

**CBLCA Executive Meeting  
February 6, 2020**

**Attendees:** Kevin Brewer, Amanda Firby, Brenda McCrea, Alan Morantz, Rick Nelson, Dennis Rice, Krystal Taylor, Doug Wasson

**Regrets:** Carrie Elliott, Amanda Martinez, Emma Osgoode, Monica Patten, Sam Tierney

**1. Minutes of January 9, 2020**

- Minutes approved

**2. Community Conversation**

- Thanks to Dennis, Monica, Amanda, and Alan for synthesizing notes from Synapcity community engagement exercise. Observations from the draft report on the event: some issues raised are beyond our scope; conflicting/inconsistent views were expressed, making it challenging to develop positions; need to be proactive on potential development. **ACTIONS: Prepare executive summary with next steps to distribute to the community. Share findings with the city as part of official plan deliberations. Identify and act on “low hanging fruit” suggestions. Krystal to lead on action items.**

**3. Winter Carnival**

- The event was considered a big success overall. Some observations regarding improvements for next year: offer better prizes to improve raffle sales; fire pit was popular despite the fact that the rink was closed; solicit sponsorship earlier, perhaps in tandem with Wheel Day; get commitment from the scouts earlier in the planning process. Mayor Watson sent a letter thanking the CBLCA for hosting the event. **ACTION: Amanda F. to use Canadian Tire credit for storage bins and possibly card tables.**

**4. Budgets for Committees**

- Discussion on committee budgets for the coming year. TTIC: \$250. Communications: \$1200. Parks and Recreation: \$1700. Executive approved a budget of up to \$500 to cover potential shortfalls for Wheel Day and Winter Carnival (i.e. expenses not covered by sponsorship or same-day sales). Executive also approved a budget of \$500 for miscellaneous small items relating to Maki House and Parks and Recreation activities.

**5. Committee reports**

- TTIC
  - Proposed meeting with Federal MP Anita Vandenberg to cover: DND parking issues, wildlife corridor at Moodie Drive, and potential exploration of interprovincial bridge or tunnel at Andrew Hayden Park. **ACTIONS: Kevin to arrange a meeting with Anita Vandenberg and develop talking points for the meeting.**
  - LRT2: Still unresolved issues around Moodie Drive but it's unknown whether the community can offer feedback now that design phase is underway.

- Lakeview ditches: community meeting led by the city is now planned for some time in March.
- Right-hand turn from Holly Acres to 417 West: Theresa Kavanagh requests a meeting to discuss the issue. It was suggested that the community be asked for feedback in the next survey. **ACTIONS: Kevin to set up a meeting with Theresa Kavanagh and organize a small group to develop survey questions.**
- Proposed towers in Bayshore area: public meeting in early March.
- Parks and Recreation
  - Lakeview Park playground to be redeveloped this fall; CBLCA-hosted community meeting at Maki House scheduled for Feb. 19. **ACTION: Announcement boards to be placed around Crystal Beach and Lakeview.**
  - Contracts for CBLCA-sponsored activities for the coming year must be signed by the end of March, due to insurance rules. New/proposed activities without a contract by that time will not be able to start until June 2021. **ACTION: Sign-up date and guidelines for new activity groups will be posted on the CBLCA website and newsletter and promoted on the community Facebook page. Criteria to be determined by Amanda F., Krystal, and Kevin.**
  - Our application to the city for funding of Wheel Day 2020 was denied. Funding application to be made to the Participaction Community Better Challenge.
- Communications
  - No report

#### 6. Rink Operator

- Grant has retired as rink administrator. We are now advertising in the newsletter for someone to take over the job.

**Next meeting: Thursday, March 5, 2020**

**Attachments:**

*Crystal Beach Lakeview Community Visioning: Summary of Data*  
*Winter Carnival 2020 Balance Sheet*  
*Parks and Recreation Budget 2020*

# Crystal Beach Lakeview Community Visioning: Summary of Data

Nov 2019

## Purpose

To gather information about how our members/neighbours want to see our community evolve, specifically within the context of a growing city and the desire to preserve and strengthen what makes Crystal Beach Lakeview (CBL) great. The information is to be used to inform the work and position of CBLCA in the co-creation of our community of the future.

## Methods

Two methods were used to gather data from residents of CBL:

- 1) A community conversation was facilitated by Synapcity at the CBLCA AGM in November 2019. Approximately 75 people participated in round table discussions focused on four topic areas: Sense of Belonging; Mobility; Intensification; and Conservation. Three questions were asked for each topic area to facilitate discussion in twelve-minute increments. Notes from the conversation were scribed by volunteers at each table and collated by CBLCA executive members.
- 2) An online survey, with the same questions from the in-person discussion, was posted in the December 2019 CBLCA monthly newsletter. Twenty-seven neighbours contributed to the conversation through their survey responses. Responses were exported from Survey Monkey.

