

1. Project Overview

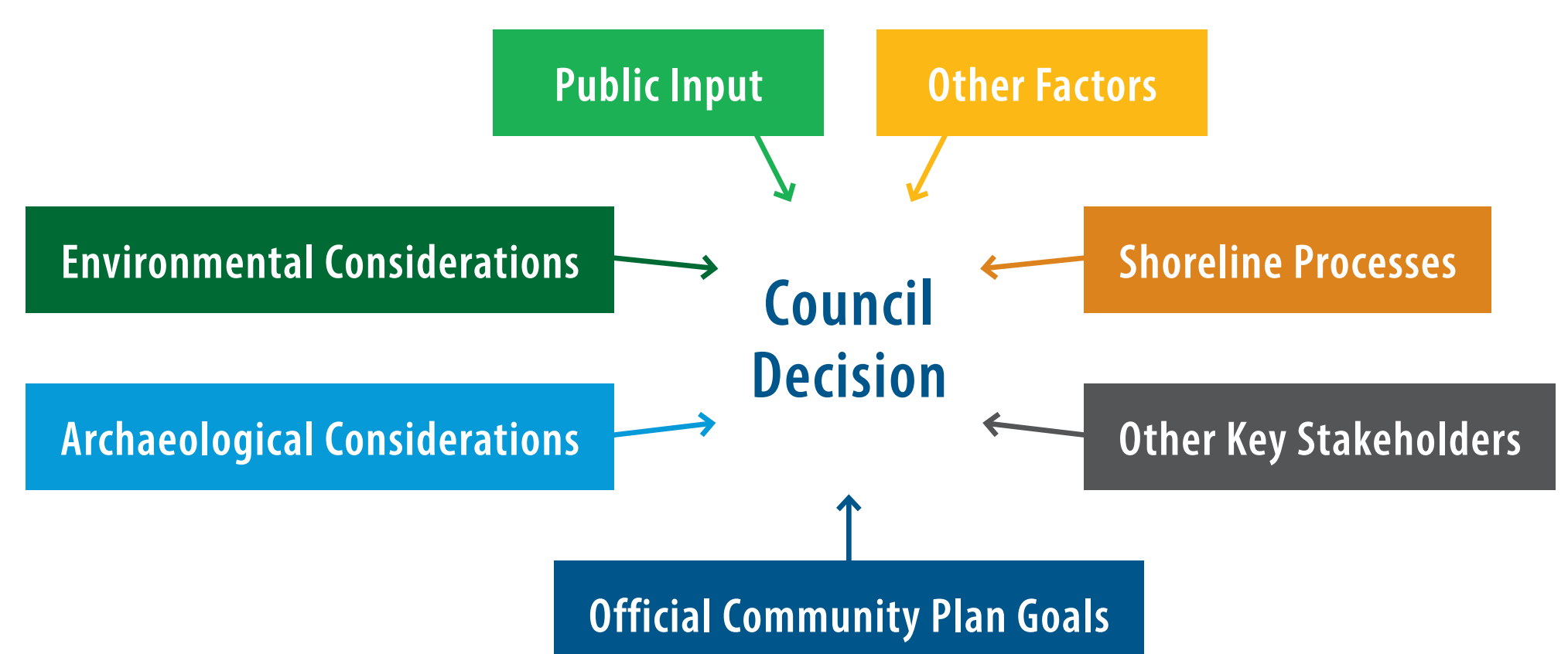
The Colwood Waterfront Stewardship Plan (CWSP) is intended to provide the Colwood community with a master plan for protecting and enhancing the waterfront and guiding decision-making by Council and staff for 10+ years.

The final CWSP will be informed by existing policies as well as public and stakeholder input. It will provide a high-level plan for the entire Colwood waterfront and public space concept designs for the detailed study area (Fort Rodd Hill to Royal Beach). Central to the plan is the development of design concepts that are resilient to climate change, that protect ecological and archaeological resources, and that enhance wildlife habitat while also providing amenities and safety improvements that the community desires.

This feedback opportunity falls under CONSULT on the IAP2 spectrum of engagement, meaning Council will “listen, acknowledge citizen concerns, and provide feedback on how their input influenced Council’s decision.

COUNCIL DECISION-MAKING

Community input is one important factor among many that Council must consider.



PROCESS

PHASE 1: CONTEXT & SITE ANALYSES

FEBRUARY - MARCH, 2021

The Project Team conducted analyses and developed a Needs Assessment Report and a Multidisciplinary Shoreline Assessment Report, both of which will inform the work of Phases 2-4.

PHASE 2: CONSULTATION & PRELIMINARY DESIGN

MARCH - JUNE, 2021

Two rounds of community/stakeholder consultation will be undertaken:
Round 1 will introduce the project and solicit initial feedback to inform preliminary design ideas.
Round 2 will harvest feedback on preliminary design options developed after Round 1.

PHASE 3: PLAN DEVELOPMENT & REFINEMENT

JUNE - SEPTEMBER, 2021

Your input will be incorporated into a report for Colwood Council to help them make decisions about next steps and create options for how the waterfront is enjoyed and managed in the future.

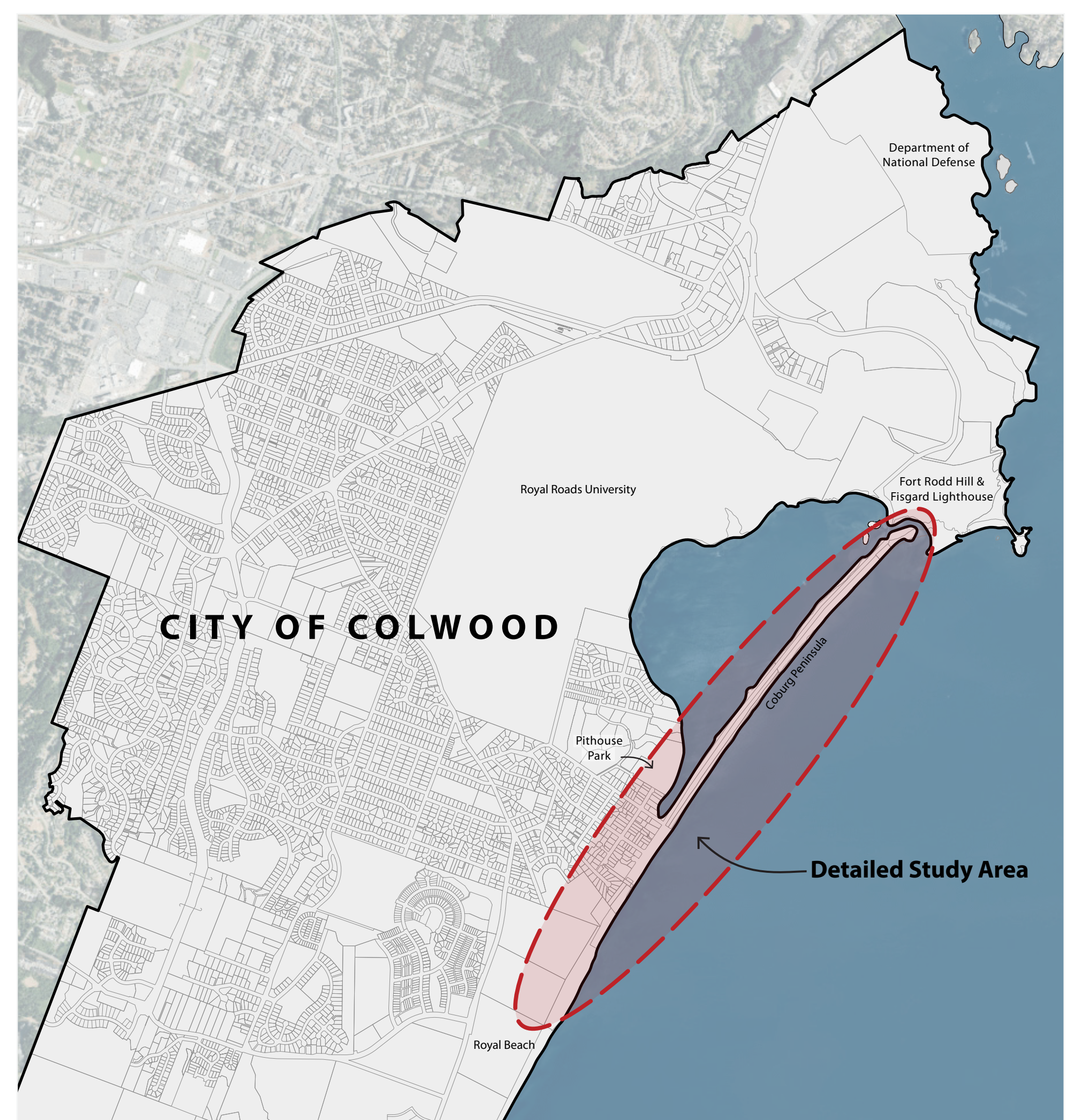
PHASE 4: FINAL PLAN

FALL 2021

The final CWSP report will be refined back on community and staff feedback – and then presented to City Council at a public meeting.

STUDY AREA MAP

The Waterfront Stewardship Plan will provide a high-level plan for the entire Colwood shoreline with specific public realm improvements along the 4 km long shoreline from Fort Rodd Hill to Royal Beach.



2. What We've Heard

We are now in the second round of community engagement for the Colwood Waterfront Stewardship Plan (CWSP). The goal of this round is to collect feedback from the community on concept options for the waterfront. The concept options presented in the following pages build on detailed background analyses by the consulting team, review of previous studies and reports, and input from community members, key stakeholders, project partners, and Colwood's Waterfront Coastal Processes Committee.

ROUND 2 ENGAGEMENT – REFINING IDEAS

In Round 2, we have transitioned from asking for the community's ideas for the waterfront and identifying issues to refining directions, providing recommendations, and developing concepts. During this round of engagement, we will collect feedback from the community that will help us adjust and refine concept ideas, ultimately leading toward a draft CWSP. The concepts are intended to be a starting point, and are fully adjustable and changeable based on community feedback. Your input is vital to the project.

ROUND 1 – WHAT WE DID

- 9 formal presentations (e.g., City Council, committees, Songhees & Esquimalt Nations)
- 12+ stakeholder meetings and presentations (e.g., community, staff and stewardship groups)
- 134 online (and written) survey responses
- On-going feedback from community members and stakeholders (e.g., via email)

ROUND 1 – KEY THEMES

In the first round of engagement, four high-level themes emerged that will guide the creation of the CWSP:

Adaptive Design + Environmental Protection & Enhancement:

- » The migratory bird sanctuary, importance of wildlife habitat, shoreline sediment processes, and preservation of the natural character of the shoreline were all strongly heard in Round 1 and were generally the most commonly-discussed elements of the waterfront.

Improved Access & Accessibility

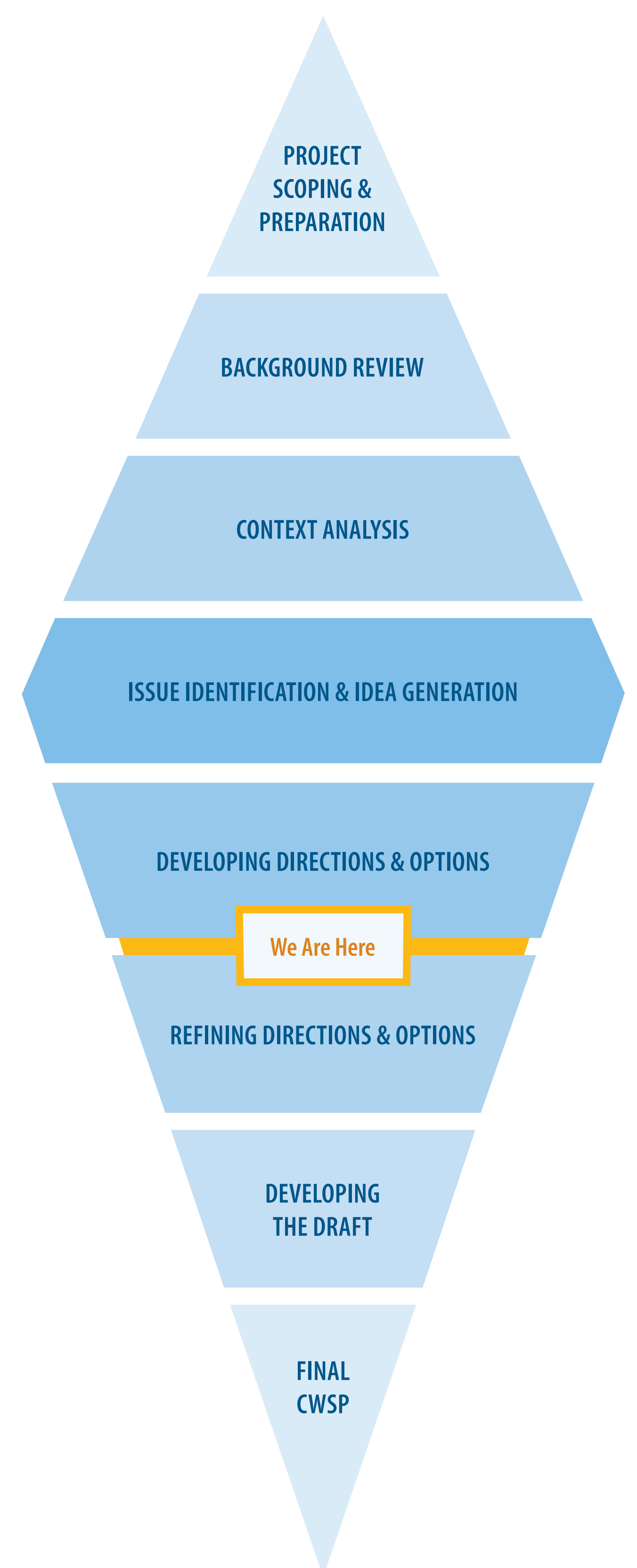
- » Although some community members would like to see portions of the shoreline closed to people and pets, the predominant message from the community is continued enjoyment and access to the waterfront, including vehicle access along Ocean Boulevard. Universal Accessibility improvements to the beach area are also a commonly voiced theme.

Celebration of First Nations Culture and Heritage

- » The Colwood shoreline is a key location for local First Nations, and its extensive historical use is evident in the archaeological record. The community has repeatedly expressed the desire to recognize First Nations values and seek partnerships in shoreline improvements wherever possible.

