



**PART B.5**  
**Eastview**  
**Neighbourhood Plan**



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**Regina OCP – Part B**  
**Part B.5 – Eastview Neighbourhood Plan**

**SUMMARY OF RECOMMENDATIONS**

NIA Implementation (Neighbourhood Improvements in the next Five Years)

- 1) That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.
- 2) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.
- 3) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- 4) That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. This allocation is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- 5) That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.
- 6) That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.
- 7) It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

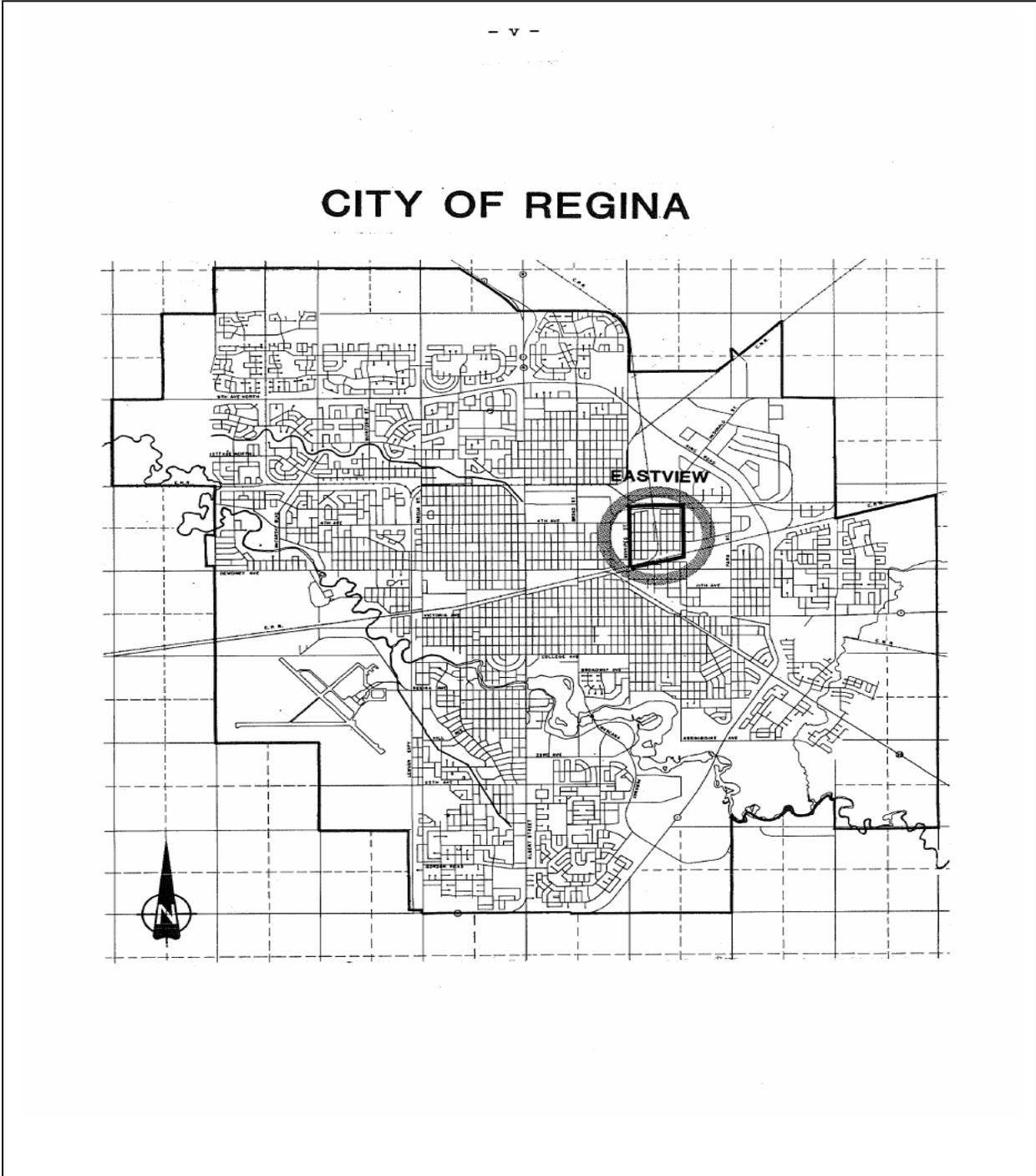
4th Avenue and Broder Street	west bound
6th Avenue and Broder Street	east bound

## Neighbourhood Plan (Long Term Directions)

- 8) The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 3).
- 9) The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- 10) The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- 11) The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.
- 12) That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.
- 13) That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.
- 14) Deleted - Bylaw No. 9603.
- 15) Deleted - Bylaw No. 9603.
- 16) The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.
- 17) That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that all costs can be recovered through local improvement assessments.
- 18) That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- 19) That residents take action to prevent sewer backup and flooding by:
  - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
  - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,

- by maintaining the grade of residential property away from the house towards the street or lane.

20) That 1301 Wallace Street - Tannery Co. Ltd. be added to the City of Regina Priority List of Heritage Buildings to screen against possible future demolition.



## 1.0 INTRODUCTION

On December 3, 1984, Regina's City Council approved a NIA Site Selection Report designating Eastview as the fifth neighbourhood in Regina to receive the benefits of the NIA Program, with a budget of \$1,300,000 allocated over three years beginning in 1986. Council also authorized the preparation of an Eastview Neighbourhood Plan. The Plan expresses a commitment to improving the social and physical qualities of the neighbourhood, not only in conjunction with City initiatives, but also through community-sponsored programs and activities. In recognition of the community emphasis, this Plan has been co-authored by the Eastview Community Association.

This report will:

- 1) Outline the process developed for issue identification;
- 2) Make recommendations for NIA project implementation; and
- 3) State policies for the long-range enhancement of the Eastview neighbourhood.

