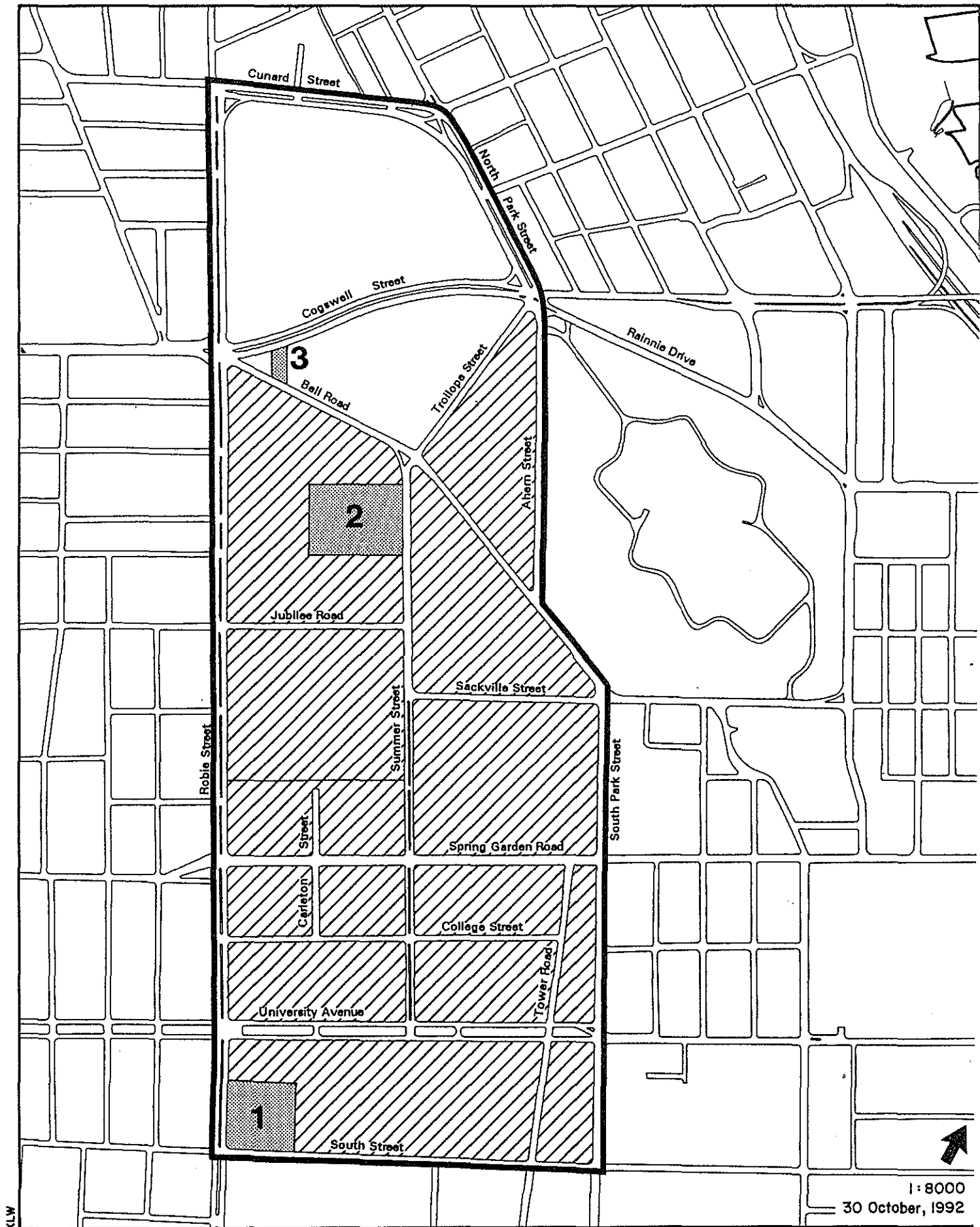
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30 October, 1992

End of Decade Map: 1990-1992

1. The new Grace Maternity Hospital was opened in 1992.
2. The new Infirmary Hospital is under construction in the block containing the Abbie J. Lane Hospital and the new Camp Hill Hospital.
3. The Grand Prix is held on streets running around and through the Common. The 1991 Grand Prix required the paving of a small patch of Common travelling between Cogswell Street and Bell Road. The asphalt was removed after the race but will be kept in place after the 1992 race for a period of three years.