Amenity Improvements

- » Amenity improvements along the shoreline center primarily on providing a continuous waterfront trail but also include ideas like washrooms at the north end of Coburg Peninsula, sheltered gathering/meeting spaces, garbage and recycling bins, and ecological enhancements (e.g.: plantings, dune restoration, etc.) and protection.



The CWSP process is both divergent (collecting data, generating ideas) and convergent (testing ideas, refining concepts, drafting plans) in nature.

3. What We've Heard

KEY PROJECT PRIORITIES

Five key project priorities and planning responses are emerging as follows:

Ecological Stewardship

The project will be designed in partnership with local stewardship groups to respect ecological and archaeological considerations.

Park Amenities in riparian areas will require permitting and ideally, partnerships with First Nations, DFO, Transport Canada, FLNRORD, Parks Canada, and Local Stewardship Groups.

DIRECTIONS:

- » Pursue sediment management strategy consistent with Green Shores objectives.
- » Design ecological enhancements hand in hand with proposed amenities.

Event Spaces

The project will pursue the transition of programmed events away from the lagoon area (see Board 8 for further details).

DIRECTIONS:

- » Provide new facilities at Royal Beach and Pithouse Park that accommodate programmed events of various types and scales.

Mitigate Impacts from Intensifying Use

Control access to sensitive areas, improve safety and provide accessibility enhancements.

DIRECTIONS:

- » Use fencing, thicket plantings, riparian enhancements, and salt-marsh restoration to mitigate trampling of vegetation in sensitive areas.
- » Calm traffic and provide designated multi-use pathway.
- » All new facilities to consider universal accessibility requirements.

Beach Greenway Connections:

In addition to a continuous greenway connection along the Colwood Waterfront, the CWSP proposes to improve greenway connections up into the community (see Board 8 for further details).

DIRECTIONS:

- » Create new and improved greenway connections at Latoria Road, Perimeter Park, Pithouse Park, Belmont Road, and Ocean Boulevard (north).

Shoreline Sediment Management:

Minimize seawalls and explore sediment nourishment to maintain shoreline habitats, recreational quality and the natural character of the beach.

DIRECTIONS:

- » Undertake a whole-shoreline beach nourishment engineering study.
- » Implement a beach nourishment pilot program.



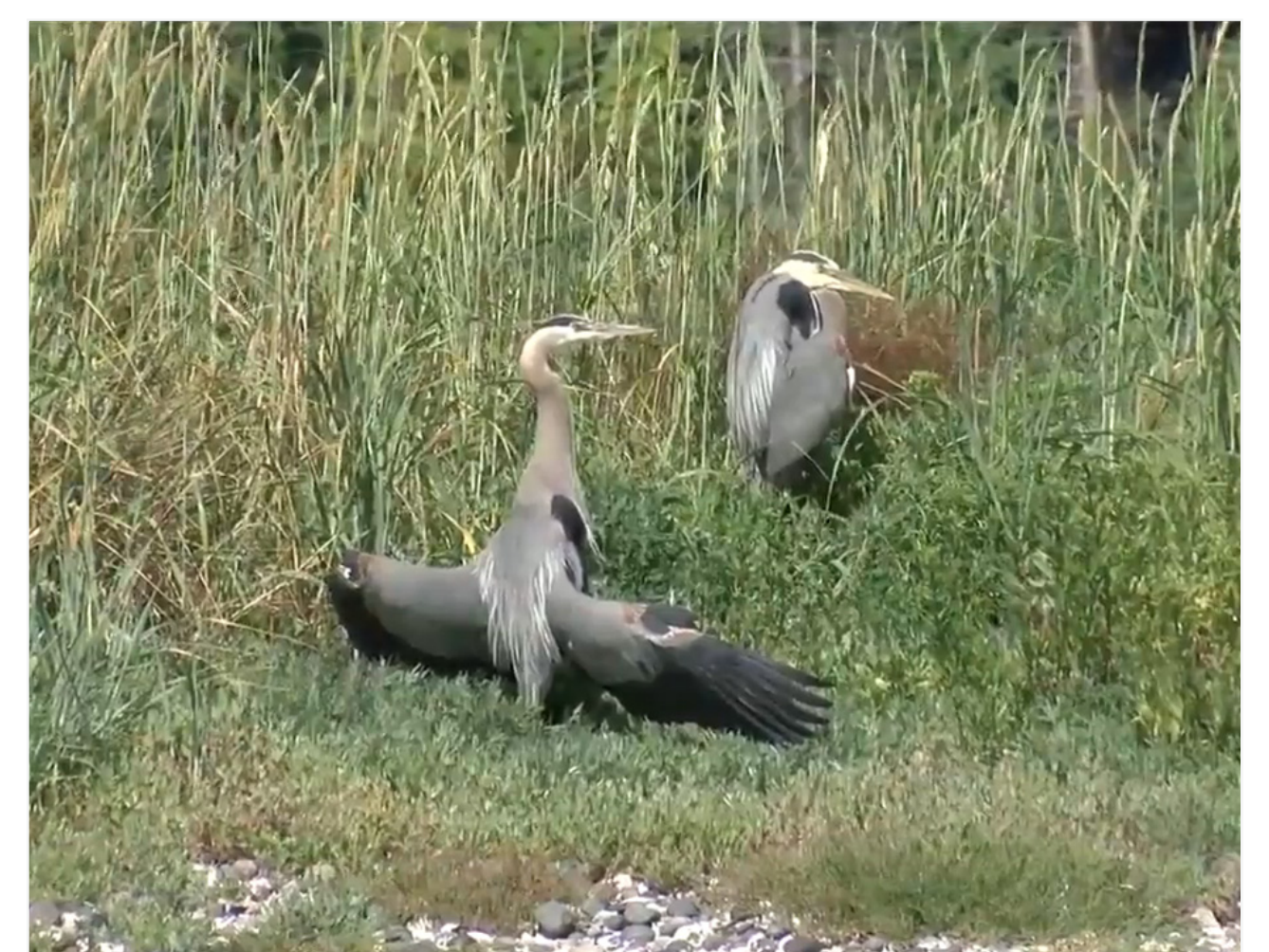
San Francisco Bay trail, California



A well-defined event space away from naturalized waterfront areas



Fencing to support restoration areas at Deception Pass State Park, Whidbey Island



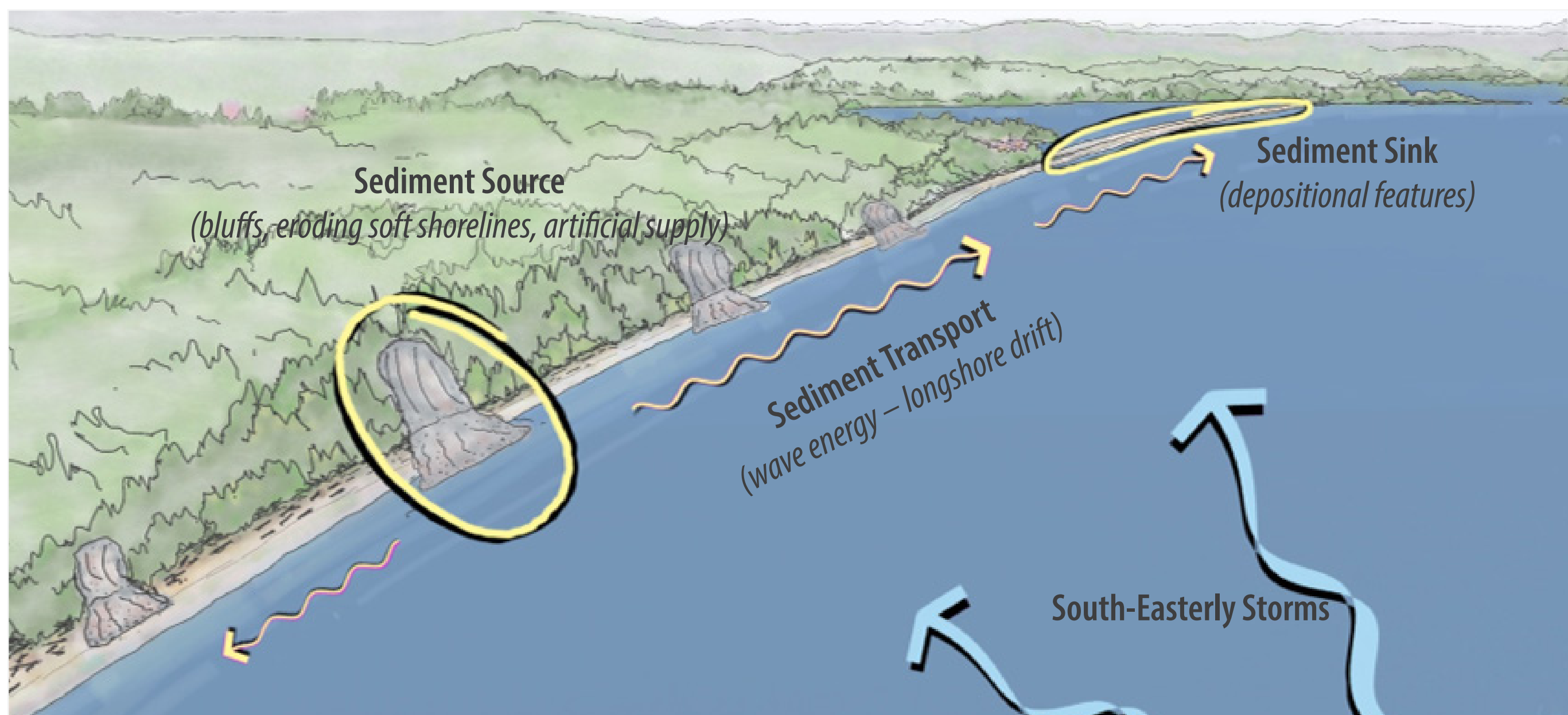
Hérons at the Colwood waterfront

4. Shoreline System

OVERVIEW

Pre-Disturbance Shoreline (Pre-1890's):

Prior to the start of gravel pit operations at Producer's Pit, the sediment system was fed by active bluffs south of the lagoon. Waves from south-easterly storms pushed sediment predominantly northward (see diagram below).



Pre-disturbance, the spit represented the key depositional feature in the system.

- The Spit was much coarser – pebble and cobble sediment.
- The Spit was washed over during storm events.
- There was little vegetation (some gumweed is visible in the historical photo below).

Post-Disturbance Shoreline (Pre-1890-1950):

During gravel pit operations, the sediment system was artificially nourished by an over-abundance of sediment 'leaking' from Producer's Pit. Vegetation stabilized bluffs either side of the pit during this time. The Spit remained the primary sediment source, with excess sediment continuing northward past Fort Rodd Hill.

Expected Future Shoreline:

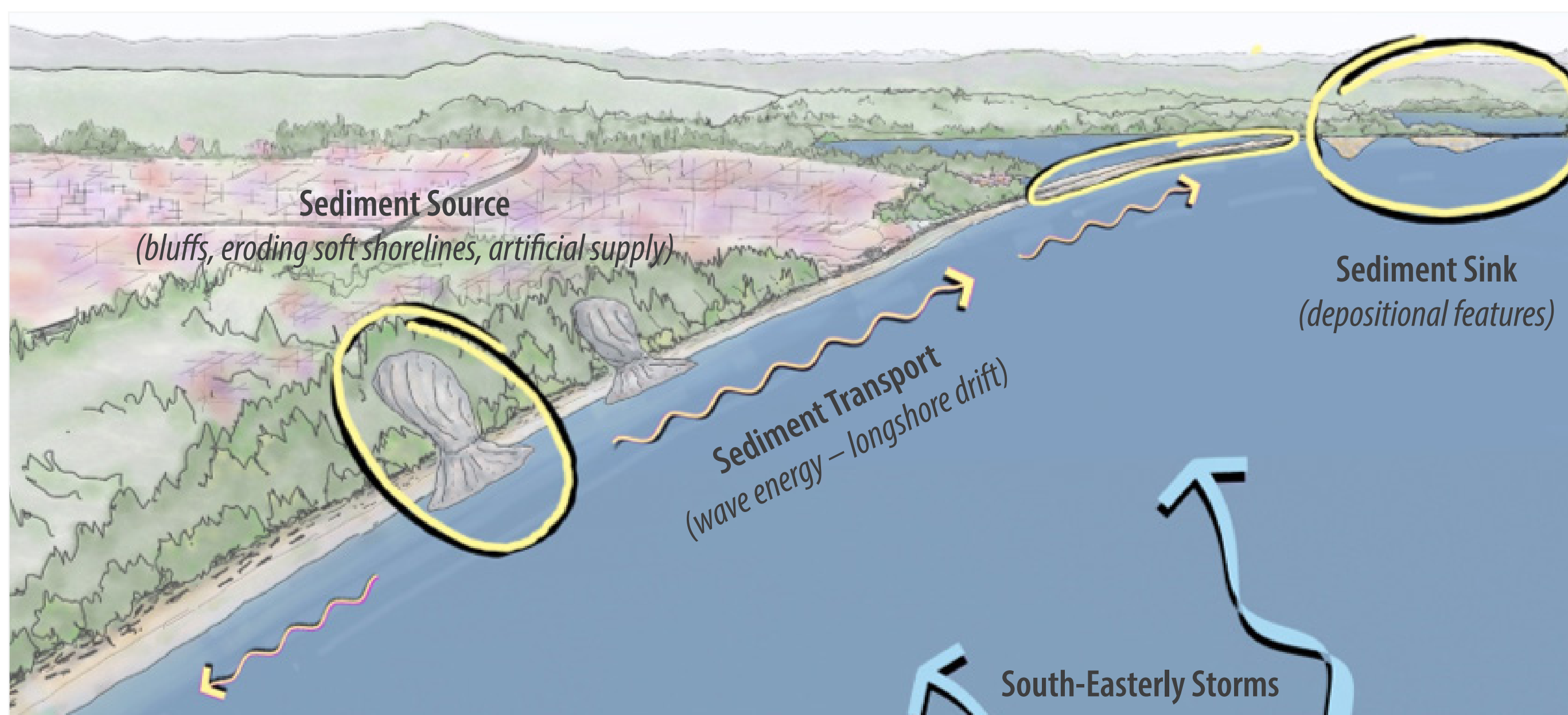
Starting around 1950, the Causeway to Fisgard Lighthouse began trapping sediment at the north end of the Lagoon. In 2007, Producer's Pit ceased operation. Since then, waves continue to move sediment predominantly northward. Sediment supply to the system is likely to come from beach over-steepening and subsequent re-activation of bluffs.