## 1.1 BACKGROUND

The Neighbourhood Improvement (NIP/NIA), Residential Rehabilitation Assistance Programs (RRAP), and Catch-Up programs initiated in the late 1970's were a response to deteriorating social and physical living conditions, and declining populations in the inner city neighbourhoods. The objectives of the Neighbourhood Improvement Area programs are to improve and conserve older neighbourhoods and to encourage the development of a high quality community environment with the cooperation and participation of neighbourhood residents. Resident involvement is a vital component of the NIA Program to ensure an ongoing neighbourhood response to overall planning issues affecting their neighbourhood. The NIA Program objective is to see neighbourhood improvements undertaken within four or five years. Housing stock would be upgraded through the Residential Rehabilitation Assistance Program (RRAP), while NIP/NIA funds would be allocated for the upgrading of municipal services and public utilities, and the improvement of social and recreational amenities. The Catch-Up program would replace worn out infrastructure such as walks, curbs and watermains. These programs are an ongoing demonstration of the City's commitment to the stabilization and revitalization of Regina's inner city neighbourhoods.

The City of Regina, from 1974 to 1982, has previously designated four neighbourhood improvement areas. A commitment of approximately \$5,500,000 of municipal funds, in combination with federal and provincial funds of \$2,600,000, has resulted in substantial improvements to inner city neighbourhoods, making them more liveable and attractive for residents. The RRAP Program has generated approximately \$10,000,000 in home repairs over the past decade in the inner city.

General policy objectives set out in the Inner City Neighbourhood Plan, 1984, are to improve the residential viability of the neighbourhoods and to control encroachment of non-residential uses into the neighbourhoods.

The following general Inner City objectives, which enhance the objectives of NIP/NIA, in summary are:

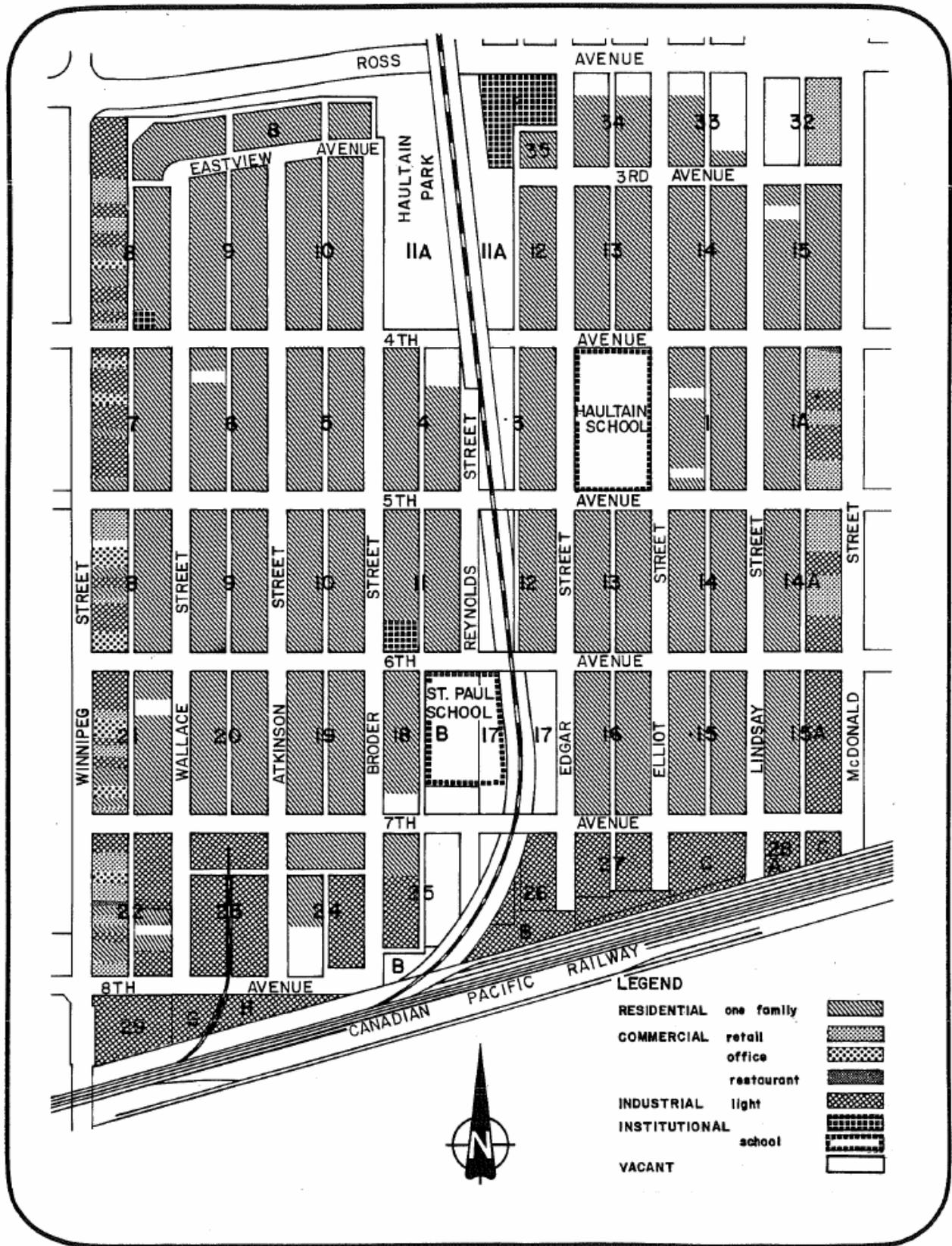
- 1) To maintain the residential stability of the neighbourhood;
- 2) To prevent encroachment of commercial, warehouse and industrial uses into the neighbourhood;
- 3) To prevent encroachment of public parking into residential areas;
- 4) To control and maintain commercial development in traditional commercial areas.

The results of pursuing objectives of NIP/NIA programs and the Inner City Neighbourhood Plan have been the development and completion of the following projects in the first four designated neighbourhoods:

- 1) Neighbourhood Community Centres
  - North Highland Community Centre
  - Albert Scott Community Centre
  - Cathedral Neighbourhood Centre
  - Core/Ritchie Neighbourhood Centre
- 2) Park and Schoolyard Redevelopments
  - 2nd Avenue North and Toronto Street Tot Lot
  - Dewdney Park and Pool
  - Grassick Park
  - Holy Rosary Park
  - Greenberg Park
  - Imperial Playground
  - Rae Street and 7th Avenue Park
  - Taylor Field Court Games
  - Victoria Schoolyard
  - 13th Avenue Closure Park (in progress)
- 3) Replacement or Upgrading of Walks and Curbs, Watermains, Pavement Recapping, Lane Paving
  - Extensive under NIP/NIA and Catch-Up programs in all four neighbourhoods.
- 4) Other Projects
  - pedestrian corridors
  - bus shelters
  - lane lights
- 5) Community Development
  - Strong, effective community associations, prepared to respond to any neighbourhood related issue have also resulted in most areas.