End of Decade Map: 1990-1992



APPENDIX 3
TRAFFIC COUNTS AND PERCENT CHANGE 1989 TO 1991

Traffic Counts and Percent Change 1989 to 1991							
STREET	BETWEEN	1989	% + -	1990	% + -	1991	% + -
BELL	SACKVILLE & SUMMER	17,317	-4	17,556	1	18,270	4
BELL	SUMMER & WILLOW TREE	20,191	7	19,571	-3	19,011	-3
COGSWELL	GOTTINGEN & NORTH PARK	7,523	1	8,034	7	7,259	-10
COGSWELL	NORTH PARK & ROBIE	11,281	-5	11,806	5	11,890	1
COGSWELL (W/B)	NORTH PARK & ROBIE	5,884	-8	6,099	4	6,063	-1
CUNARD	ROBIE & NORTH PARK	15,279	6	13,253	-13	14,539	10
CUNARD (E/B)	ROBIE & NORTH PARK	8,806	12	7,319	-17	7,578	4
JUBILEE	SUMMER & ROBIE	8,717	11	8,406	-4	8,923	6
NORTH PARK	COGSWELL & CUNARD	17,511	-2	17,274	-1	16,298	-6
NORTH PARK (N/B)	COGSWELL & CUNARD	8,261	3	8,345	1	7,557	-9
RAINNIE	GOTTINGEN & NORTH PARK	12,139	9	11,105	-9	11,911	7
ROBIE	SOUTH & UNIVERSITY	11,044	5	11,456	4	11,902	4
ROBIE (S/B)	SOUTH & UNIVERSITY	5,150	2	5,339	4	5,496	3
ROBIE	UNIVERSITY & SPRING GARDEN	17,877	8	17,793	0	18,924	6
ROBIE (N/B)	UNIVERSITY & SPRING GARDEN	9,068	10	9,091	0	9,792	8
ROBIE	SPRING GARDEN & JUBILEE	22,830	7	21,924	-4	22,171	1
ROBIE (S/B)	SPRING GARDEN & JUBILEE	10,716	6	9,849	-8	10,323	5
ROBIE	JUBILEE & WILLOW TREE	23,025	3	23,314	1	23,254	0
ROBIE (N/B)	JUBILEE & WILLOW TREE	12,369	6	12,619	2	12,432	-1
ROBIE	WILLOW TREE & CUNARD	23,700	26	23,638	0	25,228	7
ROBIE (S/B)	WILLOW TREE & CUNARD	12,313	44	13,242	8	12,918	-2
SACKVILLE	SUMMER & SOUTH PARK	7,280	-6	6,566	-10	5,718	-13
SACKVILLE (E/B)	SUMMER & SOUTH PARK	4,181	-5	3,772	-10	3,254	-14
SACKVILLE	SOUTH PARK & BRUNSWICK	15,727	7	14,561	-7	13,640	-6
SOUTH PARK	INGLIS & SOUTH	6,338	-7	8,742	38	8,941	2
SOUTH PARK	SOUTH & UNIVERSITY	13,150	26	13,645	4	17,762	30
SOUTH PARK (N/B)	SOUTH & UNIVERSITY	6,897	24	7,084	3	8,387	18
SOUTH PARK	UNIVERSITY & SPRING GARDEN	13,701	18	14,904	9	14,918	0
SOUTH PARK	SPRING GARDEN & SACKVILLE	17,396	3	18,975	9	17,998	-5
SPRING GARDEN	SOUTH PARK & SUMMER	12,071	7	10,722	-11	10,263	-4
SPRING GARDEN (E/B)	SOUTH PARK & SUMMER	5,922	8	5,159	-13	5,132	-1
SPRING GARDEN	SUMMER & ROBIE	12,485	9	11,905	-5	10,697	-10
SUMMER	BELL & JUBILEE	4,482	-11	4,922	10	5,397	10
SUMMER (S/B)	BELL & JUBILEE	2,854	-11	3,098	9	3,261	5
SUMMER	JUBILEE & SACKVILLE	11,148	11	11,117	0	11,058	-1
SUMMER	SACKVILLE & SPRING GARDEN	8,345	27	8,867	6	8,240	-7
SUMMER (S/B)	SACKVILLE & SPRING GARDEN	4,354	8	4,252	-2	4,178	-2
SUMMER	SPRING GARDEN & UNIVERSITY	5,984	15	5,988	0	6,282	5
SUMMER (N/B)	SPRING GARDEN & UNIVERSITY	3,217	25	3,134	-3	3,488	11
TOWER	INGLIS & SOUTH	2,830	-21	2,224	-21	1,874	-16
TOWER	UNIVERSITY & SPRING GARDEN	2,532	-48	2,690	6	1,806	-33
UNIVERSITY	TOWER & ROBIE	10,071	-2	10,542	5	10,210	-3
UNIVERSITY (E/B)	TOWER & ROBIE	4,974	-4	4,291	-14	5,061	18