Historical image of the spit, pre-disturbance



Comparison of 1942 (blue) and 2019 (red) high water marks



Sediment Movement is Inevitable:

Whether a shoreline is hardened or is nourished with sediment, wave energy will continue to move sediment along the shoreline. If a sediment shoreline is hardened with seawalls (ie: to protect property values), waves will continue to move beach materials, eventually depleting the beach of sand.

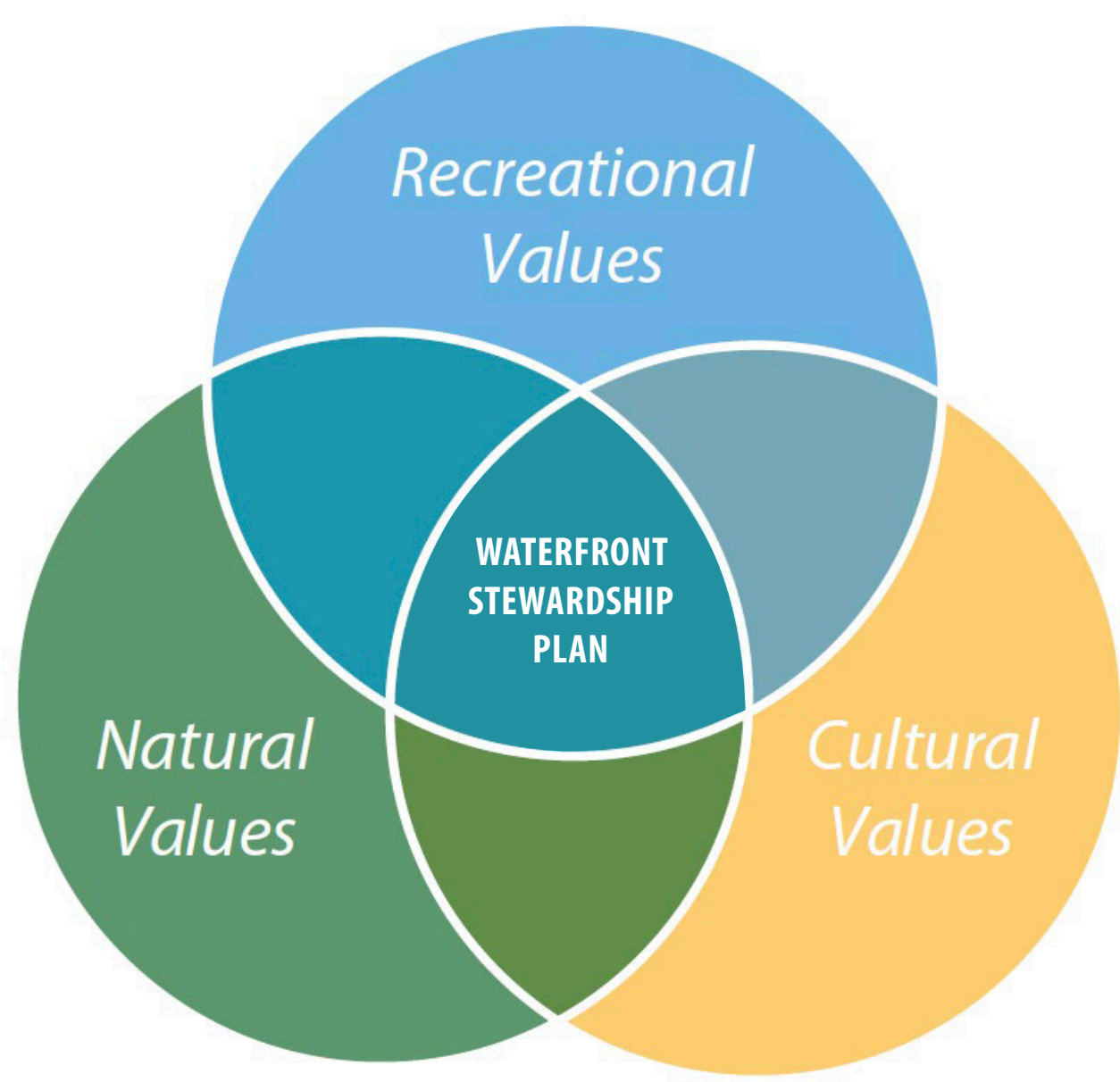
5. Planning Framework

VISION FOR THE WATERFRONT

Colwood’s iconic waterfront is a treasured destination that must hold in balance:

- Resilience to climate change and sea level rise,
- Respect for its unique ecology and archaeology, and
- Value as a vibrant regional destination for recreational and cultural activities

** Paraphrased from the Colwood OCP & Parks Master Plan*



Goal 1: Build Our Understanding & Connection with First Nations

OBJECTIVES

- » Provide opportunities for cultural & artistic expression
- » Provide opportunities for First Nations programs/events
- » Consult throughout plan development with First Nations

Goal 2: Strengthen Our Connectivity

OBJECTIVES

- » Provide facilities that safely connect through the site
- » Provide universally accessible, diverse experiences
- » Extend greenway links into neighbourhoods
- » Program access to balance ecology & recreational use

Goal 3: Protect + Enhance Our Environment

OBJECTIVES

- » Use long-lasting and easy to replace materials
- » Raise or set-back structures and amenities
- » Protect shoreline without degrading values

Goal 4: Encourage Our Community Health + Wellness

OBJECTIVES

- » Integrate community-identified park amenities
- » Formalize parking and calm traffic for safety
- » Capitalize on, protect + enhance natural assets

Goal 5: Promote Accessibility + Inclusiveness

OBJECTIVES

- » Design efficient, safe circulation systems
- » Accommodate vehicles, prioritize other modes
- » Add accessible amenities
- » Program activities & events with partners

Goal 6: Celebrate Our Natural Character

OBJECTIVES

- » Design experientially rich landscapes within nature
- » Maintain and enhance natural amenities
- » Maintain the character of the outer beach

Goal 7: Nurture Our Partnerships

OBJECTIVES

- » Partner with stewardship groups on restoration projects
- » Share information with adjacent landowners
- » Pursue common interests with First Nations



Moonstone Beach, Cambria (California)



2019 National Indigenous People’s Day Festival at Royal Roads

6. Open Space System

CWSP FRAMEWORK

The detailed study area – from Royal Beach to Fort Rodd Hill – is a 4km long public treasure. Less than 20% of the shoreline is protected by a seawall, which means this sandy shoreline represents one of the only largely natural, unprotected sediment beaches on Southern Vancouver Island. However, the wider context of this natural treasure will see significant change over the coming decades. As many as 10,000 people may be added to the adjacent neighbourhoods, with many more on the West Shore as a whole. This increase in population and associated traffic, along with impacts from climate change and increasing vulnerability to erosion, means that Colwood must act to manage these pressures. The early CWSP concepts consider community growth, traffic, climate change, wildlife habitat, public feedback, and many other inputs to arrive at a design scheme that balances key values. The conceptual designs presented are preliminary ideas that are expected to change as public feedback is received and ideas are refined and improved upon.

PERIMETER PARK

Connections, Elevated Walk, Views

MILBURN

Connections, Services, Circulation, Mixing

SOUTH BEACH

Plaza, shelter, accessible parking, bridge, connections

RIFLERY BERM CROSSING

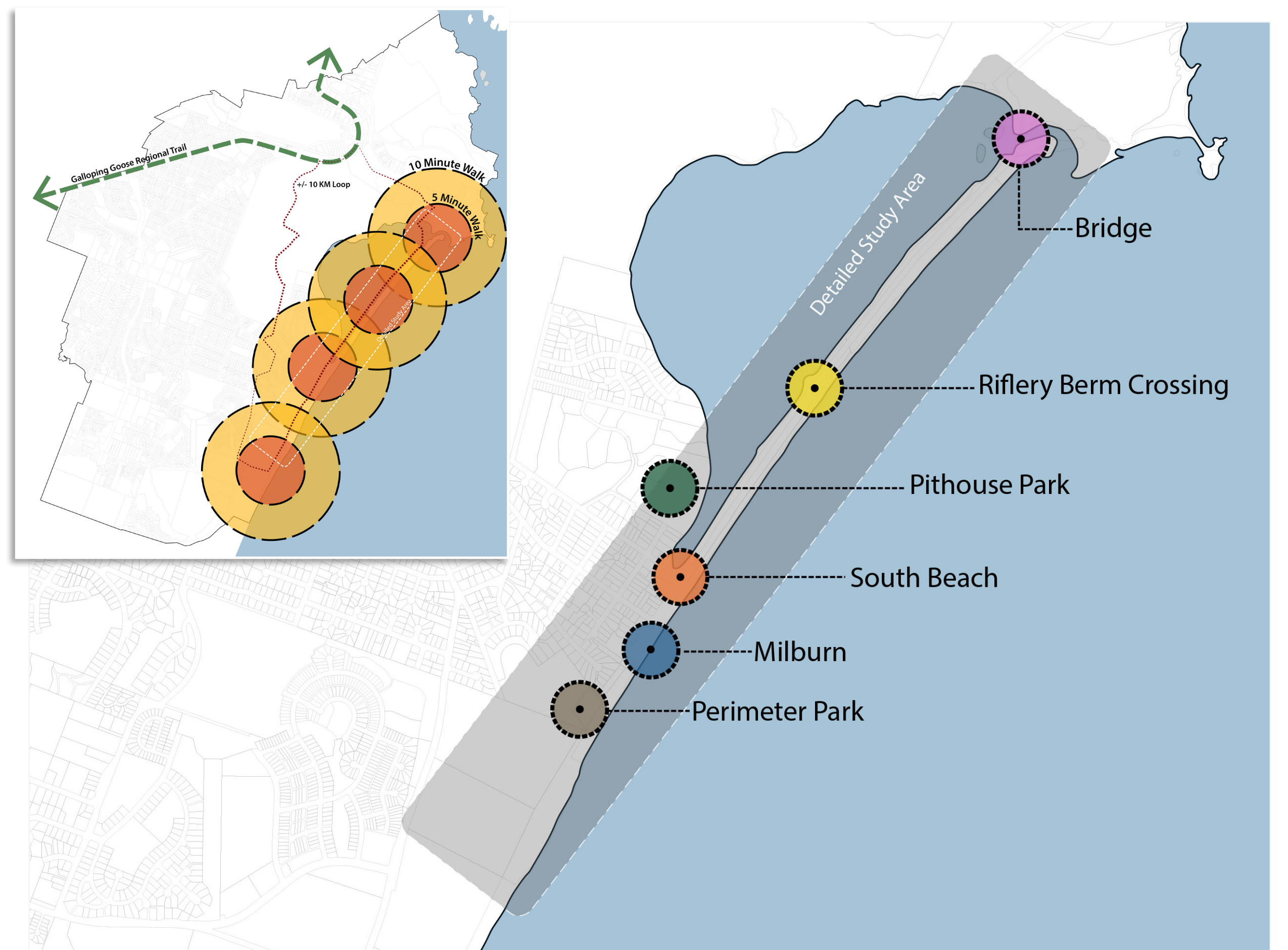
Activity node, safety, traffic calming

COBURG NORTH

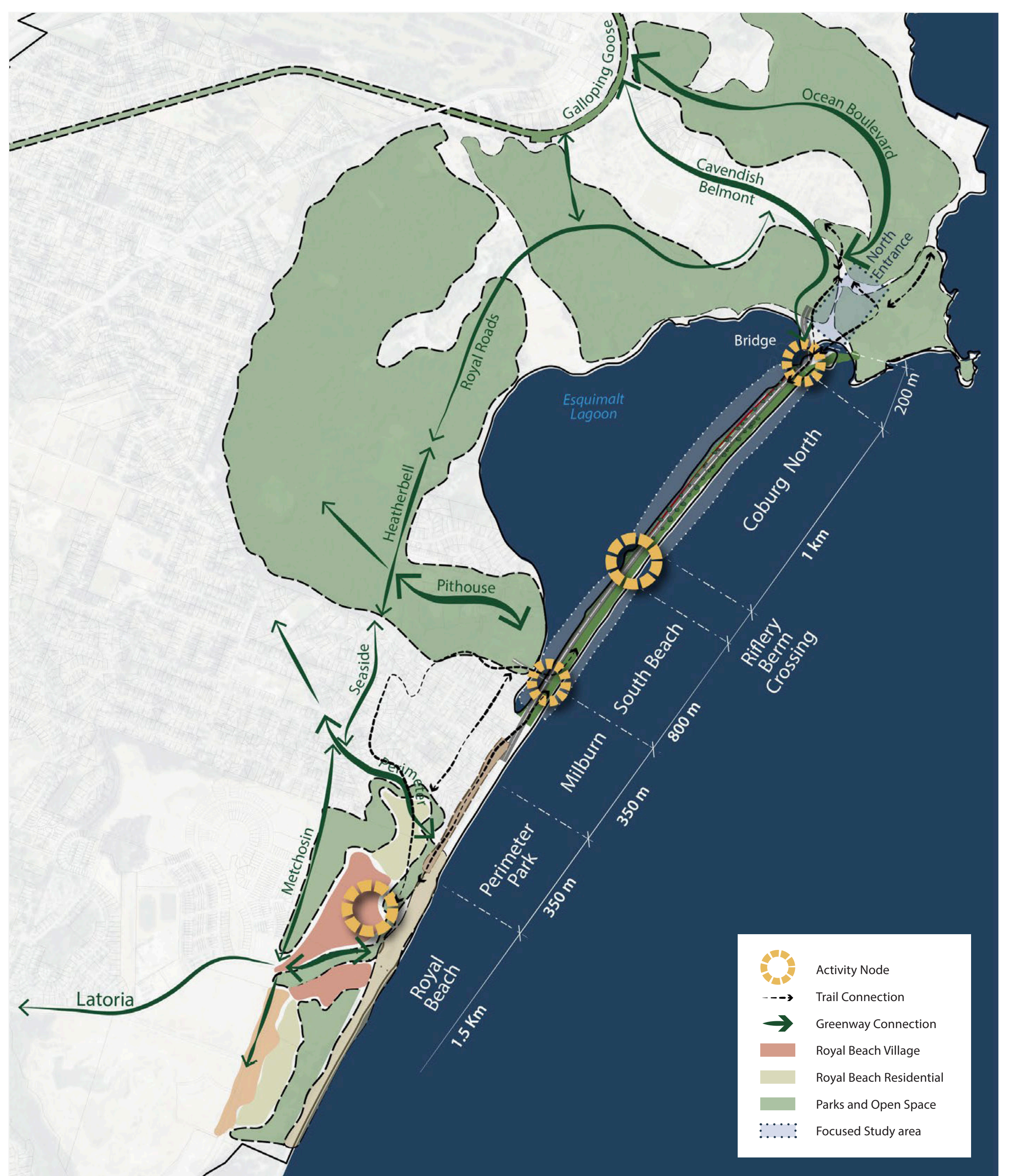
Attached Multi-Use Trail, one or two-way vehicle traffic

Activity Nodes

Activity nodes are proposed at locations where a mix of amenities will improve the user experience at the waterfront and help Colwood manage the park area more effectively. The nodes will be scaled to fit the landscape and designed to be sensitive to environmental and archaeological resources. Each node will be designed hand in hand with ecological enhancements, such as riparian plantings and hedges or fencing to control access. The activity nodes are spaced along the shoreline according to a reasonable, 1-km / 5-minute walking distance between notes. They are also positioned at the intersection of the proposed waterfront walkway and greenway connections up into Colwood neighbourhoods.