CBLCA executive members reviewed the qualitative data from both the community in-person conversation and online survey. Key concepts and themes were identified within each topic area.

## Results:

### Sense of Belonging

**What do you love about CBL** fell into three broad areas. They are reported in order of frequency in the data both from the November session and the online survey

The first has to do with “natural space” to use a phrase offered in the responses. Many people cited proximity to the river, easy access to parks, NCC land and biking, walking trails, the green space and trees all around us, migration routes. Lots of outdoor recreational opportunities, including parks were mentioned, as was the cottage like feeling of a neighbourhood with nature around it.

The second had to do with neighbours and feeling welcome. Several people described positive and trusting relationships with neighbours. Others mentioned the mixed age group and the balance of new comers and long time residents in their ‘hood, while others mentioned connecting with neighbours through street parties, events at Maki House and dog walking. And

many mentioned that they had felt welcomed into CBL and were grateful for an active community association

The third focus was on CBL's situation within the larger community. Access to local farms, quick access to anywhere in the city, close to amenities in Bells Corners and Bayshore were mentioned.

A few miscellaneous suggestions included appreciation for the level of density in CBL and the style of architecture that encouraged the kinds of attributes noted in the second point above - neighbourliness.

### **How might we work together to preserve what we love?**

Three themes emerged. One had to do with CBLCA (strong support for change in membership definition) and encouraging even more two-way communication, activities open to all, participation in CBLCA activities.

Another had to do with architecture and maintaining the look and feel of the community. Some concern about aging infrastructure (ditches!) and development, with a suggestion that development along Carling might be acceptable but core of physical community remain in same style but with homes looked after.

A third had to do with being good stewards of the space – outdoor as well as built

Finally, several respondents noted that change will happen (some of it good!) but that preserving the feel of the community will be important.

### **What would you like to see here?**

Calls for a coffee shop, grocery store (perhaps co-op) community hub/gathering place, pub, library/reading room, a winter ice-shack and community gardens, icecream and coffee shop were among the suggestions for new space; Corkstown Park as a locale for community hub noted.

Use of existing space like access to Maki, including as a welcome centre as needed, ski trails in winter, safer access for cycling to Bells Corners, put wi-fi into Maki

And emphasis on welcoming atmosphere also noted: welcome signs at entrance to community, Welcome Wagon, Neighbourhood Watch, one hard copy newsletter each year

Finally a couple of respondents suggested we maintain good partnerships with, for example, Wild Life Center

## **Mobility**

### **How we get around CBL:**

Often the same people list multiple modes of transportation. E.g., resident who prefers to bike everywhere in the summer, but in winter switches to OC Transpo for commuting and a car for errands; resident who walks to OC Transpo at Moodie; etc.

Use of personal cars is the most common form of transportation around CBL, but there is a clear wish that there were more amenities in CBL within walking distance. A local bus would be appreciated, but there is acknowledgement that a small community is not a candidate for such a service.

### *Synapcity*

- Auto
  - Drive own car
  - Uber / taxi
  - OC Transpo / Para Transpo
  - School bus / private student transportation vans
- Physical
  - Walk
  - Walk with baby (e.g. carriers, wagons, strollers)
  - Bicycle (roads, pathways)
  - Boat, canoe
  - Rollerblade
  - Wheelchair
- Virtual
  - Facebook

### *Survey*

- Auto
  - Drive own car
  - OC Transpo
  - OC Transpo seasonal
- Physical
  - Walk
  - Bicycle
  - Run
  - Snowshoe
- Virtual
  - Nil

### **Our experience running errands and participating in activities**

As above, people lament the need to use cars to engage in the community or even run errands in the nearest commercial area (Bells Corners), wishing they could walk more. Small, community-focused businesses would be welcome.

### *Synapcity*

- Infrastructure requirements
  - We need 2-way access on Corkstown Road for access to retail in Bells Corners
  - Easy access walking for community activities
  - Bike paths
  - Westbound 417 access. Very nice to have direct highway access
- Considerations

- Lack of choice for how to do errands – need a car (and to leave CBL) for almost all errands, even just in Bells Corners or Kanata
  - Bells Corners is easier and has less traffic than Kanata
- Need a car for “big activities” – indoor pools or rinks, gyms
- OC Transpo is the best option for going downtown
- Turning left onto Carling Ave in the morning is a problem
- Taking kids to schools
- Experience depends on time of day, and day of the week.
- In the 70’s there used to be a number of businesses – garages, pizza shops, convenience stores, etc.