# MAP 1

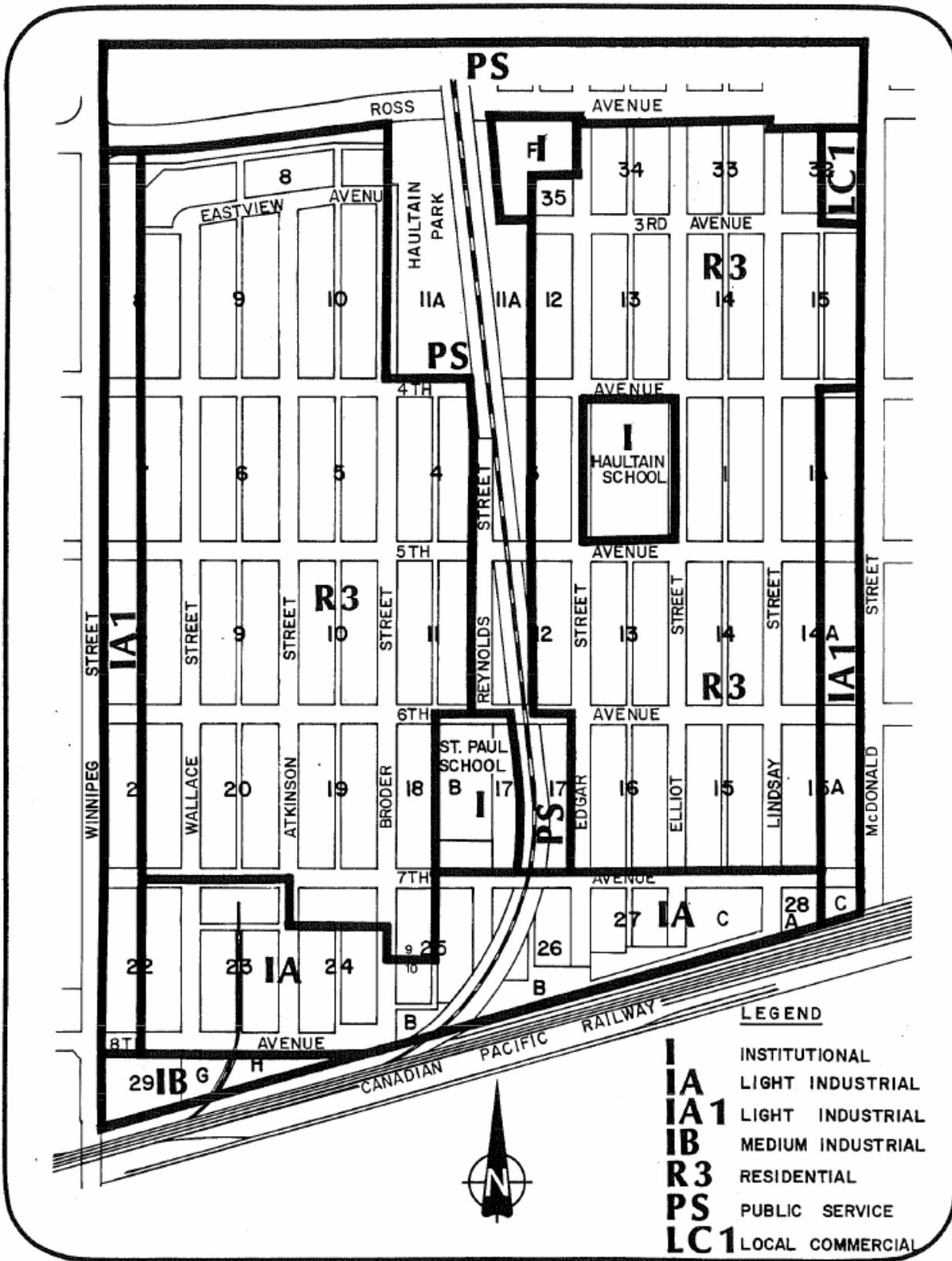
## LAND USE



Source: Field survey, 1985

# MAP 2

## ZONING



Source: Planning Department, 1985

## **2.0 NEIGHBOURHOOD PARTICIPATION**

A program of neighbourhood participation began in spring, 1985 to involve residents in the planning process for the development of the Eastview Neighbourhood Plan, including the identification of issues and projects.

This input translates into community pride, a sense of ownership of the improvements which take place, and a strong community association. It creates a better understanding of the whole City process and reasons why some of their wishes cannot be complied with.

Planning Department staff made initial contact with the Eastview residents in January, 1985, at a neighbourhood public meeting. The intent of the program was outlined and a group discussion followed which identified neighbourhood issues and needs. Meetings were held with the principals of Haultain and St. Paul Schools to discuss issues and obtain names of people who might get actively involved in NIA activities. This was followed by a community newsletter, delivered to every household, describing the NIA Program and planning process.

The NIA/RRAP site office was relocated to 1025 Winnipeg Street in March, 1985 and a program of community involvement was implemented in Eastview.

### **2.1 EASTVIEW PLANNING ADVISORY COMMITTEE (EPAC)**

The purpose of EPAC is to help the Eastview community and City Administration determine and prioritize issues, and formulate recommendations based on resident input. The neighbourhood is divided into eight zones and each zone has a captain represented on EPAC. Each block has a block captain who helps the zone captain obtain input from residents and distributes information.

### **2.2 BLOCK MEETINGS**

A total of 20 block meetings were organized between April and June of 1985. About 200 households gave their opinions on how their neighbourhood could be improved. All issues and concerns raised were listed and then prioritized by the Eastview Planning Advisory Committee. These issues and recommendations form the basis for the Eastview Neighbourhood Plan. The issues and recommendations were endorsed at a public meeting held February 11, 1986 at Haultain School.