Source: Yearly Traffic Volume Report, 1991, Traffic Services Div., Eng. & Works Dept., City of Halifax.

APPENDIX 4
POPULATION BY AREA AND AGE GROUP

APPENDIX 4 - POPULATION BY AREA AND AGE GROUP

TABLE 1 POPULATION CHANGES 1981 TO 1991

<u>AREA</u>	<u>POPULATION</u>		<u>PERCENTAGE INCREASE (+) OR DECREASE (-)</u>
	<u>1981</u>	<u>1991</u>	
Metropolitan Area	277,727	320,501	+15.0
City of Halifax	114,595	114,455	-0.1
Mainland South	21,308	20,780	-2.5
Mainland North	27,343	30,840	+12.8
Peninsula	65,943	62,835	-4.7

TABLE 2 POPULATION BY AGE GROUPS: CITY OF HALIFAX

<u>Age</u>	<u>1981</u>	<u>1991</u>
0-4	5,940	5,955
5-9	5,985	5,420
10-14	6,810	5,090
15-19	10,160	6,275
20-24	14,405	13,115
25-34	21,605	24,480
35-44	12,050	16,680
45-54	11,415	11,940
55-64	11,630	9,630
65-69	4,745	4,885
70+	10,465	11,715

LIST OF RESOURCES

Listed by topic in alphabetical order

Abbie J. Lane Hospital established 1971

- Mail Star, January 16, 1959, p.16
- For the complete history of this property, see p.31 in the Markham Thesis
- Council Minutes, 1966, p.722

All Saints Cathedral established 1907

- Council Minutes, 1905/06, p.228
- Morning Chronicle, March 19, 1906
- Blakeley, Phyllis R., Glimpses of Halifax, 1867-1900
- Public Archives of Nova Scotia, Publication No. 9, 1949
- Rpt. Belleville, Ontario: Mika Publishing, 1973, p.87N

An Act Concerning the Common of Halifax 1829

- Statutes of Nova Scotia, 1829, chp. 1829

An Act for the Improvement of the Common of Halifax 1818

- Statutes of Nova Scotia, 1818, chp. 13

An Act for regulating the Commons belonging to the several townships in this province 1770

- Statutes of Nova Scotia, 1770, chp. 4

An Act in addition to, and amendment of the of the Act concerning the Common of Halifax (1829) 1830-31

- An Act in addition to, and amendment of the Act concerning the Common of Halifax, 1830-31, chp. 4

An Act in further amendment of the Act concerning the Common of Halifax (1829) 1834

- Statutes of Nova Scotia, 1834, chp. 71

An Act respecting the Halifax Common 1875

- Statutes of Nova Scotia, 1875, chp. 45

An Act to enable the City of Halifax to borrow one thousand pounds, and a further sum of five hundred pounds, for the improvement of the Commons 1852