### *Survey*

- Infrastructure requirements
  - Have to drive everywhere: need more centralized amenities: e.g. coffee shop.
    - Maki House example of what works
- Considerations
  - Have to drive into bells Corners or to downtown
  - Concern about traffic: will get worse with DND, LRT, and regional roads
  - Transit is not convenient locally. No way to go shopping in bells corners without going through Bayshore station, especially weekend service is poor.
  - Trade-off: quiet and isolation leads to fewer bus routes.
  - Have to leave the neighbourhood to run errands or participate in activities.

### **Improvements we would like to see**

There is broad agreement that improved access for pedestrians and cyclists to Bells Corners is a must, with a MUP mentioned often. Improved local transit options would also be appreciated. There are mixed feelings about Corkstown being made one way with the LRT, with some in favour, and some against (further engagement would be useful to determine overall community preference).

### *Synapcity*

- Transit
  - More direct bus to Bells Corners
  - Shuttle to Moodie Station for CBL residents
  - Improve local bus service. What about vans?
  - Improve access all day by bus – seniors, students, homeworkers. Possibly uber tickets, vans, shuttle buses (something smaller than huge rush-hour buses)
- Infrastructure
  - Parking at Moodie station (parking for LRT users is going to be a problem)
  - Bike paths through community to access the LRT and to access schools and community centre
  - Corkstown sidewalk are unusable during winter as pooling of water and ice
  - Improve street clearance
  - Add benches near seniors residence on Corkstown on in AH Park near MUP

- Better lighting
- Sidewalks, add sidewalks less tilted for people using a walker or jogging
- Improve cycling and pedestrian access to Bells Corners.
- Traffic
  - Speed bumps on Corkstown Rd
  - Speed limit reduction on Holly Acres Rd
  - New 416/417 exit at Holly Acres creates a bottleneck
  - Improve timing of lights on Holly Acres at morning rush hour. You can walk to the QCH faster than driving in the morning.
  - All of the major intersections on the periphery of the community are dangerous
  - There will be many repercussions if Corkstown Rd is closed to one way traffic. Smaller streets will be busier and more exiting on Holly Acres Rd.
- Considerations
  - Intensification is going to increase problems
  - What will be the effect of autonomous vehicles and their supporting infrastructure?
- Regulation
  - Need to reduce morning rush hour cut through traffic on Corkstown Rd, “maybe closing eastbound Corkstown Rd is okay”
  - No turn onto Corkstown Road eastbound in the morning
  - Do something about DND worker parking (e.g. many parked cars on Solva near Crystal Beach)

### *Survey*

- Transit
  - Better local bus routes needed (within the neighbourhood and to Bells Corners), with better scheduling
  - When the train extends to Moodie, it would be beneficial for a local bus to take residents straight there rather than to Bayshore.
  - Bus service on demand. There are a lot of older people staying home and likely isolated due to the poor transit service offered for non workers.
  - Better bus service to downtown
- Infrastructure
  - MUP along Moodie linking safely to Bells Corners, and along Richmond/Robertson Road throughout Bells Corners.
  - Maintain two-way car access along Corkstown by transit/LRT station.
  - Lights are needed at Crystal Beach Drive and Carling. OC buses trying to cross Carling to go west is becoming too much of a challenge given the increased traffic.
  - Bridge between Kanata and Aylmer to alleviate rush-hour traffic on Carling Ave.
  - Sidewalks:
    - New sidewalks along Crystal Beach Drive and Bedale are nice, but they have an awkward bend/angle at driveway intersections, which makes walking and plowing awkward.

- The new sidewalk on Corkstown was poorly designed - the grading creates huge pools of water/ice and drainage is impaired as soon as there is any snow. People end up walking on the road.
  - Further traffic calming along Corkstown (speed bumps, enforcement, clearer signs/traffic lighting re throughfare limitations at Moodie & Corkstown).
  - Asphalt improvements on Moodie
- Considerations
  - People on Crystal Beach and Corkstown clear snow from their driveways onto the sidewalk.
  - Mailboxes on Corkstown should be on the side with a sidewalk.
  - Organize a bike repair training session for kids.
  - Corkstown should be one way
  - Corkstown should not be one way
  - The low priority of sidewalk clearing compared with roads makes travel on foot difficult.
  - 40 km road signs on the centre of Corkstown road are not necessary
  - More no parking on secondary streets
  - The speed radars along Corkstown Road are welcome. Concern about the community becoming a major thoroughfare with city projects.

## Intensification

*How would Crystal Beach Lakeview be impacted by intensification?*

There was general consensus that Carling Ave. is prime location for intensification. The zoning already allows for higher density development along that stretch. The area around the LRT Moodie Station is another area that residents believe the city will look at for intensification, since it follows with the philosophy of development around LRT hubs and stations. This option is much more complicated, however, since the NCC is the landowner. Residents wonder whether or not the NCC would be open to high-rise developments at Moodie/Corkstown.