Open Space System Nodes



Overview Map

7. Open Space System

Event Spaces

Two locations are proposed in the CWSP – at Pithouse Park and at Royal Beach. Event Spaces will provide the following benefits:

- Accommodate programmed community activities, such as Food Truck festivals, music events or other cultural gatherings.
- Take pressure away from more sensitive and constrained portions of the shoreline like the beach.
- More easily provide the infrastructure necessary to accommodate events (e.g.: turning areas for larger vehicles, electrical connections, lighting, etc. can be incorporated into open space designs to create vibrant, well designed community gathering spaces).
- Given the ecological sensitivity of Pithouse Park in particular, well over 60% of the park will be committed to ecological preservation and enhancement.



Do you agree that well designed, appropriately scaled programmed event spaces at Royal Beach and Pithouse Park will serve as better community gathering spaces than the beach?

Beach Greenway Connections

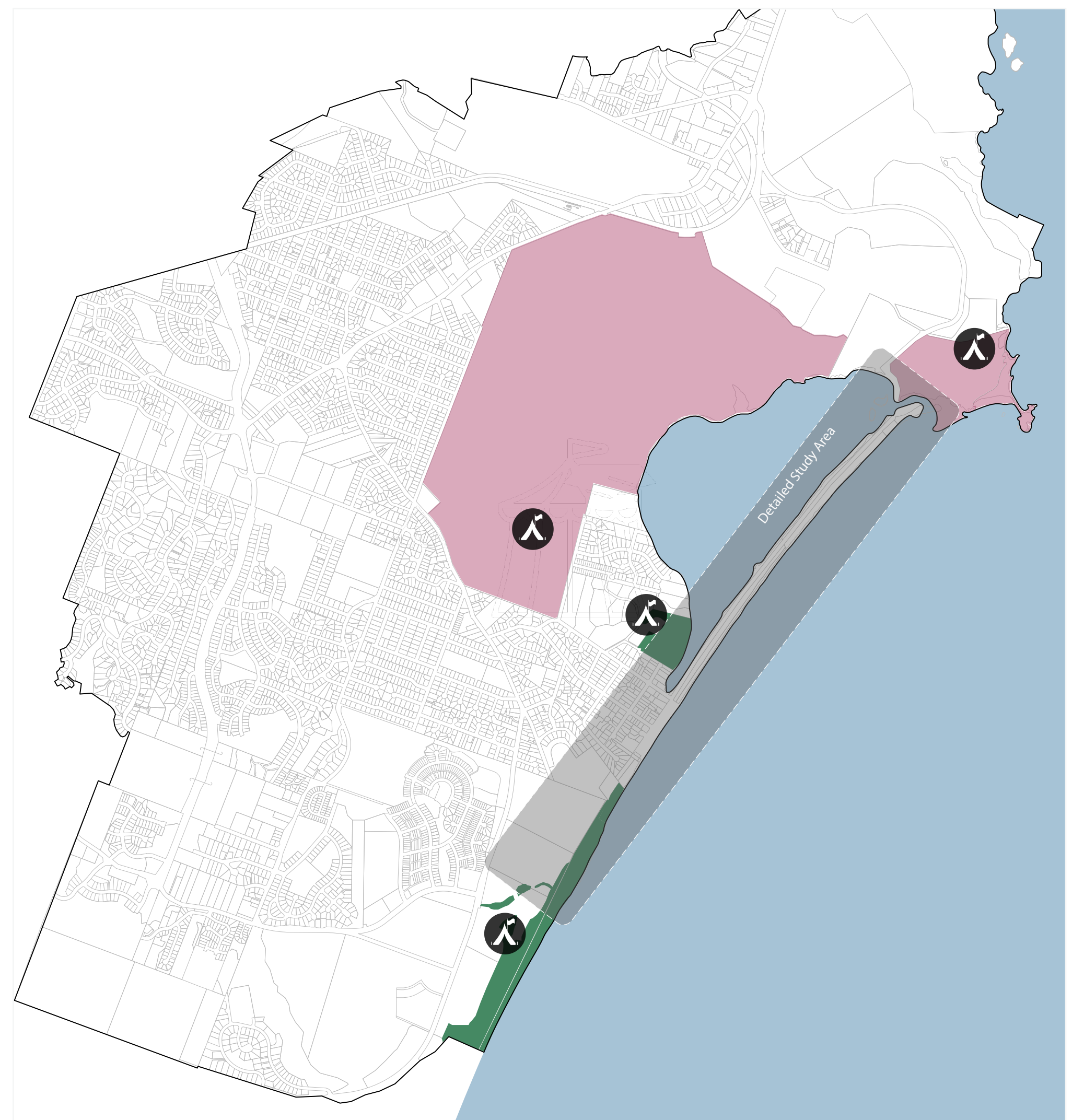
In addition to a continuous greenway connection along the Colwood Waterfront, the CWSP proposes to improve greenway connections up into the community along five main corridors, including: [1] Latoria Road, [2] Perimeter Park, [3] Pithouse Park, [4] Belmont Road and [5] Ocean Boulevard (north).

Greenway connections up from the beach will provide the following benefits:

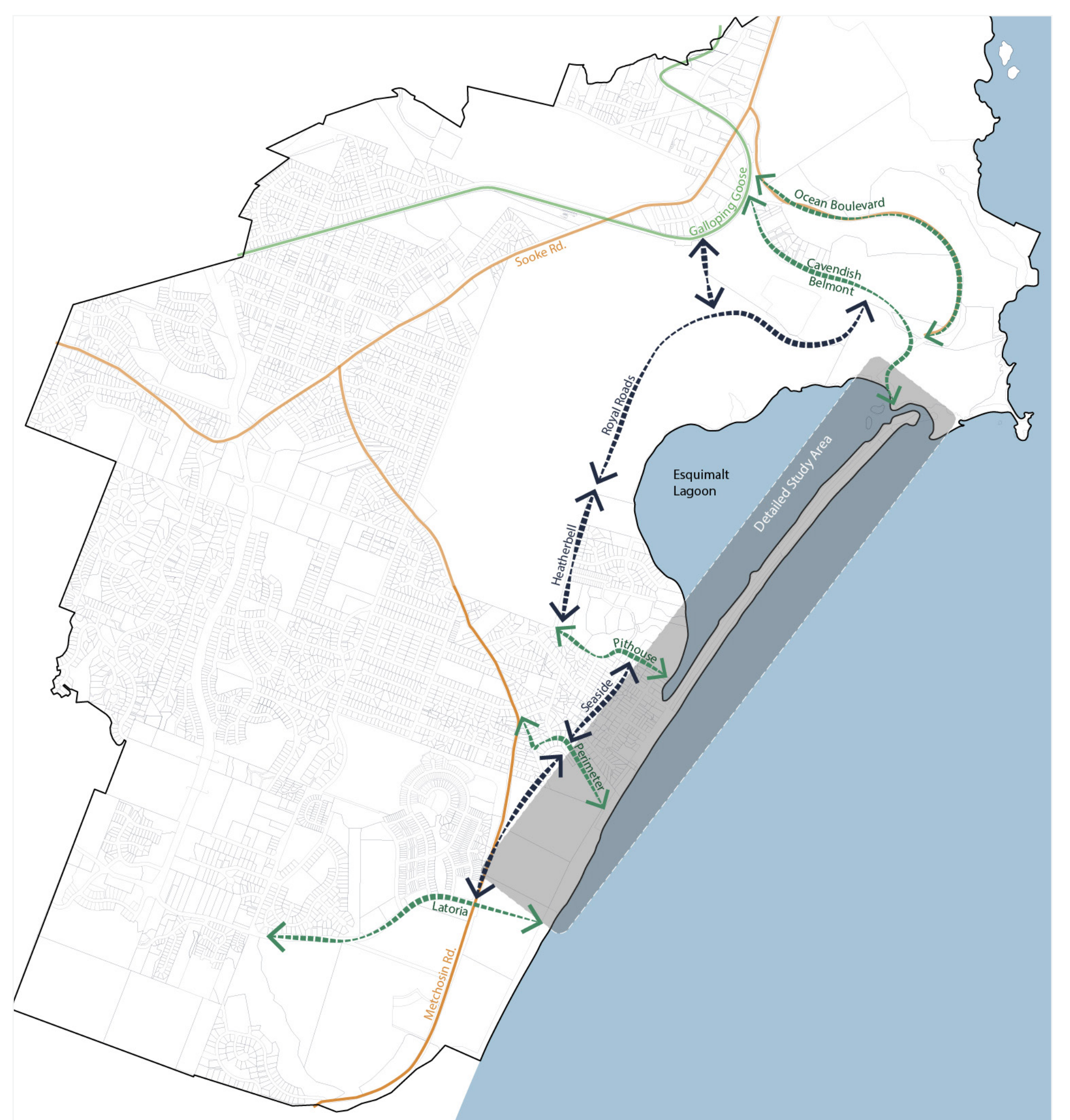
- Allow Colwood residents to make their way to the beach in a safe and enjoyable manner without needing to climb into a vehicle and find parking at the beach.
- Improvements to sidewalk infrastructure and bike lanes, addition of a multi-use trail, or new park trails and bridges such as the improvements proposed through Pithouse Park.
- Extends the experience and enjoyment of the beach up into Colwood neighbourhoods and brings value to the whole community.



Do you agree that greenway connections up from the waterfront into Colwood neighbourhoods enhance the overall CWSP and should be an integral part of the plan?



Event Spaces



Beach Greenway Connections

8. Early Concepts - Perimeter Park



Perimeter Park Conceptual Design

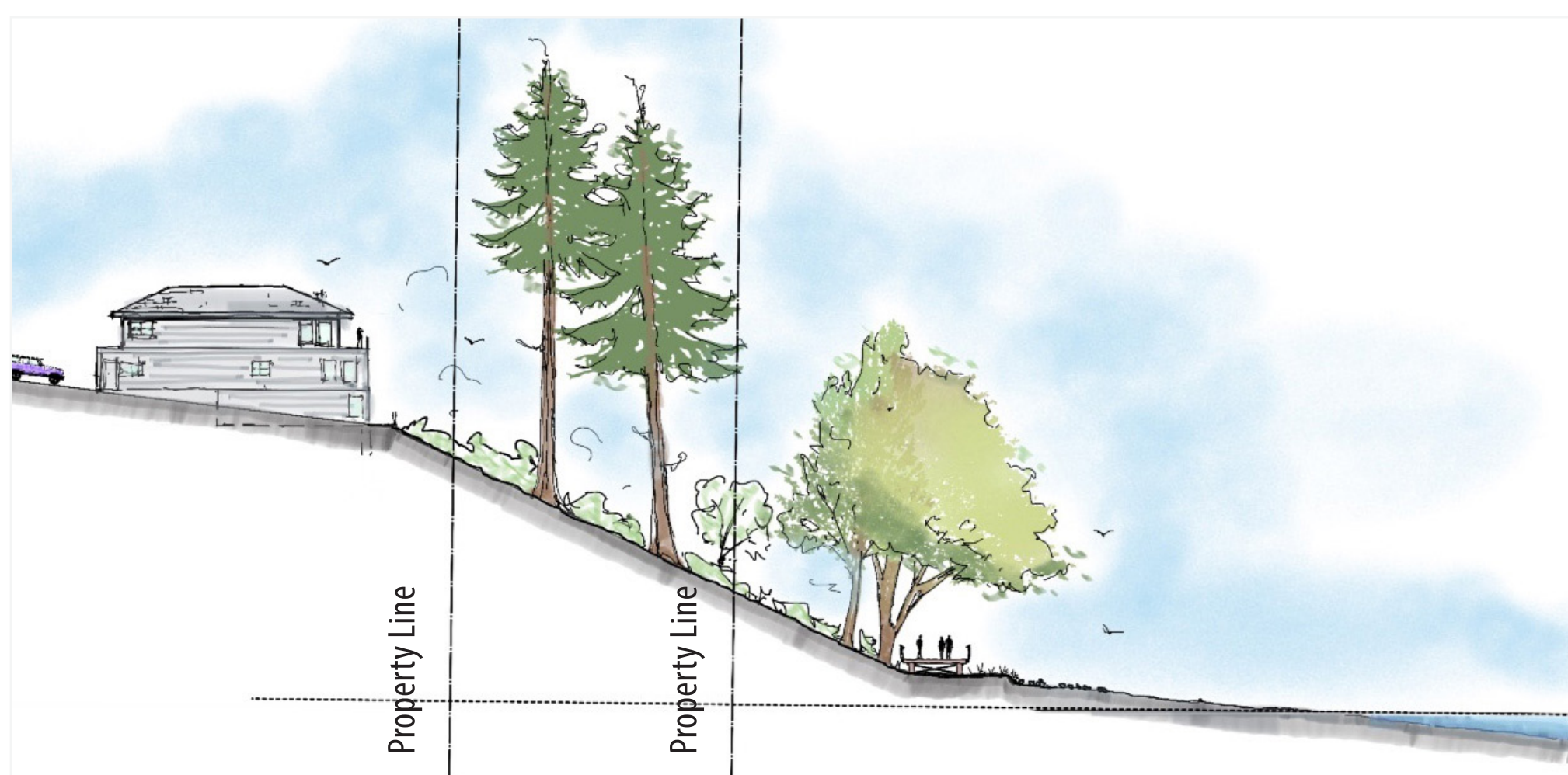
Connections, Elevated Walk, Views

Perimeter Park is constrained to the west by steep bluffs. A relatively narrow stretch of flat land between the bottom of the bluffs and the beach is available for the creation of a multi use trail connection, but this narrow landscape is characterized by water seepages, wetlands, and large trees, and is not well suited for construction of a conventional trail surface. To address these constraints, the Perimeter Park section of Colwood's waterfront greenway is proposed as an elevated walkway. The elevated walkway provides the following benefits:

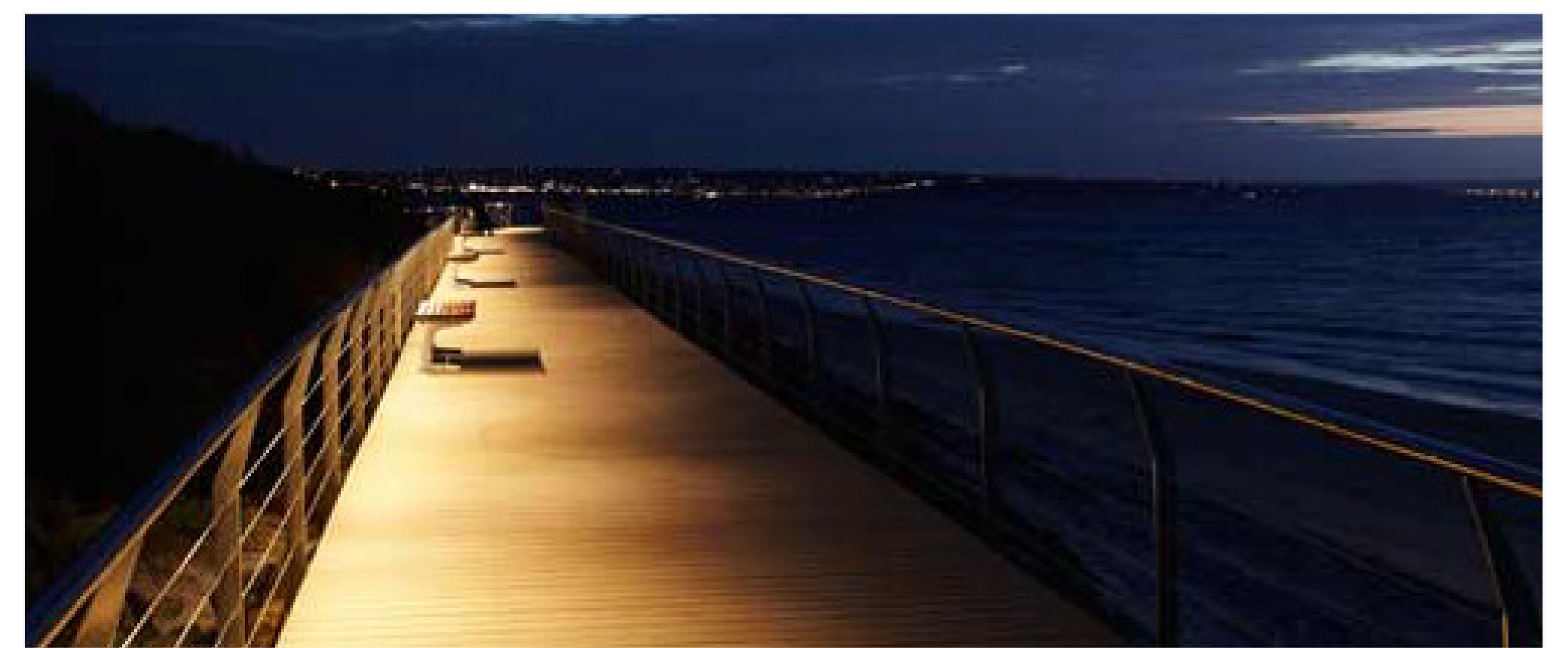
- Connects the future Royal Beach neighbourhood to the Seaside and Lagoon neighbourhoods.
- Ensures year-round access to what is likely to become a heavily used portion of Colwood's continuous waterfront trail.
- Minimizes impacts to the landscape in the short term. Remains resilient to sea level rise in the long term.
- Fish-sensitive lighting can help improve safety for trail users.
- Steps from the elevated walkway down to the beach at intervals will facilitate controlled beach access.



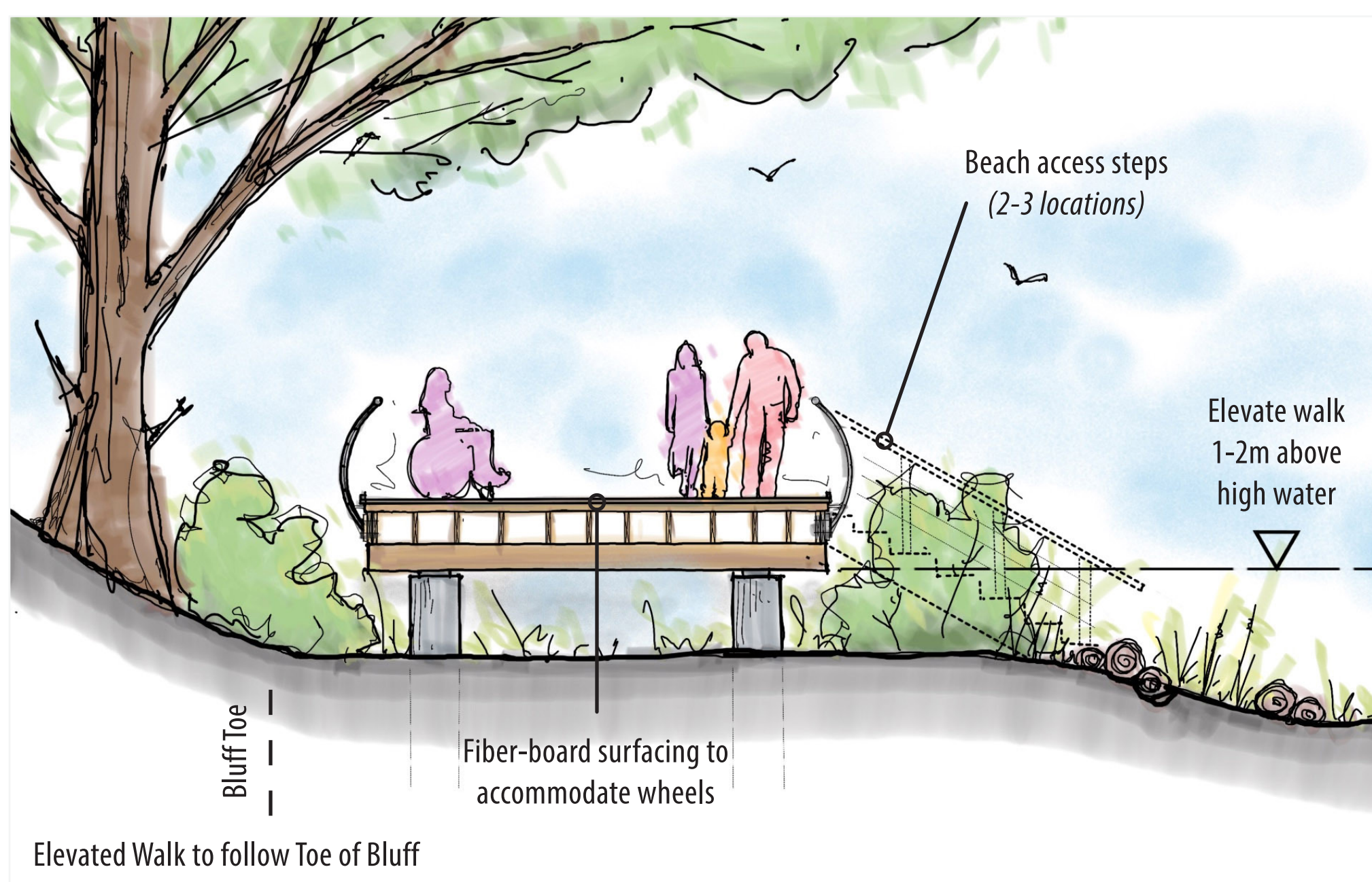
Do you see an elevated walkway along the waterfront through Perimeter Park as a worthwhile investment for the community?



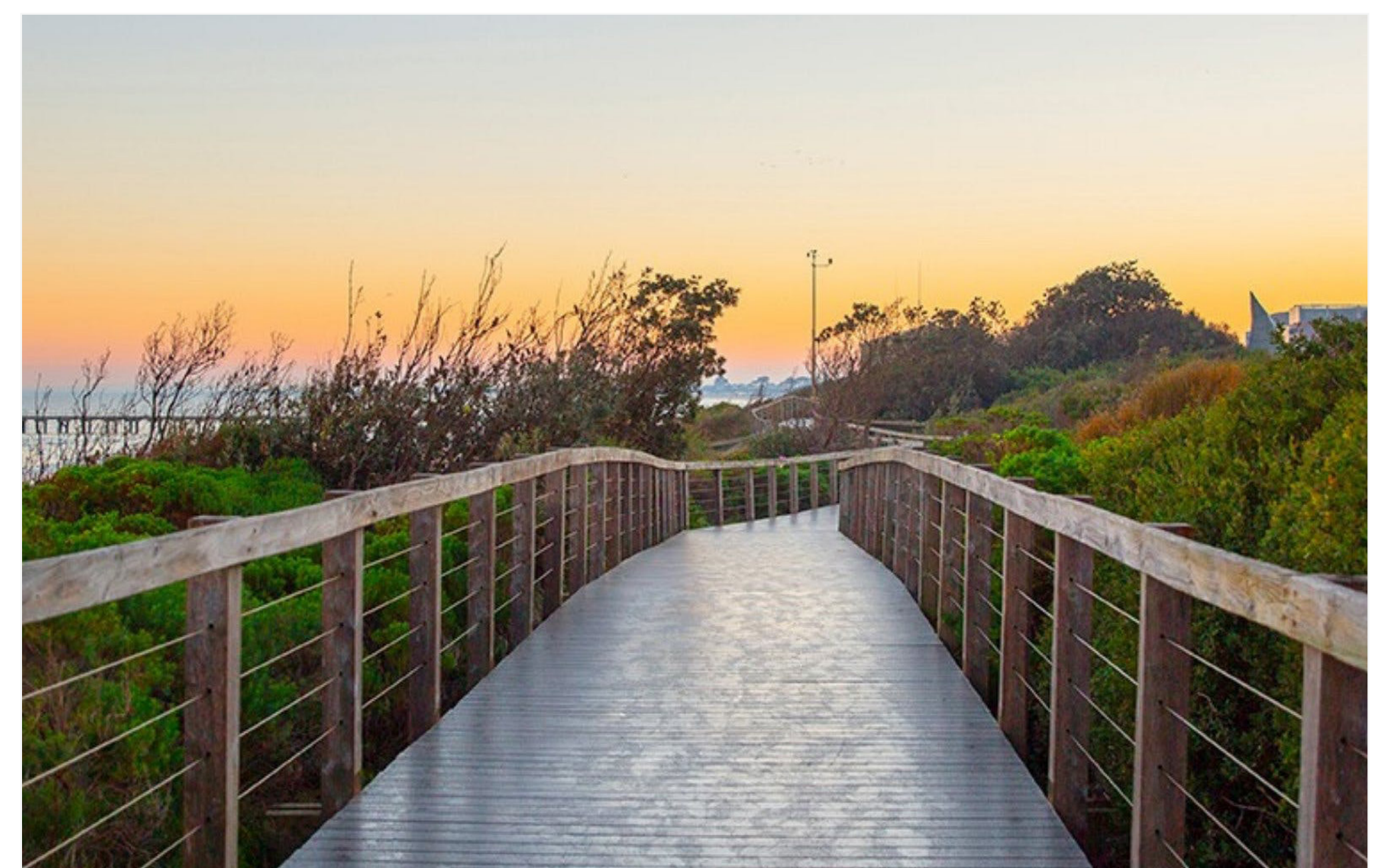
Bluff Context



Precedent Lighting



Elevated Walk



Precedent Boardwalk

9. Early Concepts - Milburn



Milburn Conceptual Design

Connections, Services, Circulation, Mixing

The section of Colwood's waterfront between Perimeter Park and Milburn Road is currently constrained by dense vegetation on the slope above Ocean Boulevard. It is occupied by the southern leg of Ocean Boulevard that serves as an access road to a duplex lot adjacent to Perimeter Park, and an informal beach access and parking lot. The portion of waterfront between Milburn Road and Lagoon Road consists of a low, sparsely vegetated berm.

