

November 18, 2025

Project No. 2023-056C

Daniel May
Comox Valley Regional District
770 Harmston Road
Courtenay, BC
V9N 0G8

**RE: NOVEMBER 17, 2025 INSPECTION SUMMARY OF THE SHINGLE SPIT BOAT LAUNCH,
HORNBY ISLAND**

Dear Mr. May,

I completed a site inspection of the Shingle Spit Boat Launch Project on November 17, 2025 between 11am and 12pm. My observations were somewhat limited by the tide height, but water clarity was reasonable, so I was able to see the end of the ramp.

It appears that the concrete work went well, the forms were still in place at the time of the inspection; the concrete appeared mostly cured (hard to the touch) at the time of the inspection.

There appears to be some construction activity happening at the barge landing area not associated with this project. It's understood that the 300 Excavator parked here does not belong to the Bluewater or its subcontractors.

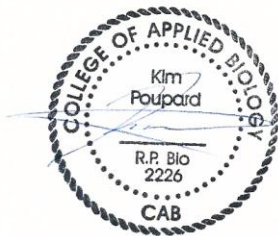
Blast rock has been spread across the landing/parking area (Photo 1). It's not known who did this, however, it is likely useful at reducing mud and sediment transport and is not expected to cause any environmental issues. Driftwood has been pushed into two piles on either side of the landing. It's also not known if this was associated with this project. If it was conducted by the contractors, it should be spread out along the foreshore (above the high tide line) in a "natural" configuration (Photo 8).

My observations and comments are as follows:

- There is still a lot of geotextile cloth sticking out from around the riprap and a substantial gap between the edge of the riprap and the ramp deck (Photo 2-3). I understand this has also been identified by Cascara. More riprap is required along the margins of the ramp to fill in this gap and completely cover the geotextile cloth. Some combination of trimming and cleaning up excess geotextile cloth may also be required. This was noted along the entire length of the ramp, on both sides.
- Material excavated out from under the frame was piled on the edges of the ramp. There is a sizable pile on the south side of the ramp (Photo 4); if the next phase of work is completed at a lower tide and this material is exposed, it would be good to spread this out a bit. There may be more at the end of the ramp that was difficult to discern underwater. The addition of riprap on top of this material (if available), is also recommended as it would likely help attenuate sediment generation and transport into the bay.

- Loose soil on either side of the top of the ramp (Photo 5) should be pulled back (away from the beach), contoured and compacted. This material could be used to complete the top of the ramp and create a smooth transition from the gravel roadway to the concrete. Any remaining material should be spread on the roadway and compacted to improve drainage (Photo 6).
- The road and parking area should be contoured to shed water and avoid pooling (Photo 7). Remaining exposed soil on either side of the ramp as well as areas of exposed soil at the landward end of the breakwater, should be grass seeded with an appropriate erosion inhibiting mix. Hand seed or hydroseed are both acceptable.
- There is a bit of garbage and construction material around the site that should be clean-up (e.g., re-bar, fencing, buckets, pilons, etc.; Photo 8).

We trust that the above meets your current requirements, should you have any questions or comments, please contact the undersigned.



Kim Poupard, R.P.Bio.

Calidris Ecological Services Ltd.

Attachments: Site Photographs



Photo 1. Blast rock has been spread across the landing area just south of the boat launch, The material appears clean and likely inhibits erosion and sediment generation. The Deere 300 excavator in the background is not associated with this project. Ownership of the light plant is not known.



Photo 2. Showing excess geotextile cloth along the riprap on the north side of the ramp, below the water line during the 17-Nov.-2025 site inspection.



Photo 3. Showing excess geotextile cloth along the riprap on the north side of the ramp during the 17-Nov.-2025 site inspection. Note the large gap between the cloth and the edge of the ramp. Rebar shown in this photo should also be removed.