While residents seem either resigned to or accepting of intensification on the periphery of the community, there is greater concern about intensification in the interior. Examples would be residences being turned into multi-unit rentals or new and dense developments, such as the conversion of the St. Thomas Catholic School property on Leeming Drive.

Regardless, residents are bracing for growing amount of traffic along the periphery and within the community.

*Where in Crystal Beach Lakeview is there potential for economic development?*

There is the sense that economic development is inevitable and even potentially good, but that residents should be proactive and guide it. Carling Ave. seems a likely location for any

commercial activity. There was a fair bit of animated conversation concerning a coffee shop within the community — perhaps located at Corkstown Park — that would serve as a social hub. There was also discussion about the prospect of more home-based businesses and services, which many people around the table welcomed. The prospect of Airbnb rentals, however, got a much cooler reaction. It's widely felt that the community would benefit by having a modest grocery store nearby although there is some acknowledgement that, given the geographic location and low density of the neighbourhood, the economics of commercial development are not promising.

### *How might traffic impact be mitigated?*

As expected, reaction to the idea that Corkstown Road would be closed eastbound at Moodie Drive was split down the middle. This has the makings of a wedge issue in the community. Beyond that, residents hope for improved transit and parking at the LRT Moodie Station. As well, there were calls for more speed bumps along Corkstown Road and a roundabout at Crystal Beach and Carling Ave.

## Conservation

Summary: Overall, it appears that residents moved to, or live in this area because of the proximity to greenspace and the activities associated with its access. The community is generally concerned about over-development and protecting existing greenspaces including wild life habitat. Residents use the green spaces for a variety of activities including walking, cycling, skiing, family gathering, etc. Many raised issues about the trees and ensuring their health for conservation reasons but also as a way to reduce noise from the highway and LRT in the future. Some people also felt that there could be more community involvement in certain conservation activities including reducing certain weeds and managing ticks in the area (which was raised as a concern).

### **Common themes in relation to green space:**

- Parks – people moved here because of or like living close to so many parks
- Green space used for: family gathering,
- proximity to the river (NCC space) important,
- walking paths, (cycling, skiing, etc)

### **What to protect (priorities):**

- Access to greenspace
- Ensure greenspaces are protected (no over-development)/ No further development on greenbelt
- Still water creek

- Andrew Haydon, Dick Bell (all waterfront parks)
- Wild life corridor
- Maki Park
- Trees

**Room for growth:**

- Connect with wildlife and NcC leaders Address encroachment in wild life habitat
- Keep trees safe from disease
- Bike connections to Bells Corners
- Manage ticks
- Clean-up initiatives

Next steps:

## Winter Carnival 2020 Balance Sheet

### Expenses

Fire Permit	58.76
Printing	89.52
Junkyard Symphony	310.75
Mad Science	442.38
Hollybrooke Farms	635.00
Gift Cards (MEC) Raffle	150.00
Craft Supplies & Raffle Tickets	80.42

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Total Expenses: \$1766.83

Liabilities 150.00

\*I haven't received receipt from Scout's for their prizes (usually in the \$150.00 range)

### Revenue

Raffle	137.00
Donations	25.00

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\$162.00

### Sponsorships:

Patti Brown	800.00
Ana Ideias	400.00
Dr. Barbara Rodwin	300.00
McGregor Quality Painting	200.00
Ralph & Sons Diner	150.00
Canadian Tire (Store Credit)	100.00

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Total Cash Sponsorships: \$1850.00

Total Store Credit: \$100.00

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Total Revenues: \$2012.00 \$2112.00

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### Total Assets from Winter Carnival 2020

Revenue	2112.00
Expense	1766.83
Liabilities	150.00

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Net Assets: \$195.17

# Parks and Recreation Budget 2020

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	A	B	C	D	E	F
	Activity	Projected Revenue	Projected Expenses	Actual Revenue	Actual expenses	
5	Winter Carnival	1300	1300	0	0	
6	Wheel Day	1300	1300	0	0	
7	Summer Sports	1100	1100	0	0	
8	Yoga	13000	13000	0	0	
9	Maki Fitness			0	0	
10	Playgroup			0	0	
11	Maki Moms			0	0	
12	Girls fitness			0	0	
13	Misc. programming expenses (e.g. equipment)	0	500	0	0	
14						
15						
16						
17	<b>TOTAL</b>	<b>16700</b>	<b>17200</b>	<b>0</b>	<b>0</b>	
18						
19						
20						
21						
22						