Proposed improvements for the Milburn section of shoreline consist of the following:

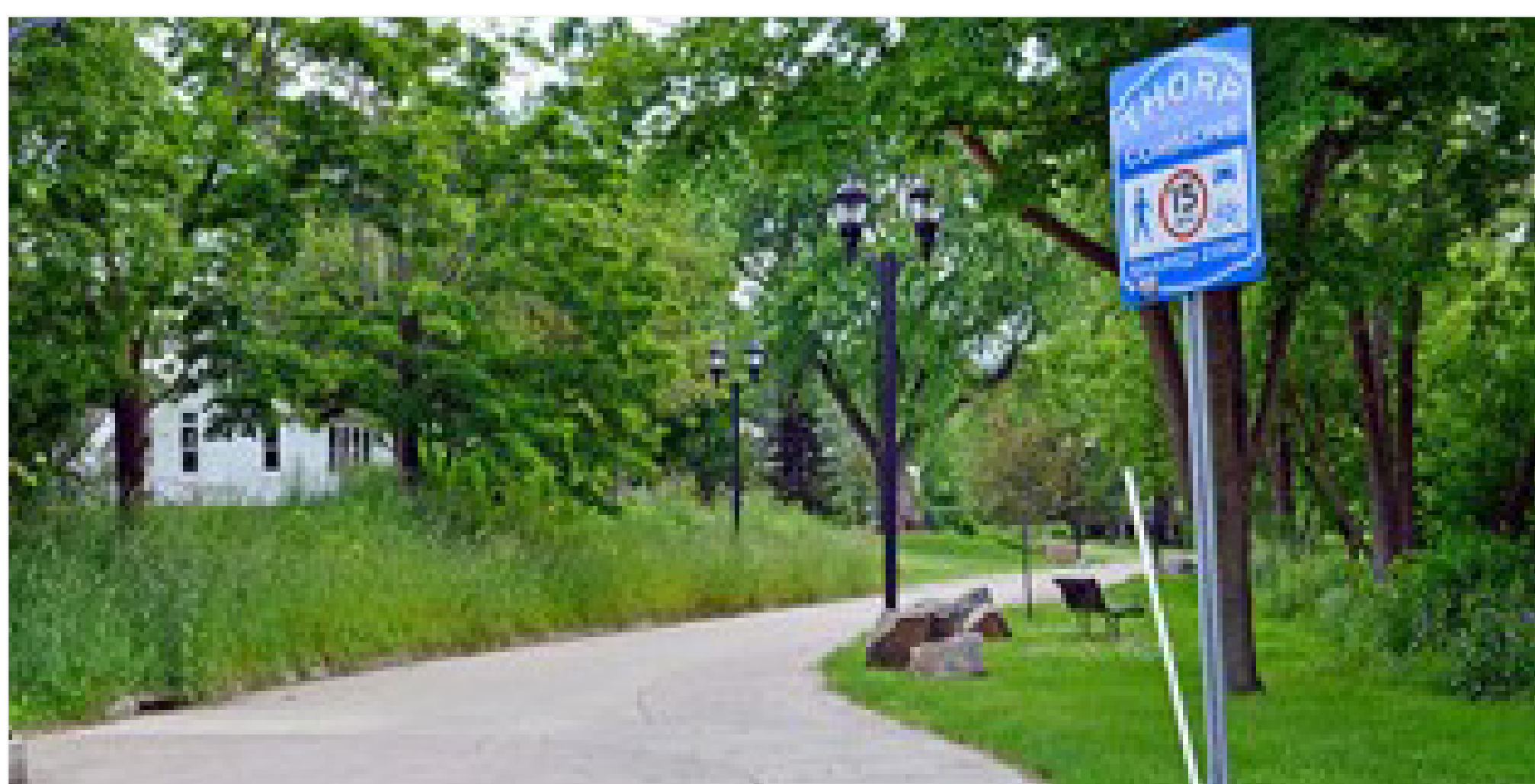
- Reconfiguration of the south leg of Ocean Boulevard to a 'Woonerf' that will improve pedestrian safety.
- Reconfiguration of parking to remove pedestrian/vehicle conflicts.
- Extension of the waterfront multi-use trail between Milburn Road and Lagoon Road.
- Ecological enhancements throughout.
- Trailside amenities such as benches, garbage cans, beach access points and wayfinding signage.
- Addition of clearly demarcated universally accessible parking stalls.



With an expected increase in pedestrian traffic between Royal Beach and the lagoon area, do you feel the current design suitably accommodates pedestrians?



Public art on the waterfront



A 'woonerf' (shared space street) that prioritizes walking and cycling over car traffic



A large bench utilizing robust natural materials

10. Early Concepts - Pithouse Park



Pithouse Park Conceptual Design

Natural Ecology, Gathering, Play, First Nations, Parking, Orchard, Interpretation

Pithouse Park is an undeveloped, spectacular, oceanfront property that Colwood is fortunate to have as part of the park system. The site was cleared of natural vegetation as part of an old farm, but is beginning a natural process of re-vegetation. It is rich with water seepages and riparian habitat along the waterfront, and contains an old orchard area with still-productive fruit trees. Pithouse Park is also the site of known archaeological resources, so proposed amenity additions will require careful consideration. Ideally, the design of new facilities in Pithouse Park will include the following:

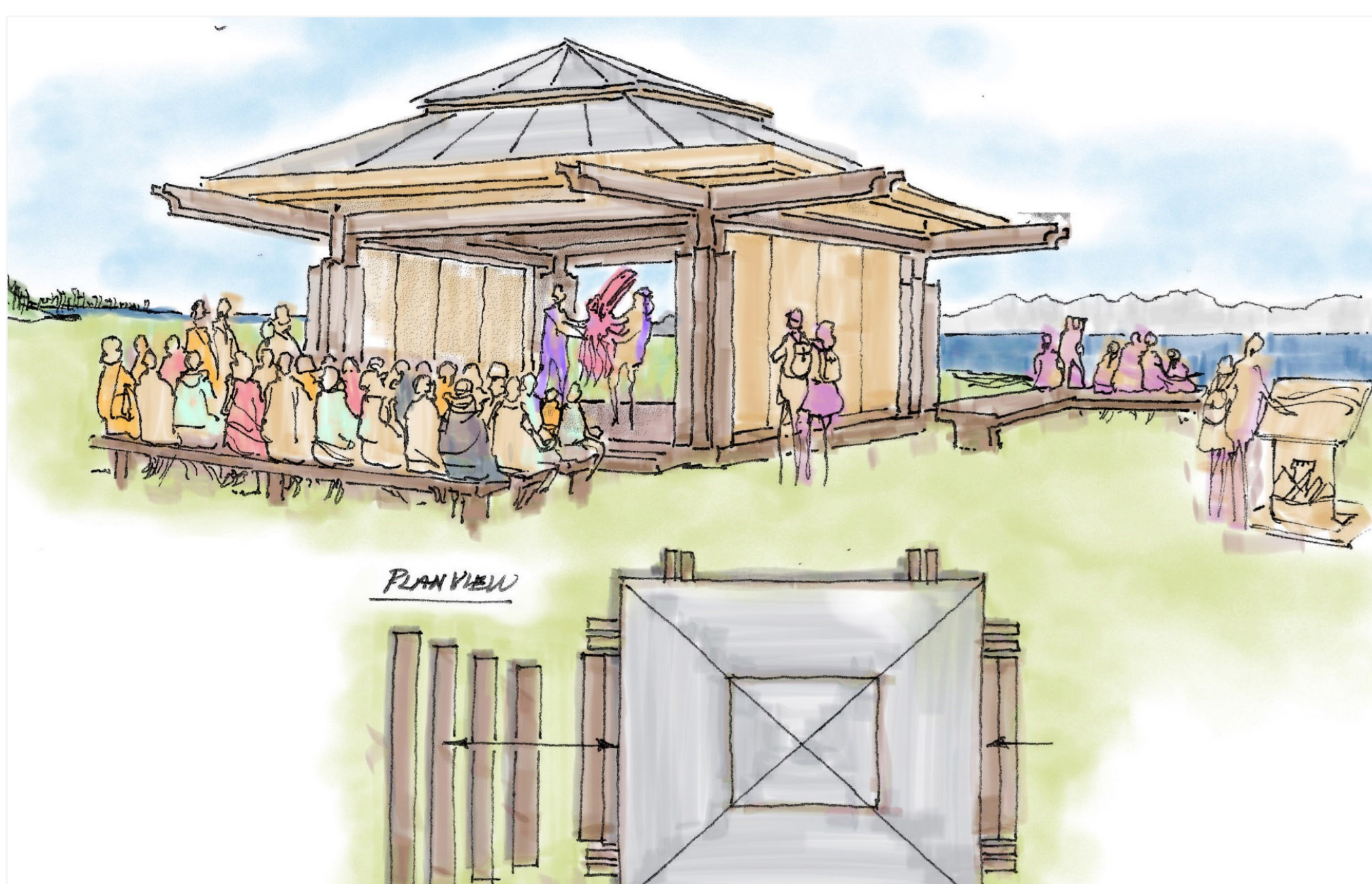
- Collaboration with local First Nations and integration of facilities and cultural expressions.
- Setting aside over 60% of the park area as an ecological enhancement area and preserve.
- Re-purposing the existing sales and marketing building to a park visitor or interpretive centre
- Addition of a parking lot, natural playground, open shelter and band shell sized to accommodate smaller to mid-sized community events and gatherings, such as music-in-the-park events or art festivals.
- Addition of the Peace Bridge that represents an important future greenway connection between the South Beach area and the Lagoon/Seaside neighbourhoods.



Do you feel comfortable with the balance that the current proposals for Pithouse Park strikes between First Nations values, ecological values and the provision of new community amenities?



Conceptual design of Peace Bridge connect between the South Beach area and Pithouse Park



Conceptual design of an open shelter to support community gatherings and events. Art by Gary McCartie



A natural playground utilizing re-purposes logs and boulders

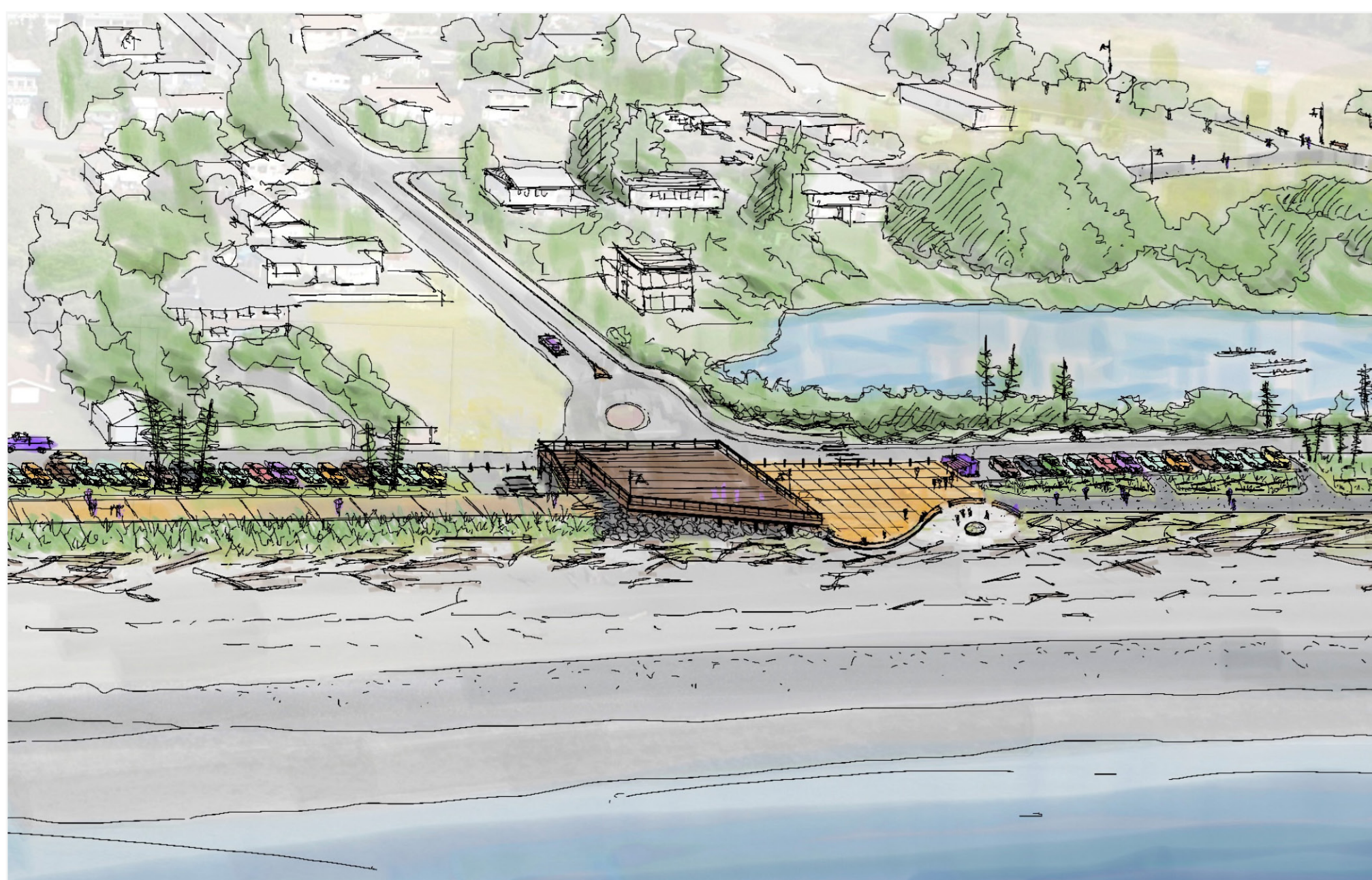
11. Early Concepts - South Beach



South Beach Conceptual Design



A universally accessible beach access mat giving users direct access to the beach and water



Perspective illustration, including the viewing platform, plaza space, and ecological enhancements

Plaza, Shelter, Accessible Parking, Bridge, Connections

The South Beach area is the portion of Coburg peninsula bounded on the south by Lagoon Road and on the north by the former location of a riflery berm. The location of the riflery berm is easily identified by a bump-out on the Esquimalt Lagoon side of the Coburg Peninsula shoreline just over 1/3 of the way northward along the peninsula between Lagoon Road and the Ocean Boulevard bridge, where clay material that was used for the riflery berm was bulldozed into the lagoon.

The proposed amenities for the South Beach area include the following:

- Modification of the sewage pump station at the foot of Lagoon Road to include a viewing deck above.
- Addition of a plaza space at the north of the pump station.
- Reorganized parking and traffic calming measure installed along Ocean Boulevard.
- Addition of a minimum 4m wide, compacted gravel multi-use trail on the east (ocean) side of Ocean Boulevard.
- Ecological enhancements along the Esquimalt Lagoon shoreline (i.e.: riparian plantings and access control fencing), and dune restoration east of the proposed multi-use trail addition.
- Addition of a seasonal universally accessible beach access mat positioned near accessible parking stalls.
- An open air structure at the former location of the degaussing hut, complete with universally accessible features and an enhanced universally accessible art spaces.