- Statutes of Nova Scotia, 1852, chp. 21
- Nova Scotian, April 17, 1854, p.1

Asylum For the Blind established 1870

- British Colonist, March 28, 1868, p.2
- British Colonist, April 7, 1868, p.2

Burbidge Pharmacy Building established 1922

- Statutes of Nova Scotia, 1886, chp. 62

Camp Hill Hospital established 1917

- Markham, Susan E. "An Investigation of the Development of the Common of Halifax 1749-1979", A masters thesis presented to the graduate faculty of the School of Physical Education, Dalhousie University, 1980 p.41, 90 (Thesis in City Planning Library Ref. No. H450M)

Camp Hill Cemetery established 1844

- Statutes of Nova Scotia, 1833, chp. 32; 1836, chp. 83; 1837, chp. 76; 1839, chp. 25; 1840, chp. 47; 1843, chp. 36

Camp Hill Cemetery and Military Objection 1829-1843

- Statutes of Nova Scotia, 1829, chp. 32 (Reference No. 5)
- Statutes of Nova Scotia, 1833, chp. 32
- Pans, Rg 1, Vol. 412, Doc. 134, 30/1/1835

Canada Summer Games 1969

- The Halifax Common: Canada's oldest park, City of Halifax, Engineering and Works Department, Parks and Grounds Division

CBC Building established 1954

- Council Minutes, 1954, p.10
- Council Minutes, 1954, p.11
- Mail Star, March 28, 1960, p.4

City of Halifax Charter Supplement 1854

- Charter Supplement, 1854

Circus 1870-present

- Blakeley, 1949, p.147-148

City Charter 1851

- Statutes of Nova Scotia, 1851, chp.5

City Charter (amended to 1990) 1963

- 1963 chp.5 - The Halifax City Charter
- City Council Minutes, 1965, p.324

City Charter (amended to 1948) 1931

- 1931 - The Halifax City Charter (later amended to 1948)

Clinical Research Center Building established 1922

- Statutes of Nova Scotia, 1886, chp. 62

Convent of the Sacred Heart established 1850

- Catholic Diocesan Directory, 1936, p.71
- Nova Scotian, March 10, 1851, p.74, May 12, 1851, p.146

Dalhousie College established 1886

- Morning Herald, April 3, 1886, p.3
- Statutes of Nova Scotia, 1886, chp. 62
- Nova Scotian, April 23, 1887, p.3 and 8

Early Common Boundaries/Military Usage 1800

- Pans Map Ref. No. V6/240 1800, The Halifax Common

End of Military Clearance Rights 1953

- Halifax Common File No. 306/3 (First Cover from 1959-1964), memo from P. F. C. Byars, City Manager to the Mayor and Members of the Committee on Works, July 18, 1961

Establishment of Common 1763

- Nova Scotia Land Grants Old Book 3 - Grant No. 77, p.166-168
- Akins, Thomas B. "Section from the Public Documents of the Province of Nova Scotia" D.C.L., Commissioner of Public Records, Halifax, Nova Scotia, 1869.

Exhibition Building established 1879

- Statutes of Nova Scotia, 1896, chp. 30
- Blakeley, 1949, p.87

Fire Station established 1908

- Markham, Susan E. p.48,90

Freshwater Sewer 1800-1899

- Louis W. Collins, "Halifax Past," Halifax 1979 1(2):50-51
- William H. Carre, Art Work on Halifax, Nova Scotia (NP, 1899) p.28
- Acadian Recorder, June 22, 1888, p.4

Grace Maternity Hospital established 1922

- President's report of Dalhousie University, 1920/21, p.20-21
- Statutes of Nova Scotia, 1886, chp. 62

Halifax Civic Hospital 1921

- City Council Minutes, January 15, 1959; and January 14, 1965

Horse Racing 1946-1964

- Howell, David. "A History of Horse Racing in Halifax, Nova Scotia, 1749-1867," unpublished M. Sc. Thesis, Dalhousie University, 1972
- Halifax Common, a research brief by Alfreda Withrow, prepared for the Development and Planning Department, City of Halifax, March 1992

Improvements to Central Common 1966-67

- City Council Minutes, 1966, p.729
- Mail Star, April 2, 1968, p.1
- City Council Minutes, 1967, p.712

Improvements to North Common 1966

- Mail Star, November 12, 1965, p.3; July 26, 1966, p.3
- Halifax Common File No. 306/3 (First Cover from 1959-1964)

