



UPLAND

Cape d'Or

FINAL MASTER PLAN

04.13.2018

*Prepared for the
Municipality of the County of
Cumberland*





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Introduction

ABOUT CAPE D'OR

Cape d'Or is a coastal headland located just south of Advocate Harbour in the Municipality of the County of Cumberland. At the heart of the Bay of Fundy, Cape d'Or has stubbornly withstood the constant eroding power of the world's most intense and highest tides. This persistent battle with the Bay has had a significant impact on the landscape, resulting in enormous sea cliffs, rocky beaches and windswept headlands.

A small property owned by the Municipality occupies the southern tip of the Cape. The working lighthouse is the central landmark, as well as two lightkeeper's dwellings, which have been converted into commercial buildings. It is a highly scenic location and a popular destination along the Fundy Coast.

The lands of L'mu'juiktuk (Cape d'Or) are traditional Mi'kmaw territory, figuring widely in the legends of Glooscap and as a site for tool making at least 2,000 years ago. The area was sparsely inhabited during French and British settlement, before marine navigation equipment was established in 1874. The current light tower was constructed in 1965, and the lightkeeper's homes were built in 1958. The site and structures were maintained and operated by a keeper until 1989, when it became automated.

The location was mostly neglected until 1995, when the Advocate District Development Association obtained a lease through the Municipality of the County of Cumberland and

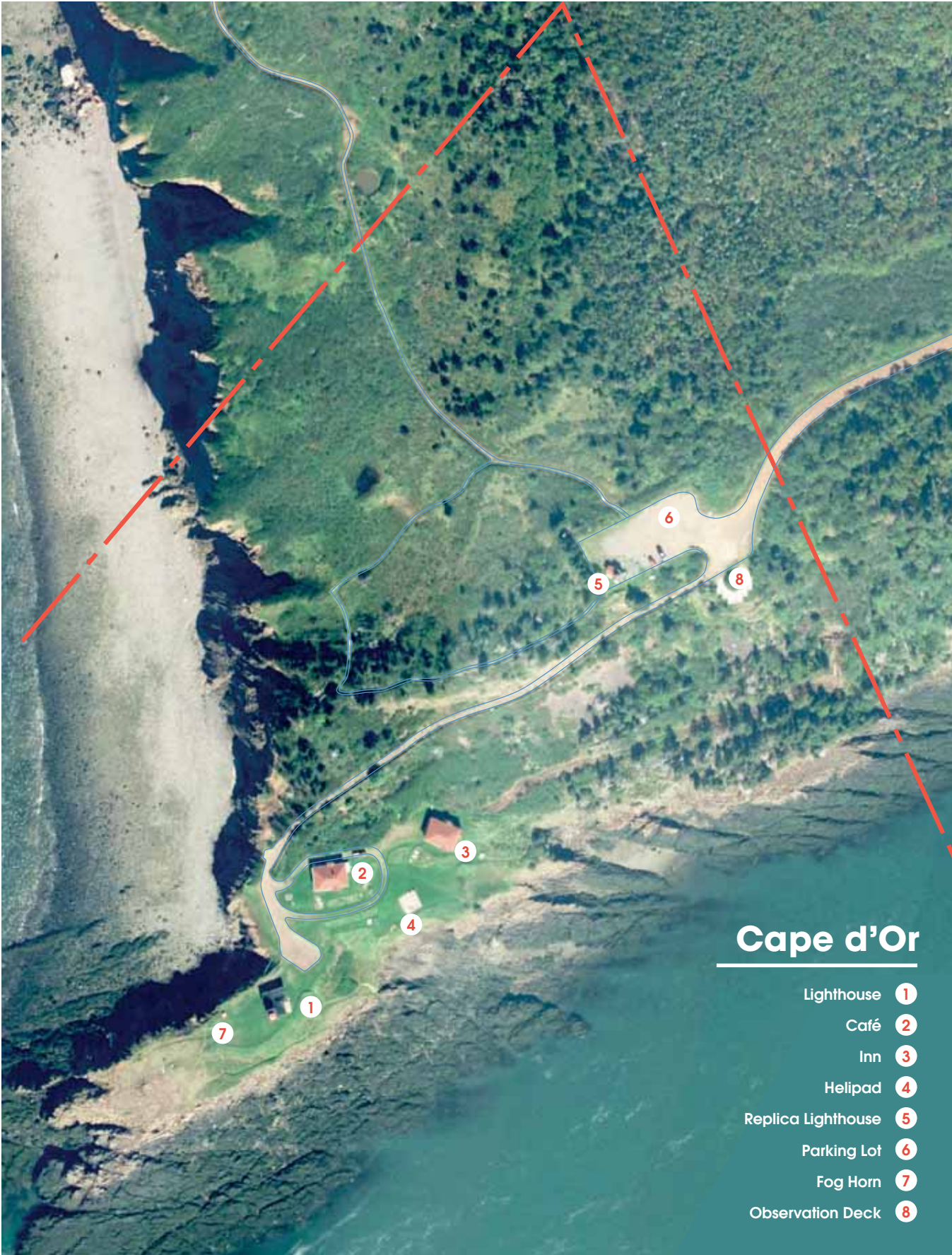
repaired the structures. Shortly after, the first lease with a private operator was established to manage the location as a tourist destination. It has been operated for this purpose ever since.