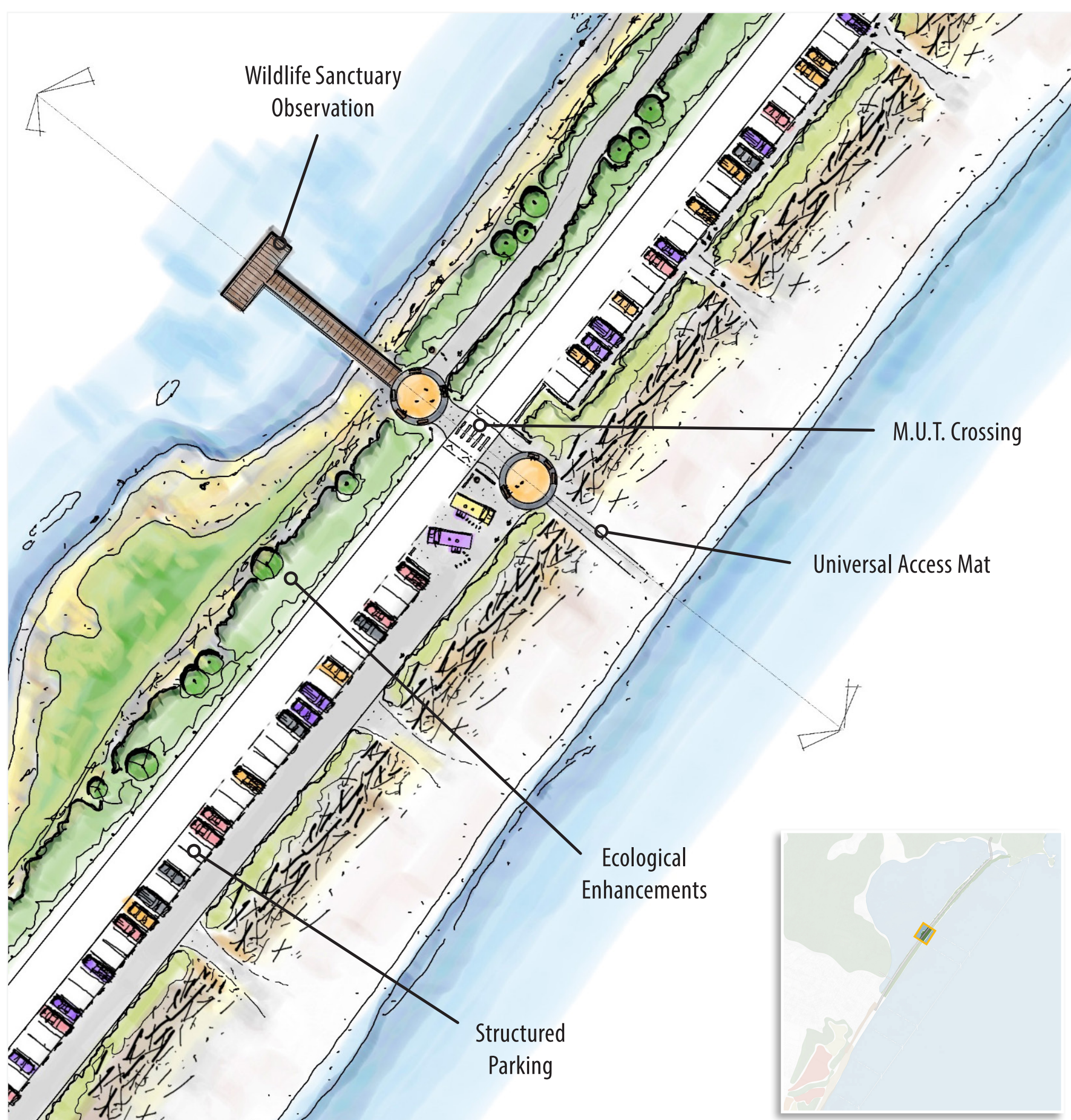


In your opinion, is the diversity and size of proposed amenities described for the South Beach area suitably in balance with ecological values?



Plaza and trail space with multi-functional seating area

12. Early Concepts - Riflery Berm Crossing



Riflery Berm Crossing Conceptual Design



Perspective illustration looking south at the Riflery Berm crossing, traffic calming, and viewing platform



The Riflery Berm Crossing – as the name implies – is located at the former site of a berm constructed in the late 1800's to catch stray bullets at the end of a rifle range. The Canadian military used the site for training purposes for many years prior to World War I. The remains of the berm are visible as a bulge in the Lagoon shoreline where clay berm material was pushed when the berm was decommissioned.

Activity Node, Viewing Platform, Safety, Traffic Calming

The Riflery Berm Crossing is proposed as a collection of amenity additions at a strategic location along Coburg Peninsula where the proposed continuous waterfront multi-use trail will switch from the east side of Ocean Boulevard to the west side. South of the proposed Riflery Berm Crossing, more space is available on the east side of Ocean Boulevard for the addition of a multi-use trail. North of the Riflery Berm Crossing, more space is available on the west or Esquimalt Lagoon side of the road. The switch from east to west affords opportunity to 'pause' in the landscape and provides a more diverse user experience along the proposed waterfront trail with proposed benefits and amenities as follows:

- A major crosswalk for the multi-use trail at this location will allow trail users to cross Ocean Boulevard safely.
- The crossing will serve as a key traffic calming measure along Ocean Boulevard.
- A wildlife viewing platform, historical interpretation signs or art installations, a universal accessibility beach access mat, garbage collection facilities, benches and a bicycle repair station are proposed for this location.
- Ecological enhancements including riparian plantings along the Esquimalt Lagoon shoreline, and dune enhancements between parking stalls and the outer beach.
- The addition of hedges and clearly marked restoration fences (ie: guard rails and split-rail fencing) to control pedestrians, pets, and cyclists.
- Universally accessible parking stalls and amenities will be clearly defined.



Will the collection of amenities proposed for the Riflery Berm Crossing enhance or detract from user experiences along Coburg Peninsula?



A beach restoration program

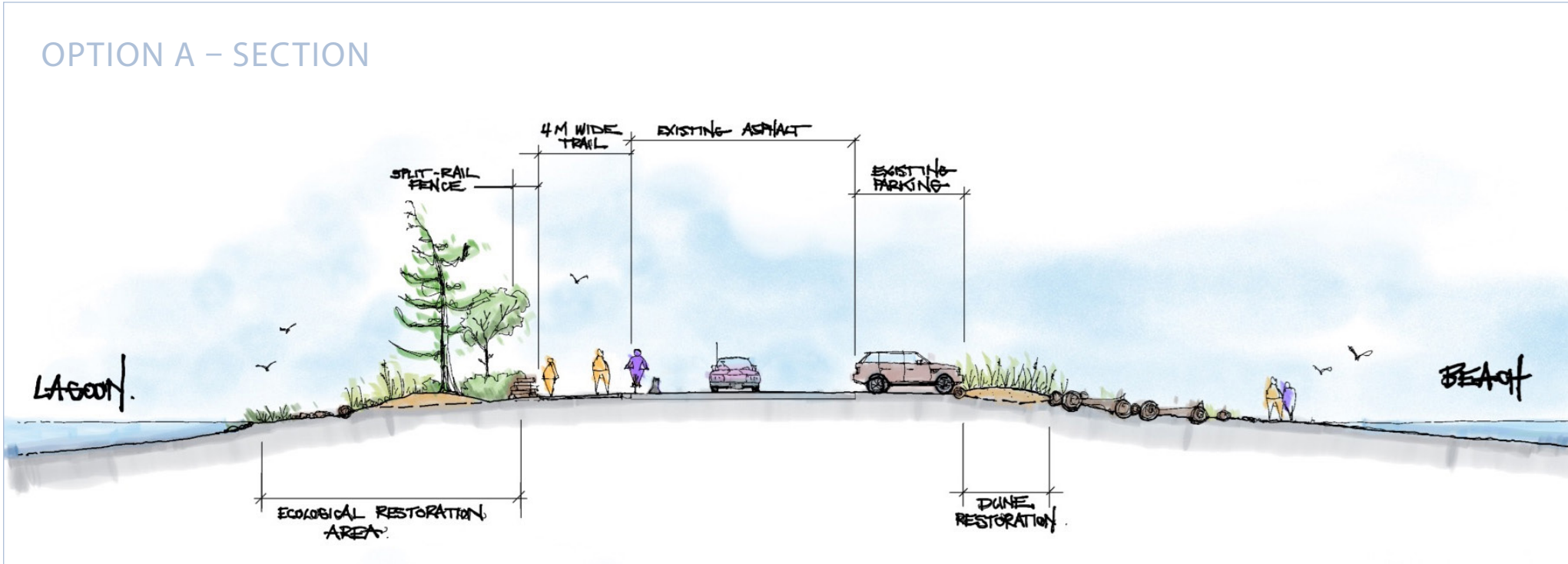
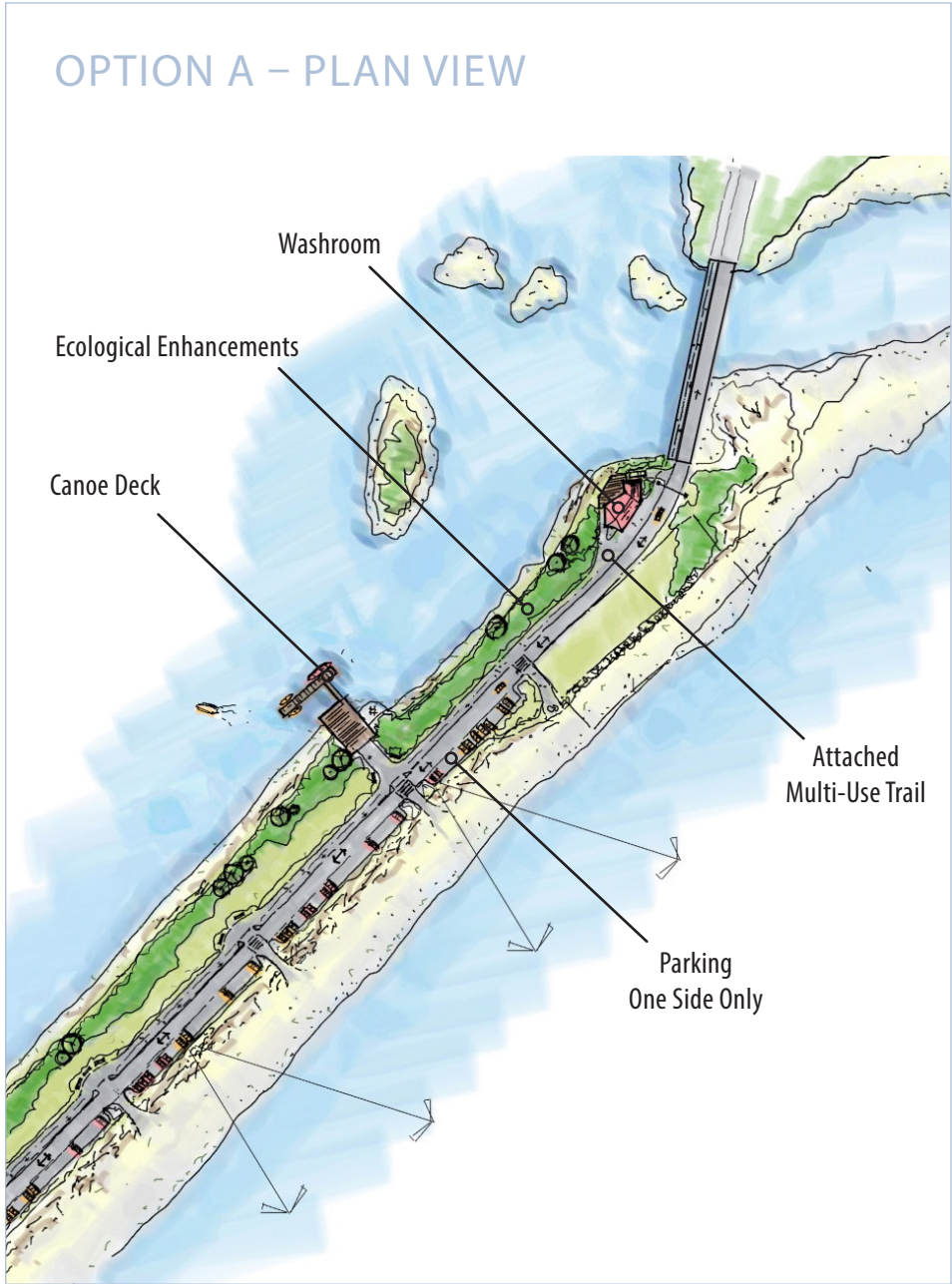
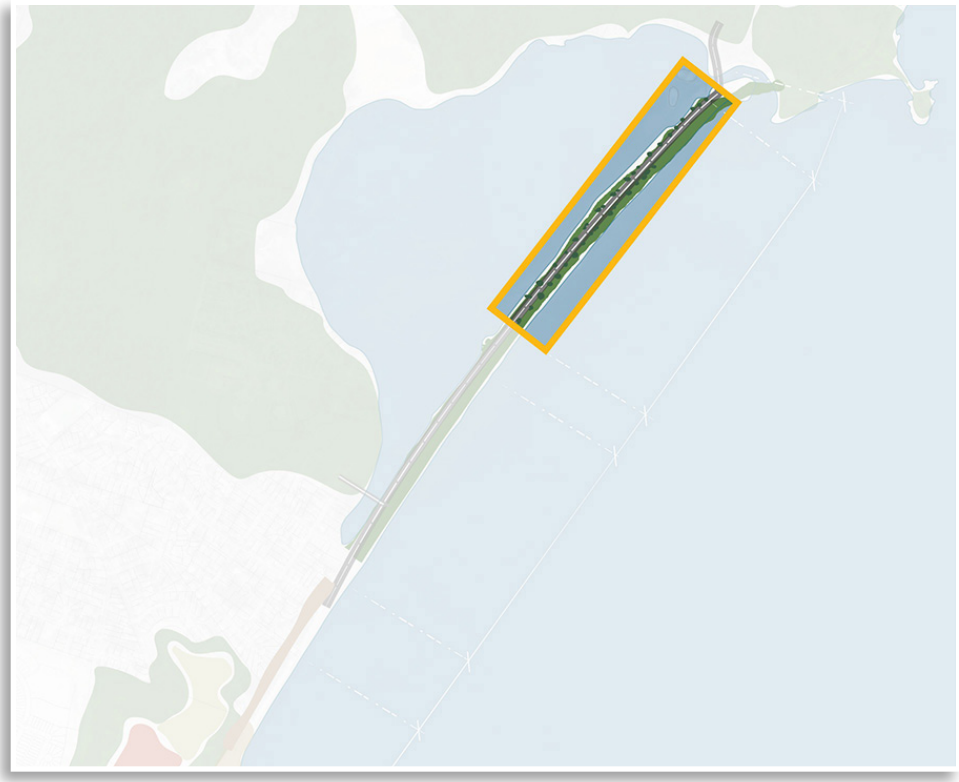


A wildlife viewing platform gives improved access to users while minimizing impacts

13. Early Concepts - Coburg North

Trail, Canoe Dock, Washrooms, Ecological Enhancements

The north portion of Coburg Peninsula from the Riflery Berm Crossing to the Ocean Boulevard bridge has a slightly wider cross section from the southern portion of Coburg Peninsula. This affords the opportunity to add additional parking, or to significantly enhance ecological values along the peninsula. Three options for the north portion of Coburg Peninsula have been presented, showing various configurations with a range of trade-offs.