### **2.3 PUBLIC MEETINGS**

Ideas were also obtained from residents at various meetings and socials sponsored by ECA or the schools. Planning Department staff talked to many residents, noting any ideas for NIA projects or issues in the neighbourhood. These were added to the list of issues that were considered by EPAC.

## 2.4 QUESTIONNAIRES

The opinions of the students were sought in a questionnaire distributed to the schools. The students were asked questions regarding the activities and equipment that was needed for their activities. Their suggestions will be considered in the design stage of any community centre or park developments approved for Eastview.

### DEMOGRAPHIC HIGHLIGHTS

POPULATION IN EASTVIEW*				
Year	Population	Average # Per Household	# of Children 19 Yrs. & Under	# of Seniors
1976	2510	3.3	1035	200
1981	2150	3.0	815	190
% Change	-14.3%	-9.02	-21.3%	-5.0%
* Source: Statistics Canada 1976, 1981				

HOUSING				
Year*	# Dwelling Units	Condition of Residential Structures*		
			Number	%
1976	760	Good	288	45%
1981	715	Fair	222	35%
% Change	-6.0%	Poor	116	20%
* Source: Statistics Canada		* Source: City Planning Department September, 1985		

SCHOOLS				
Schools	Enrollments			
	1982-83	1983-84	1984-85	1985-86
Haultain	180	225	190	185
St. Paul	110	115	115	110
TOTAL	290	340	305	295
*Source: Principals				

The schools are physically in good condition. Both have gymnasium facilities and they provide neighbourhood open space of approximately 7.0 acres in area.

### **3.0 ISSUES AND RECOMMENDATIONS**

#### **3.1 TRAFFIC**

A major issue is the amount of truck traffic in Eastview. Truck traffic is damaging streets, houses, causing air and noise pollution, and is hazardous to pedestrian safety. The residents are concerned that hazardous materials are being transported through their neighbourhood.

Parking along Winnipeg Street and the avenues adjoining it (especially Sixth and Seventh Avenues) is obstructing access to and from Winnipeg Street and creating a potentially dangerous situation as a result of poor site lines.

A Traffic and Pedestrian Study has been commissioned by the City to address identified concerns and recommend appropriate traffic management solutions. The City Administration will be bringing forth a recommended strategy in 1986.

Recommendations:

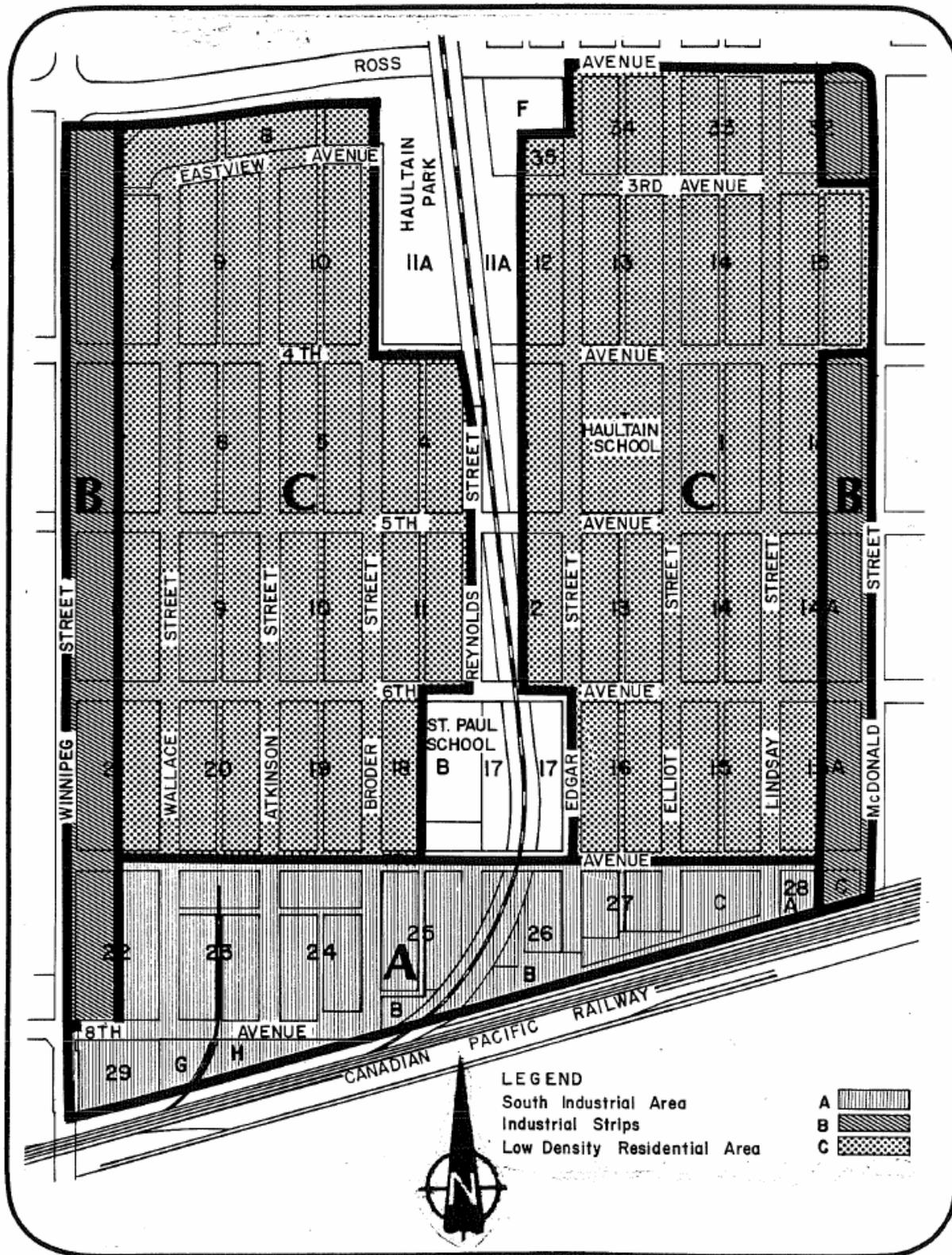
- That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.