Incorporation of the City of Halifax 1841

- Statutes of Nova Scotia, 1841, chp. 55, Section LVIII
- Nova Scotia Land Grants Old Book 3 - Grant No. 77 p.166-168

Isaak Walton Killam Children's Hospital established 1907

- Morning Herald, May 1, 1907, p.1
- Mail Star, December 15, 1964, p.1; March 21, 1965; December 10, 1966, p.3

Laws and Ordinances relating to the City of Halifax 1876

- 1876 - Laws and Ordinances relating to the City of Halifax

Leisure Activity Trends

- Mainland Common Master Plan - prepared by Robert Parker Associates for the City of Halifax, April 1992
- Canadian Fitness and Lifestyle Research Institute, The Well-being of Canadians: Highlights of the 1988 Campbell's Survey, Ottawa, 1990
- Statistics Canada - various publications

Management of the Common 1763-1992

- Pans, Nova Scotia Land Grants, Old Book 3, p.168
- Statutes of Nova Scotia, 1818, chp. 13
- Statutes of Nova Scotia, 1829, chp. 32
- Statutes of Nova Scotia, 1834, chp. 71
- Statutes of Nova Scotia, 1841, chp. 55
- Statutes of Nova Scotia, 1851, chp. 5
- Statutes of Nova Scotia, 1875, chp. 45

Military Review 1949

- Markham, Susan E., p.61 "An Investigation of the Development of the Common of Halifax 1749-1979," p.61 (See previous reference)

Military-Civilian Confrontation 1858

- Morning Chronicle, June 10, 1858, p.4
- Annual Report, 1865/66, p.36

Nova Scotia Museum established 1970

- Markham, Susan E., p.48, 70, 91

Nova Scotia Rehabilitation Center established 1977

- Markham, Susan E., p.43, 90

Pathological Institute established 1912

- Nova Scotia Medical Bulletin, June 1, 1977, p.100

Poor's Asylum established 1866

- Statutes of Nova Scotia, 1866, chp. 42
- Acadian Recorder, November 7, 1882, p.2
- Pans Card Index

Pope John Paul II visits Halifax 1984

- The Halifax Common: Canada's Oldest Park, City of Halifax, Engineering and Works Department, Parks and Grounds Division

Project Planning Associates Redevelopment Plan for the Common 1962-64
- Halifax Common File No. 306/3 (first cover from 1959-1964)

Public Gardens established 1837

- Statutes of Nova Scotia, 1837, chp. 7
- Journal of Assembly, 1851, p.263
- Acadian Recorder, July 31, 1874, p.3

Queen Elizabeth High School established 1942

- Markham, Susan E., p.46, 90

Restrictions Imposed by the Military 1830/31

- Act concerning the Common of Halifax (Statutes of Nova Scotia, 1829, chp. 32)

Road Development 1763-1992

- Court of General Quarter Sessions of the Peace 1800
- Statutes of Nova Scotia, 1818, chp. 13
- Statutes of Nova Scotia, 1830/31, chp. 4
- Statutes of Nova Scotia, 1843, chp. 36
- Halifax City Council Resolution 4/28/60

Sir Charles Tupper Building established 1968

- Statutes of Nova Scotia, 1886, chp. 62
- Halifax City Council Resolution 4/28/60

Temporary Housing on the Common 1918

- Council Minutes, 1917/18, p.324

Victoria General Hospital established 1867

- Statutes of Nova Scotia, 1855, chp. 51
- Annual Report, 1886/87, p.303
- Mail Star, July 10, 1954, p.3, 6
- Statutes of Nova Scotia, 1886, chp. 5
- Statutes of Nova Scotia, 1887, chp. 1

Victoria Park

- Department of Militia and Defence Canada, "Report on the Halifax Military Lands Board, 1915" printed by J. de L. Tache, Printer to the King's most Excellent Majesty; Ottawa, 1916

Vocational School established 1948

- Council Minutes, February 15, 1945, p.117

Wanderer's Amateur Athletic Club established 1886

- Statutes of Nova Scotia, 1886, chp. 59