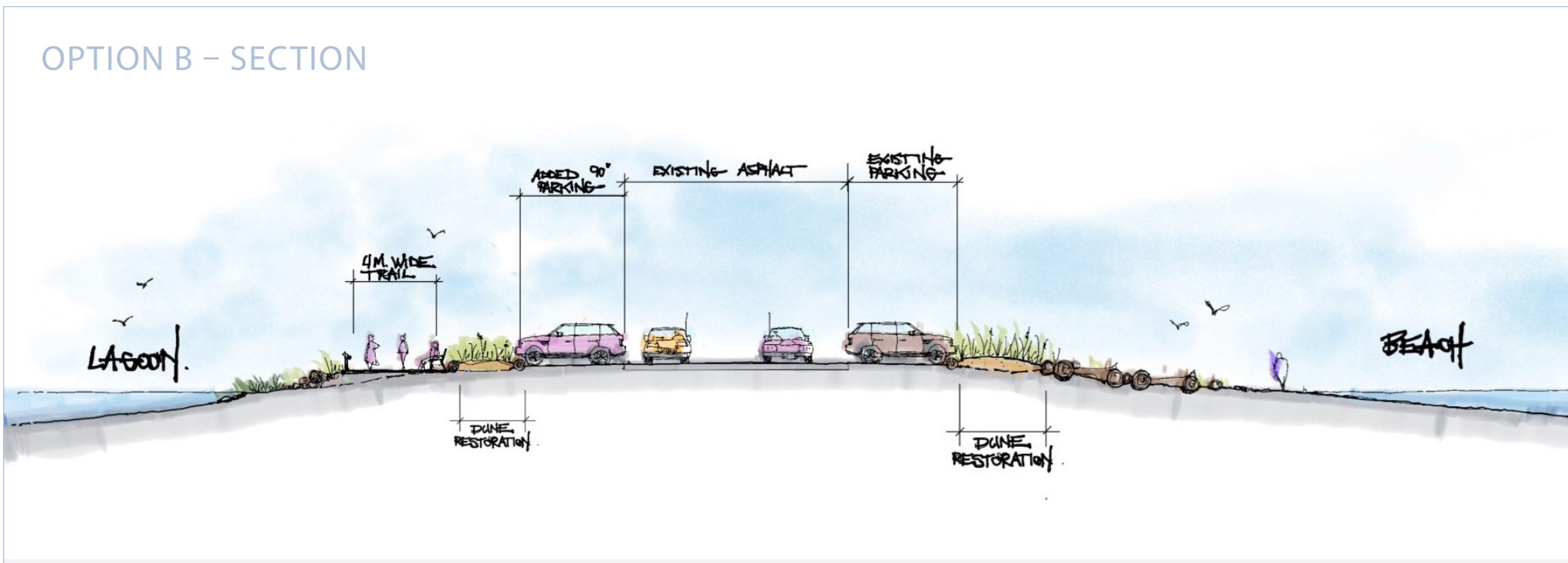
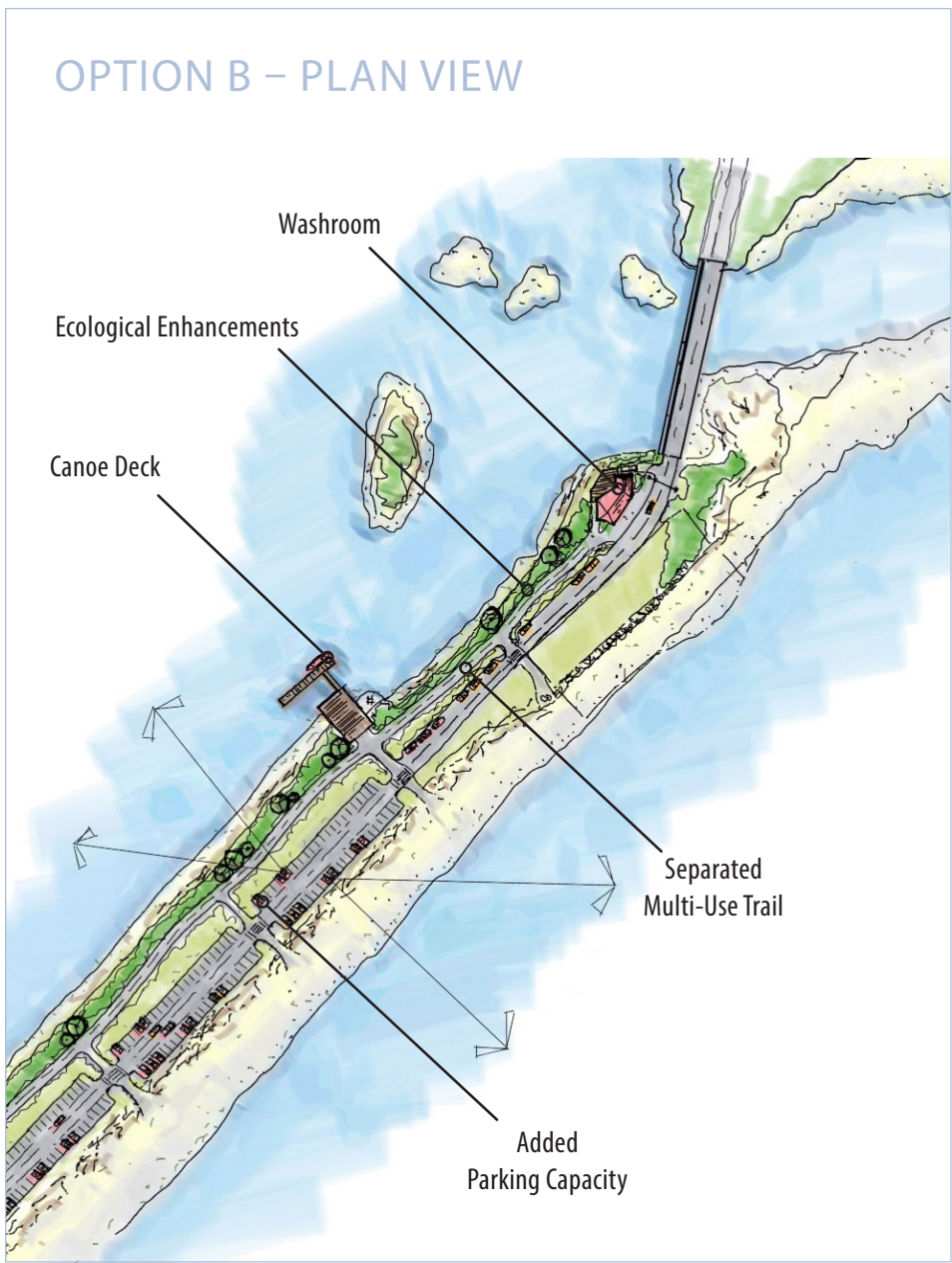


Option A (Attached Multi-use Trail)

Shows a trail attached to the west side of Ocean Boulevard. This option minimizes cost of construction and maximizing ecological enhancement area but provides the least amount of parking.



Recognizing that demand for parking along the waterfront is expected to increase over the next ten years as the population of the West Shore grows, and that increased parking capacity is likely to increase the intensity of use, would you like to see parking along Coburg peninsula increased or decreased?

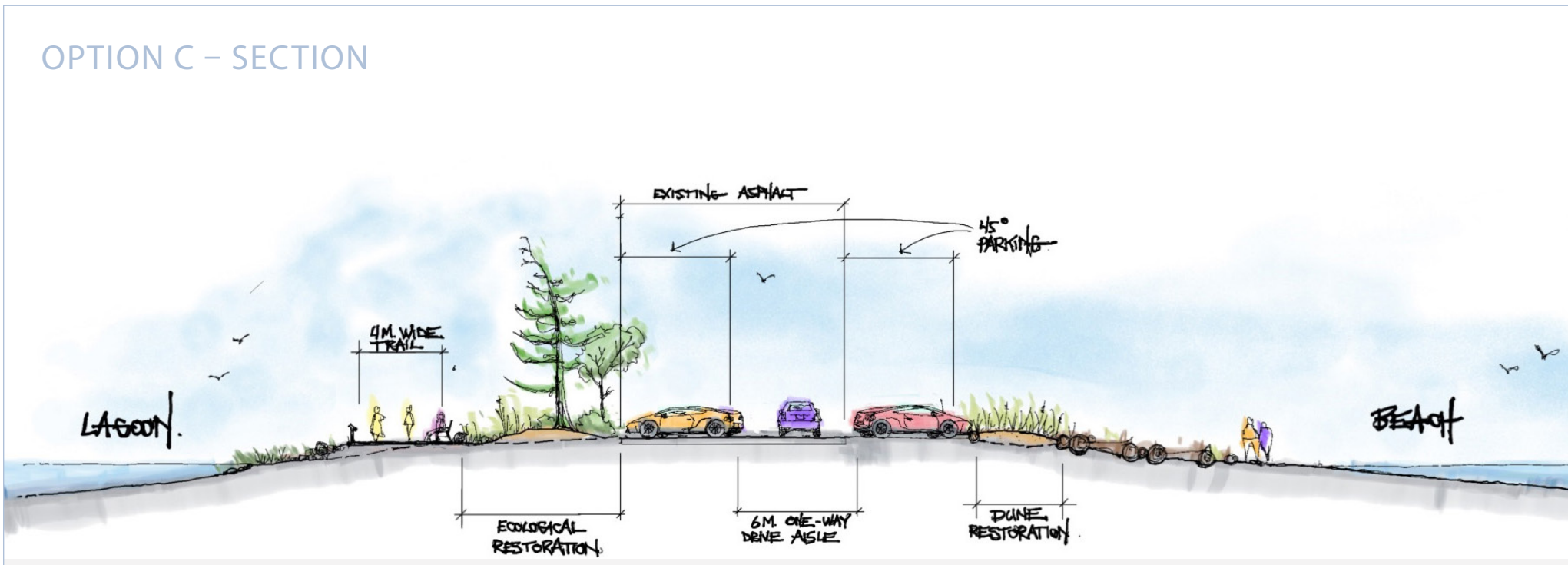
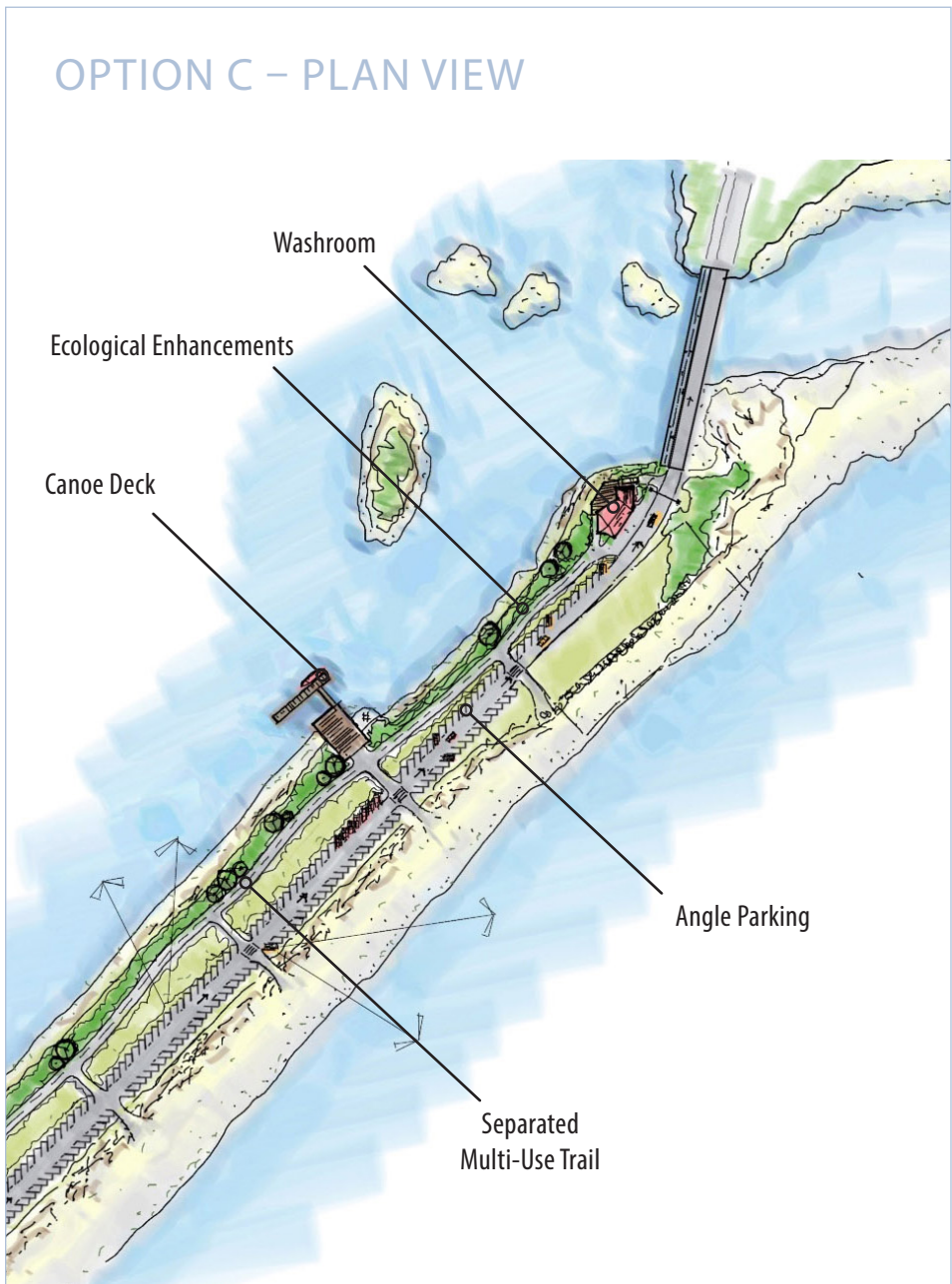


Option B (Maximum Parking)

Provides parking on both sides of the road with a separated multi-use trail, but leaves the least amount of space for ecological restoration.



Do you prefer maintaining vehicle flow in both directions, or are you satisfied with limiting vehicle flow to one direction along Ocean Boulevard?



Option C (One-way Traffic)

Constrains the flow of traffic to one direction along Ocean Boulevard (either North or South-bound) with a separated multi-use trail and considerable space left over for ecological enhancements.



Do you prefer a multi-use trail that is separated from the road to allow for greater parking capacity and a more pleasant trail experience, or would you rather see greater emphasis on ecological enhancements?

Survey & Next Steps

Due to COVID-19, we are asking the public to provide their feedback digitally.

Please, visit the project page: www.LetsTalkColwood.ca

[More information](#) | [Complete the CWSP Directions Survey](#) | [Register for updates](#)



We Want To Hear From You!