#### **3.2 LAND USE POLICY DISTRICTS**

Eastview is a quiet residential neighbourhood located within an area which features a wide range of industrial and commercial activities. The historical evolution of the area has contributed to a physical environment which can be greatly improved through the removal of obnoxious uses, redevelopment of the rail right-of-way, and site improvements to businesses which border the area. The objective at this time is to provide a series of land use policies to address some of those issues affecting Eastview residents. Three policy districts have been identified in the Eastview Neighbourhood as shown on Map 3.

# MAP 3

## EASTVIEW POLICY DISTRICTS



Source:

### 3.2.1 Policy District "A" - South Industrial Area

This district is located south of 7th Avenue between Winnipeg and McDonald Streets and extends south to the CPR tracks.

The area is used by a wide range of industries including salvage yards, trucking operations, and engineering offices. There are several houses located in the area. Most of this area is zoned IA.

7th Avenue was identified as the principal roadway which separates the residential and industrial areas. The uses which exist in the area, greatly contribute to an image problem for the Eastview neighbourhood. The large amount of outdoor storage increases the harboring of pests and poses a potential health risk.

#### Policy Objective:

The objective for this area is to facilitate the relocation of obnoxious uses such as salvage yards to other more appropriate sites within the city and to provide for redevelopment of the area for residential use.

Redevelopment of the area cannot be undertaken immediately because concern exists with residential development in close proximity to rail lines carrying hazardous materials.

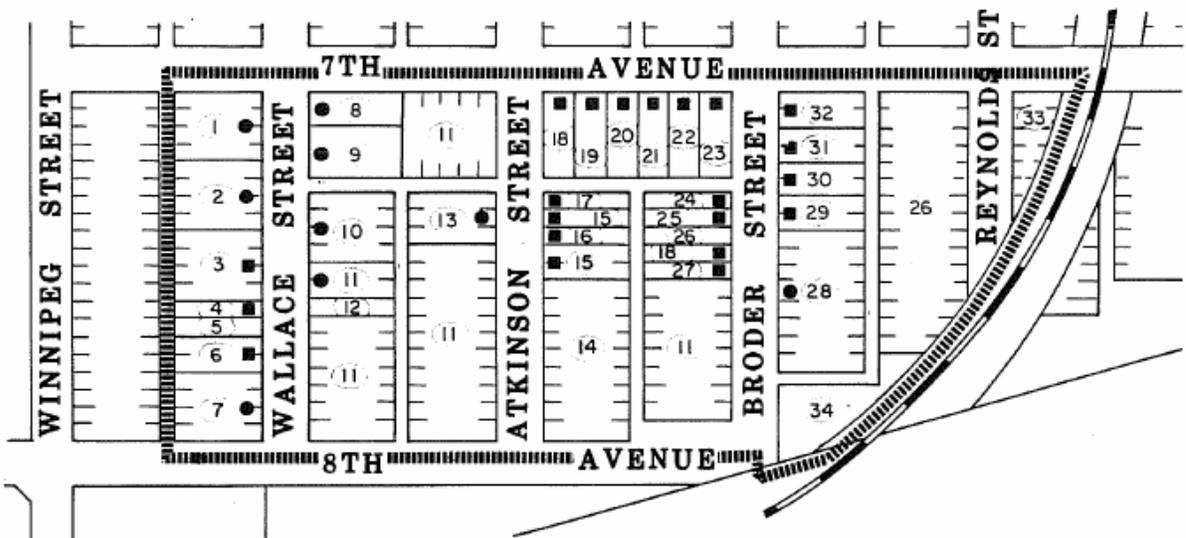
Consequently, redevelopment of the area to residential use cannot be considered until a decision is made on a Neighbourhood Plan amendment which would restrict residential development within a 300 metre area adjacent to the CPR Mainline.

If the Neighbourhood Plan amendment is not approved, the City will consider redevelopment proposals to multiple residential use on a block basis for the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25. The strategy will be to rezone the subject properties to a residential zone. This will make the existing uses legally non-conforming. This action will also prohibit new industrial uses from locating in the area.

The area proposed for the rezoning includes approximately 3.9 hectares of land. There are 34 different property owners within the area, but several major parcels which could provide the redevelopment catalyst constitute a major part of the total area. These parcels (approximately 1.9 hectares) are used for salvage material storage or are vacant (See Map 4). A field survey of the area shows nine significant commercial buildings and twenty-one residential buildings (See Map 4). On an overall basis the extent of buildings in the area should not be a significant economic impediment to a major redevelopment initiative.

# MAP 4

## PROPOSED REZONING IA TO R4A



**LEGEND**

● Significant Commercial Buildings

■ Residential Buildings

▨ Area to be rezoned

**PROPERTY OWNERSHIP**

- |                                       |                           |
|---------------------------------------|---------------------------|
| 1. W. Anderson                        | 18. H. Price              |
| 2. Deausy & Co. Ltd.                  | 19. C. Scrimbit           |
| 3. B. & M. Quon                       | 20. SHC - Silversage      |
| 4. F. James                           | 21. SHC - Namerind        |
| 5. F. Albus                           | 22. D. Hudec              |
| 6. MVG Patrick                        | 23. A. Palasty            |
| 7. Artistic Autobody                  | 24. N. Supynuk            |
| 8. Central Tire & Battery             | 25. R. Wood               |
| 9. Arnold Gallinger                   | 26. City of Regina        |
| 10. Saskatchewan Trucking Association | 27. S. Brooks & M. Goldie |
| 11. Canadian Metal & Supply           | 28. Al Pring Const. Ltd.  |
| 12. Great West Builders               | 29. J. & C. Barton        |
| 13. Welldone Plumbing & Heating       | 30. N. Curtis             |
| 14. Western Metal & Supply            | 31. F. & E. Gnam          |
| 15. Leo Bourjet                       | 32. J. Balaski            |
| 16. R. Urjasz & S. Andreas            | 33. Naylor Holdings Ltd.  |
| 17. H. & B. Drysdale                  | 34. CPR                   |

During formulation of the proposed policy, information brochures were distributed to business operators in the area outlining the proposals and the lack of response on this circulation suggests an ambivalence on the part of the property owners on this matter. Personal contact with some of the principal property owners in the area has indicated that the proposal should be pursued to the formal rezoning stage.