Currently, the Cape d'Or property includes the following structures:

- a combined light tower and equipment building
- two commercial buildings with washrooms (formerly the lightkeeper's dwellings, they are now operated as a restaurant and guest accommodation)
- a helicopter pad
- a replica lighthouse (previously an information centre and gift shop, no longer in use)
- observation deck and picnic table
- walking trails

Cape d'Or is accessed by a winding 5.5 km unpaved public road (Cape d'Or Road). During the winter the road is not plowed. The road ends at a parking lot on the top of the headland. A steep ridge runs across the property, separating the upper parking lot from the lower commercial buildings, light tower, and south-western views. A rugged footpath provides access between the upper and lower areas and is equipped with barricade gate that can be locked when needed.





Cape d'Or

- Lighthouse 1
- Café 2
- Inn 3
- Helipad 4
- Replica Lighthouse 5
- Parking Lot 6
- Fog Horn 7
- Observation Deck 8



Surrounding Area

- Looko 1
- Sinclair Trail 2
- Horseshoe Cove 3
- Minas Trail 4

REGIONAL CONTEXT

Cape d'Or is situated within a region known for the extraordinary natural features of the upper Bay of Fundy. As one of the Seven Natural Wonders of North America, the Bay of Fundy represents immense value and pride for the region. Within relatively short driving distances, visitors can explore the ocean floor, learn about tidal phenomena and the marine ecosystem, explore rich geological resources, and take in panoramic views of the Bay from multiple vantages.

The Bay of Fundy terminates in two inlets. The Chignecto Bay includes New Brunswick destinations, as well as Joggins Fossil Cliffs. The south-eastern shoreline of the Minas Basin features Cape Split, Blomidon, Grand Pré, and Burntcoat Head. Cape d'Or is situated on the north-western shoreline of the Minas Channel, and there are five major tourism destinations within a two hour drive:

Cape Chignecto Provincial Park (12 km)
Wilderness park with extensive backpacking trails, campsites, and day-use facilities.

Parrsboro (50 km)
A village hub that offers dining, accommodations and shopping, and the home of the Fundy Geological Museum.

Joggins Fossil Cliffs (66 km)
UNESCO World Heritage Site featuring the 300 million year old geological history of the area.

Five Islands Provincial Park (80 km)
A campground and beach park for families, with views of the five islands located just off the shore.

Truro Tidal Bore (145 km)
A day-use park on Highway 101 with views of the tidal bore, near a major commercial service area. Proposed location for a new regional visitor center.