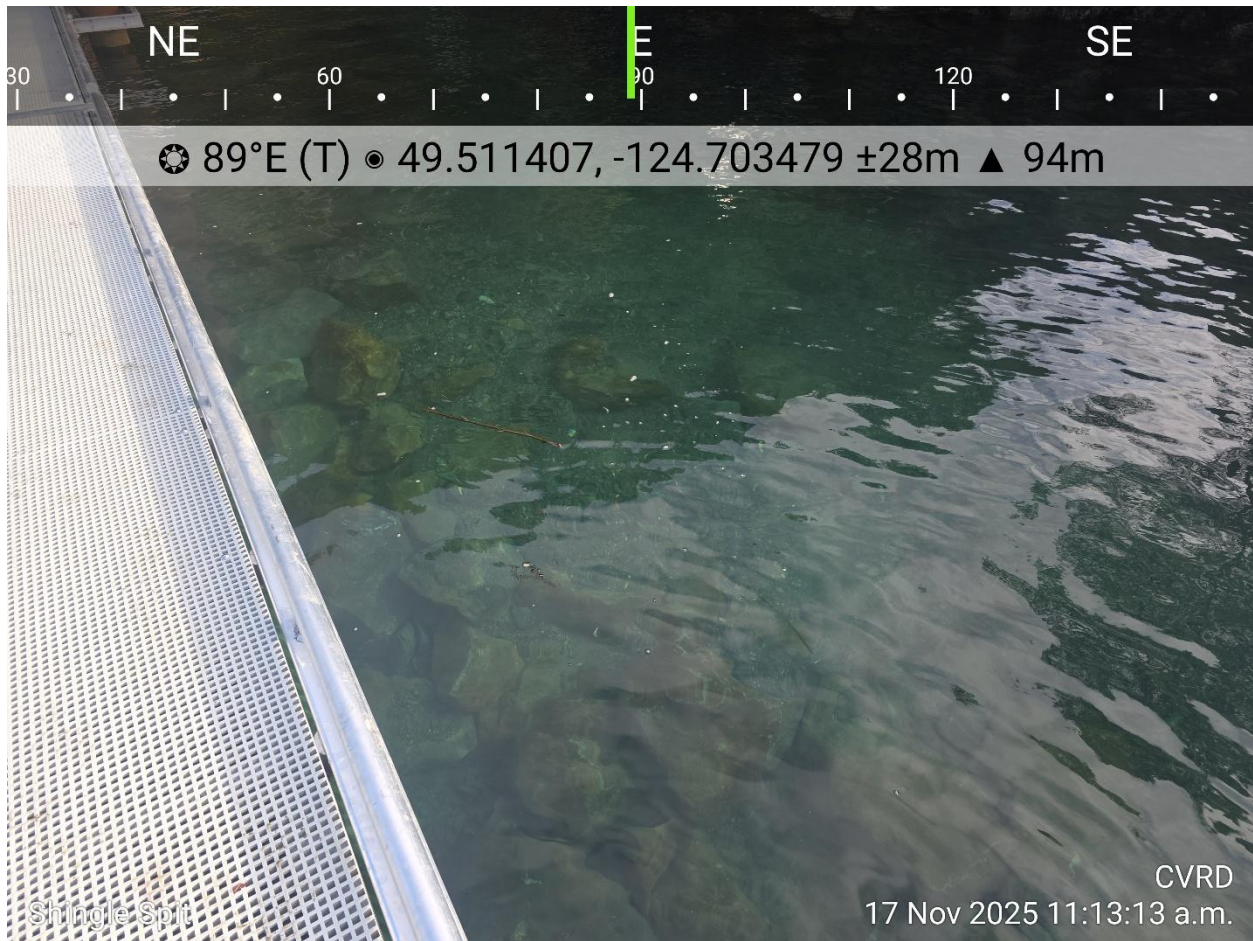


Photo 4. Though somewhat obscured by the reflection on the water surface, there is a substantial amount of material piled on the south side of the ramp. If there is an opportunity to spread this material out and/or add riprap on top of it. It would likely attenuate sediment generation from this pile.



Photo 5. Fill material on the edge of the ramp should be pulled back and used to create a smooth transition from the roadway to the top of the ramp. This area, as well as any other areas of bare soil off of the driving surface, should be grass seeded.



Photo 6. Showing muddy areas and minor water pooling on the driving surface that could benefit from some minor contouring. Exposed soils that remain along the foreshore (at right), should be seeded with an appropriate erosion inhibiting seed mix.



Photo 7. Showing recently cured concrete at the top of the ramp as well as the transition area that needs to be filled in.



Photo 8. Showing cut-slope at the landward end of the breakwater that should be grass seeded. Also note the waste fencing at center left that should be cleaned up. The pile of beach wood behind the fencing, as well as another small pile at the south side of the parking/barge landing area, should also be distributed in a “natural” configuration across the foreshore.