A zoning change would only affect assessment rates if a use change would occur. For instance, the land assessment on an industrial zoned and industrial use area is \$150 per front foot while the land assessment for single family use is \$70 per front foot. If the area is rezoned and used for multi-family development the assessment rate would be \$245 per front foot. If industrial uses remain and the R4A zoning is introduced, they would continue at the industrial assessment rate of \$150 per front foot. In terms of the net effect on the assessment roll, the optimum choice would be to convert and develop the area to multi-family development.

In the long term, the Plan also proposes a change of land use from industrial to residential for the area south of 7th Avenue between Reynolds and McDonald Streets.

An opportunity exists for a replotting scheme in the area south of 7th Avenue which would involve street closures and resubdivision to create land parcels with more residential design opportunities than presently exist. This type of action would require the cooperation of all affected property owners, with the final product being the creation of sites with more site design opportunities for residential use and improved traffic movements.

#### Recommendations:

- The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 4).
- The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.

### 3.2.2 Policy District "B" - Industrial Strips

These two industrial strips consist of those portions of the blocks which front onto Winnipeg Street between 8th and Ross Avenues, and McDonald Street between the CPR rail yards and 4th Avenue (See Map 3). The Fort Ignition site on McDonald Street (zoned LC-Local Commercial) north of 3rd Avenue is also included. The two strips are fairly intensively developed with a range of uses including truck depots, auto body repair shops, and wholesale/retail outlets. The two areas are presently zoned IA1.

There are approximately seven blocks in Eastview where industrial uses back onto residential rear yards. Generally, there is a considerable amount of outdoor storage associated with industrial uses which detracts somewhat from the residential environment. The situation can be improved if more attention is given to fencing by both industrial operators and resident property owners.

#### Policy Objective:

The policy for this area is to ensure the commercial/light industrial activities are compatible with the adjacent residential uses and to ensure an appropriate interface between the industrial and residential areas .

The following two options were considered in addressing this issue:

Option 1 - Rezone the IA1 areas to IP (Prestige Industrial Zoning).

The advantages of this option are that the range of industrial uses would be restricted, there would be less intense development, and outdoor storage would be prohibited. The major disadvantage is that there are a significant number of uses which would become legally non-conforming. The uses would be allowed to continue but property owners could not undertake structural alterations or additions.

Option 2 - Implement landscaping and screening standards as part of the Zoning Bylaw for the IA zone where it abuts a residential zone.

The advantages are that Option 2 will not effect existing business property values, plant expansions or changes. The principal disadvantage is that any changes would only affect new developments. Option 2 is the most reasonable solution since it has the least impact on existing properties.

#### Recommendation:

- That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.

### 3.2.3 Policy District "C" - Low Density Residential Area

This area consists of the major residential areas of Eastview as shown on Map 3. The housing stock is predominantly single-family and some semi-detached dwellings.

#### Policy Objective:

The policy for this area is to preserve and conserve the one and two unit character of the neighbourhood.

Many of the houses are in good or fair condition with seventy-two houses having been repaired and improved through the RRAP Program as of April, 1986.

There is expressed community interest in having a low-rise senior citizen housing project constructed in the neighbourhood. A rezoning will be required to allow such a project. In the event that rail relocation occurs, vacated rail property would provide a suitable site.

The 900 Block McDonald Street is currently zoned residential. There are currently eleven houses on this block which are surrounded by industrial uses to the north, south, and east. McDonald Street is also a designated truck route. In the long term, the property owners on this block may wish to dispose of their properties and consideration should be given to changing the zoning for this block to industrial.

Preferred locations for commercial facilities to meet neighbourhood needs are and should continue to be along Winnipeg and McDonald Streets. No commercial rezonings should be considered for neighbourhood facilities within this policy district.

#### Recommendation:

- That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.

### 3.3 RAIL RELOCATION

[Repealed by Bylaw No. 9603]

### 3.4 COMMERCIAL FACILITIES

Residents of Eastview have identified a need for commercial services such as a post office, drugstore, and another confectionary/convenience store.

Neighbourhood based commercial facilities locate in areas where there is a large population or high-traffic areas that will make the operation viable. Demand for these services is not high enough in

Eastview to attract additional facilities.

Many existing commercial facilities along McDonald and Winnipeg Streets are in need of upgrading. (Examples: Facades, signage, painting, general clean-up and maintenance.) The ECA will contact the businesses in the neighbourhood to discuss the condition of yards and buildings. This community based action is a neighbourhood self-help effort and awareness campaign aimed towards improving the physical condition of both residential and commercial areas.

### 3.5 RECREATIONAL FACILITIES

Eastview residents raised the issue of the lack of recreational facilities, (one boarded skating/hockey rink and one sparsely developed park). Several requests were made for a city-wide facility to be located in Eastview because of the long distances they must travel to city-wide facilities.

Suggestions for an indoor or outdoor swimming pool, indoor skating rink, tennis courts, bicycle trail, or jogging track were quite common.

Due to the cost of construction and maintenance, city-wide facilities are intended to serve a population of seventeen to twenty thousand people. Given their geographic isolation, city-wide facilities are unlikely to be located in Eastview.

The neighbourhood facility most requested was a neighbourhood center. The residents were advised that free standing centers present an affordability problem, due to construction and maintenance costs. However, a center attached to an existing facility with minimal land, construction and maintenance costs, would be considered appropriate. Existing staff from other centers would be responsible for the programming, but not necessarily based in a center in Eastview.

The City recognizes that transportation is a major barrier to access of public recreation facilities. Consequently in developing a policy for neighbourhood centres, support is given to Eastview's desire to have a community based facility because of its isolated location.

The Parks and Recreation Department has indicated support for a facility attached to an existing building. The Eastview Planning Advisory Committee considers the Haultain School site to be the best location because of its centrality. A joint use agreement currently exists between the City and the School Board and the request for a facility attached to Haultain School will be raised. A site specific agreement will have to be negotiated with the School Board to cover operational aspects of a neighbourhood centre.

Recommendation:

- That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.

### 3.6 PARK AND OPEN SPACE

Eastview is lacking in adequate quantity and quality open space. For example, Haultain Park has play equipment for small children, but does not have even one bench for a parent to sit on while accompanying tots to the park.

The residents have identified, as priority projects, the upgrading of both school grounds and Haultain Park. The agreement that currently exists between the Public School Board and the City provides for the development of the grounds to a neighbourhood level standard. The proposed NIA funding will provide for a higher level of development. Students at Haultain School have designed a creative playground that will be considered in any upgrading plan.