Bay of Fundy Regional Tourist Destinations



**JOGGINS
FOSSIL CLIFFS**



**CAPE
CHIGNECTO**



PARRSBORO



**FIVE
ISLANDS**



**TRURO TIDAL
BORE**



**CAPE
SPLIT**



BLOMIDON



GRAND PRÉ



**BURNTCOAT
HEAD**



**CAPE
ENRAGE**



FUNDY NATIONAL PARK

ABOUT THE PROJECT

Cape d’Or possesses great opportunity to become a world class destination that motivates travel to Nova Scotia. The existing experience of eating and sleeping at a lighthouse is unique, and provides the cornerstone for differentiating Cape d’Or and Nova Scotia from other experiences available elsewhere. As the tourism industry in the province strives to grow, this stunning and authentic coastal site will resonate with first-time, high-yield visitors and target market segments. In order to increase visitation, length of stay, and ultimately revenues, the Cape d’Or site requires improvements, and a plan to achieve them.

The Municipality of the County of Cumberland undertook this conceptual master planning process to direct and prioritize development of the site, as well as organize and coordinate interventions. It is intended to expand on and enhance the Cape d’Or experience, and focus on preparing the site for wide promotion in the tourism market, and to increase tourism in the Parrsboro Shore region.

To achieve these goals, the master plan considers a range of components, including:

- maintenance or removal of existing infrastructure
- specifics of future site plans
- orientation signage
- interpretative elements
- visual identity and brand
- safety
- tourism market readiness assessment
- management and operation

The master planning process was led by a steering committee of Community Development staff at the Municipality, the local Councilor, and provincial tourism staff. The project team also took input from the public and stakeholders into careful consideration. Local business operators, managers of regional tourism destinations, and community leaders participated in a two hour workshop identifying the major opportunities and challenges to guide the master plan. The results of this workshop are integrated throughout, and heavily influenced the Approach and Objectives.

This document is presented in two main sections. The Analysis covers the extensive research, site survey and critical assessment that set the context and establish the current situation of Cape d’Or. The second section provides a series of recommendations. Each one is described in detail, with the related objective(s), any relevant graphics, a timeline, steps to implementation, and potential partnerships.

Analysis

HISTORY

Mi'kmaq

The Mi'kmaq were the first people to inhabit the area around Cape d'Or, called L'mu'juiktuk (place of dogs). Mi'kmaw legend suggests the Kluskap (Glooscap) figure had a winter camp called Owokun (where the deep sea dashes), that was located on top of Cape d'Or. The meaning of L'mu'juiktuk is likely a reference to the dogs that Kluskap had as companions during his many travels.

Cape d'Or was also frequented by the Mi'kmaq for its rich source of rock and minerals, which they used to make tools and weapons. The rock formations at Cape d'Or are chocolate chert, ideal for tool making because it is "knappable," meaning it can be chipped and flaked to make strong, sharp-edged tools, projectiles, and knives. In the 1980s, archaeological excavation near the lighthouses unearthed artifacts dating back 2000 years.

European Exploration

In 1604, the cliffs of Cape d'Or were named as such by Samuel de Champlain, who mistook the veins of copper in the cliffs as gold. The mineral deposits were extensively explored by the French; however, they never actively undertook mining. Nevertheless, during this time the name "Les Mines" became associated with the upper Bay of Fundy beyond Cape d'Or, which became known as the "Baie des Mines" or Minas Basin.

1897

J.A. Hanway forms the Colonial Copper Company, instigating the creation of several mine shafts at Cape d'Or.



1604
Samuel de Champlain arrives. Names Cape d'Or.

1600

1700

1800

8900 BCE



8900 bce - Current
Mi'kmaq inhabitation and use



1711
Nathaniel Blackmore's map in 1711 identifies Cape d'Or as Cape Minas.

Mining

Serious attention was not paid to the mining until 1897 when J.A. Hanway formed the Colonial Copper Company, which invested millions of dollars in a substantial mining operation at Cape d'Or. By 1900, three deep shafts were sunk, worker housing was built, and a railway was constructed to a concentration facility. The shafts were some of

the deepest and most dangerous in the province, extending 100 metres below the ground. By 1905, however, the mine stopped excavation when the copper veins proved to have disappointing yields. By 1907, the site was completely abandoned and the houses were shipped by sea to communities around the Bay of Fundy.