Residents also requested that when the rail lines are removed, Haultain Park and St. Paul school yard both be extended into that area and developed as additional open space. Another suggestion is that the whole rail corridor be turned into a green strip with such amenities as a bicycle trail and jogging strip.

#### Recommendations:

- That negotiations initiated by the Planning and Parks and Recreation Departments begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. The funding is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.

### 3.7 COMMUNITY AND SOCIAL SERVICES

There are a number of community and social support services that would make Eastview a better place in which to live. This would in turn attract more families to the neighbourhood, ensuring Eastview's continued residential stability and viability.

A wide range of these activities fall into the category of neighbourhood self-help. The key to implementing

self-help programs is community organization and raising the residents' level of neighbourhood consciousness and pride in their neighbourhood.

Eastview residents have identified the following community needs:

a) Neighbourhood day care or pre-school facilities.

Currently the Eastview Community Association has implemented a play school at Haultain School in addition to the existing play school at St. Paul School. The Eastview Community Association recognizes there is still a need for day care due to the number of working mothers in the neighbourhood.

b) Establishing Haultain School as a community school.

The implementation of the community school concept rests with negotiations between the Regina Board of Education and area residents. In 1985 a submission was made by the Eastview Community Association to the Regina Board of Education, Department of Education and the Minister of Education requesting the community school.

c) Improved neighbourhood image.

Eastview has traditionally had the image of the junkyard neighbourhood. From a community perspective, this label must be removed and a sense of pride be promoted in the neighbourhood.

d) After-school programs for children.

These activities are required to fulfil a social and recreational need.

Recommendation:

- The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.

### 3.8 UTILITY SERVICING

A number of streets in Eastview have had local improvement work done. The Public Works and Engineering Department has identified a number of streets in Eastview that require local improvement work that are scheduled for replacement in 1986 and beyond.

A portion of NIA funds have traditionally been committed improvement work. In Eastview, watermain, and walk and curb replacement is being undertaken on several blocks in the neighbourhood.

Storm drainage is a major problem that has affected many households in Eastview when heavy rains or spring

runoff from a quick thaw overloads the system. Storm drainage in Eastview is provided by the Ross Avenue storm channel for those properties north of 4th Avenue. The rest of Eastview is serviced by the 7th Avenue storm trunk. The 7th Avenue storm trunk extends across Regina servicing many of the older areas. The 7th Avenue Drainage Area, Flood Relief Study, 1980, (Paul Theil Report) indicated improvements are required on the 7th Avenue system. The City intends to spend 3.175 million dollars in its capital program over the next five years to improve storm drainage on the 7th Avenue system. All of these funds are not necessarily allocated to the Eastview area. Eastview has benefitted to the extent of having one surface storm retention tank installed at 7th Avenue and Reynolds Street (south of St. Paul's school.) The purpose of the tank is to receive storm water and release it into the trunks as storm flows permit.

A second problem with the storm system is that domestic and storm sewers have common manholes. Thus, when one system (e.g. storm) overflows, it goes into the other system (domestic). This has partially contributed to basement flooding. The City since 1981 has undertaken improvements in the system to reduce the problem of storm water overflowing into the domestic system through physical separation of the two drainage systems.

In many cases, the source of flooding problems begins with management of storm water on the individual's property. For example, the practice of connecting eavestroughs to domestic sewer systems should be discontinued. Storm water should be drained away from the houses and allowed to reach the catch-basins at the curb through overland routes (driveways and streets.) In some cases, road grades require improvements to provide more effective drainage to catch basins and eliminate water ponding on roadways.

The condition of streets and sidewalks is another problem affecting many households in Eastview. A public meeting was held on July 16, 1986 to discuss the problems with engineers from the Public Works and Engineering Department. A number of problems were identified by the 30 residents who attended the meeting. On August 21, 1985, a committee consisting of Eastview residents conducted a survey of all streets and lanes in the Eastview neighbourhood to identify all maintenance items that needed attention. This list was submitted to Public Works and Engineering who verified some of the problems and outlined a comprehensive maintenance program to remedy them. Repairs will be completed in the 1986 construction season.

### Lane Lighting

Lane lighting is a project that residents feel would enhance the safety and usability of their back lanes at night. They are convinced that lane lighting would discourage vandalism and increase safety for their back lanes. The City is currently investigating the possibility of installing lane lighting as a local improvement.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City Solicitor is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future.

Recommendations:

- That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.

- That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that the cost can be recovered through local improvement assessments.
- That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- That residents take action to prevent sewer backup and flooding by:
  - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
  - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,
  - maintaining the grade of residential property away from the house towards the street or lane.

### 3.9 HISTORICAL BUILDINGS

A heritage building survey of the Eastview neighbourhood indicates that one building of Heritage significance exists. The building is the Tannery Company Limited building located at 1301 Wallace Street. It is currently owned and operated by Central Tire and Battery Ltd.

The building has heritage significance because of its age, form of construction (post and beam), and it is a distinctive type of early industrial building in Eastview.

Recommendation:

- That 1301 Wallace Street - Tannery Co. Ltd., be added to the City of Regina Priority List of Heritage Buildings to screen against future demolition.

### 3.10 TRANSIT

The primary issue with respect to transit service is the need for more bus shelters. Four locations meet warrant requirements for shelter installation on 4th Avenue. Of these, old-style shelters are currently located at 4th Avenue and Winnipeg, and 4th Avenue and Lindsay, while a new-style shelter is currently located at 4th Avenue and Edgar. A new shelter is recommended for 4th Avenue and Broder Street. Area residents also requested that a new shelter be located at 6th Avenue and Broder Street, because riders many of whom are senior citizens living on the west side of the tracks off 6th Avenue need the protection of a shelter. The Transit Department has indicated that

the site does not meet the warrant standard. A new shelter is recommended for 6th Ave. and Broder Street to be funded through the NIA Program. The existing and proposed bus shelter sites are shown on Map 6.

Another transit issue which arose was the concern that Eastview students attending Usher, Balfour, and Miller Collegiates were in need of transportation via feeder bus to and from school. A total of 4 students from Eastview are presently attending Usher, and 80 students are currently attending Miller and Balfour Collegiates. These numbers of students do not overload buses on regular or rush-hour service; therefore, a feeder bus is not justified for the Eastview high school students.

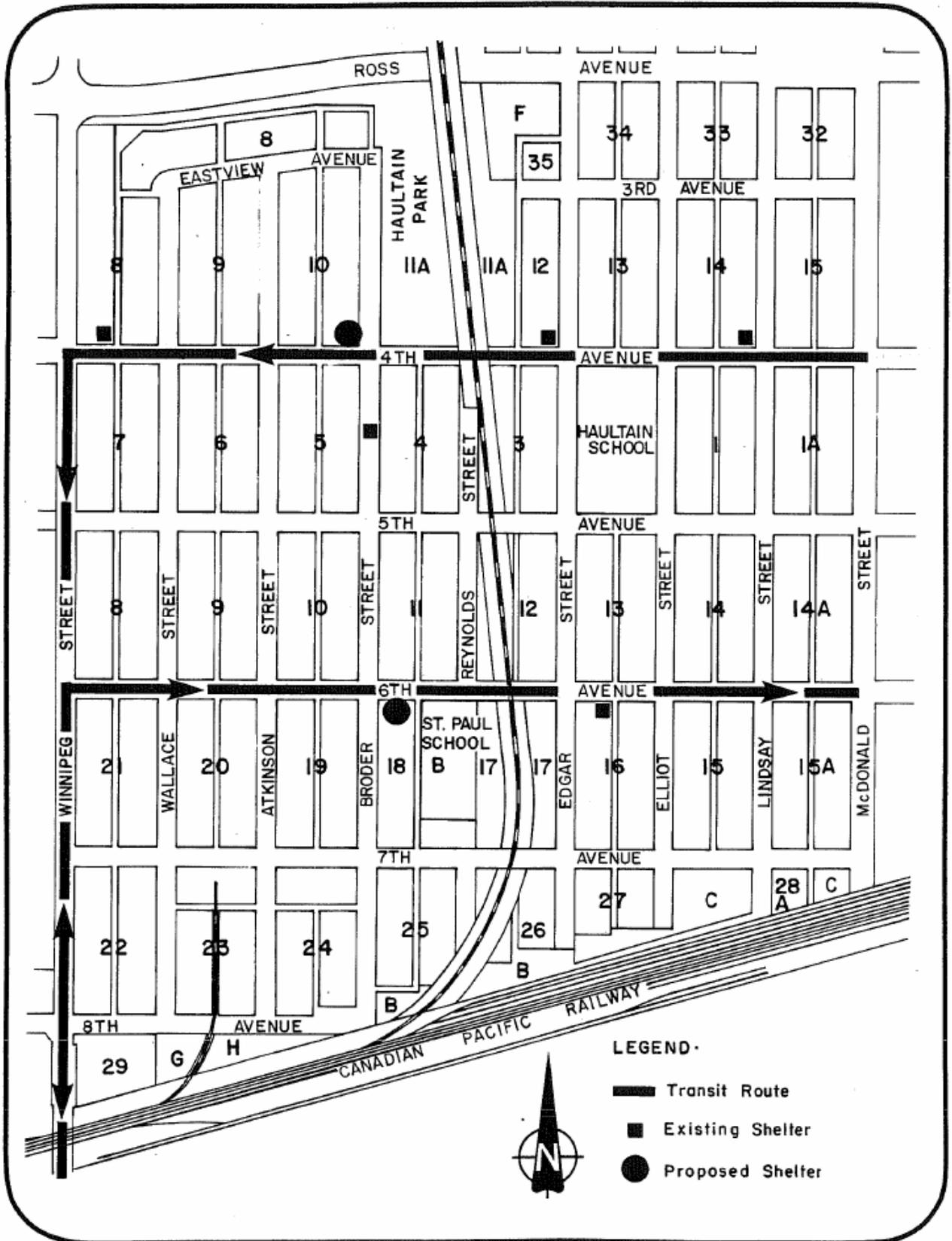
**Recommendation:**

- It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

4th Avenue and Broder Street	West-bound
6th Avenue and Broder Street	East-bound

# MAP 6

## TRANSIT FACILITIES



Source:

#### 4.0 NIA #3 PROJECT IMPLEMENTATION PLAN

##### PROPOSED N.I.A. #3 BUDGET - \$1,300,000

###### Neighbourhood Centre

4,000 square feet x \$123/sq.ft.	\$495,000	
Architects fee	35,000	
Site work and furnishing	60,000	
Contingency	<u>50,000</u>	
	\$640,000	\$ 640,000

###### Local Improvements

###### 1986 Program

Watermain, Walk and Curb (one side) 400 feet of the 9 Block Atkinson Street 11 and 12 Blocks Atkinson Street 10 Block Broder Street 9 Block Elliott Street		
Residents assessed for 1/2 watermain cost		\$ 205,000
Traffic Improvements		\$ 195,000
Haultain park Redevelopment		\$ 150,000
Haultain School Yard Development		\$ 50,000
St. Paul School Yard Development		\$ 50,000
Bus Shelters		\$ <u>10,000</u>
Total of Proposed Projects		\$ <u>1,300,000</u>

## **5.0 POLICY IMPLEMENTATION**

### **5.1 MONITORING**

The land use policy proposals contained in this Plan will take time to implement since there is a legal process which must be followed. It is the City Administration's responsibility, once Council approves the policy initiatives, to move in an expeditious manner. It is appropriate therefore, to measure progress on a regular basis. Upon adoption of the Plan, the Planning Department will meet on a semi-annual basis with the Eastview Community Association and provide a status report on the land use policy changes. This will be in addition to ongoing Eastview Planning Advisory Committee meetings which will be held to obtain input on NIA projects. This process will facilitate ongoing dialogue between community leaders and City staff with the final result being the strengthening of Eastview as a viable residential community.

### **5.2 REVIEW**

A formal neighbourhood plan review is proposed five years after formal adoption of the Plan. It is felt this period will allow sufficient time for physical and policy changes to be effected. If certain initiatives are not being implemented, this process will afford the opportunity to review the Plan, consider alternative courses of action, and if necessary, formulate amendments to the neighbourhood plan.