Remnants of past mining can still be seen. From the beach, a handful of square mine openings, called "adits", can be seen about halfway up the cliffs. On the surface, at least three shafts still exist which have been filled with construction debris or are roped off. Remnant bricks and concrete, rail lines, and timber structures can also be found throughout the Horseshoe Cove area.



Miners posing around the Hanway shaft

1907

Mine abandoned by the Colonial Copper Company.

1900

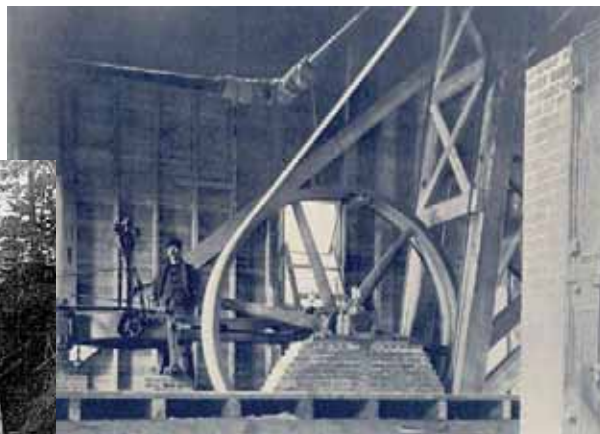
1910

1920

1940



Mine shaft at Bennett's Brook

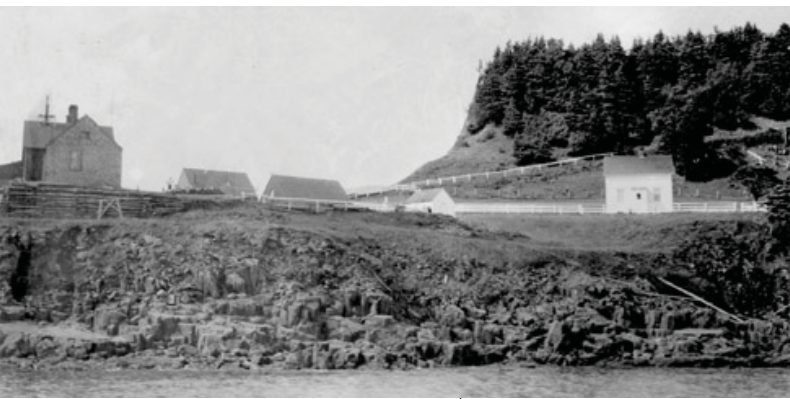


Engine room of the concentrating plant at Horseshoe Cove

Lighthouse

In 1875, a fog whistle was installed on the Cape to warn seafarers of the tidal rips. About fifty years later, the original fog whistle was replaced by a steam powered fog whistle and lighthouse. The lighthouse was a white-painted, square wooden tower propped up on a red wooden trestle. Because there was no road access to the site at the time, the lighthouse was brought to the site by water from

Apple River. The first lighthouse keeper's house was built near the site of the current lighthouse, which was replaced by a pair of bungalows in 1958. In 1965, the lighthouse itself was also replaced with the concrete structure that is still standing on the site today. The light became automated in 1989.



1950

1960

1970

1980



1964



1975

1985



2004



1990

2000

2010

2020



1995

2014

Analysis

TOPOGRAPHY

Bedrock Geology

Most of the topography in the Advocate Harbour area is made up of softer Carboniferous to Triassic sandstone, limestone, and mudstone. However, the bedrock at Cape d'Or is basalt, which is a common extrusive igneous rock formed from the rapid cooling of lava exposed during the Triassic Period. Basalt is much more resistant to erosion, which has resulted in the towering cliffs at Cape d'Or.

At some point, the basalt bedrock had hydrothermal solutions percolating through the fractures in the bedrock, which eventually produces an abundance of minerals such as zeolites, calcite, and native copper. New cavities and veins of minerals are constantly being exposed as the Bay of Fundy wave action erodes away the cliff or as frost shattering occurs during the winter.





Under the water, a narrow basalt reef extends from Cape d'Or into the bay where it intersects the violent waters of the dory rips. The reef is part of a ridge that eventually resurfaces above the water, forming the landmass of Isle Haute.

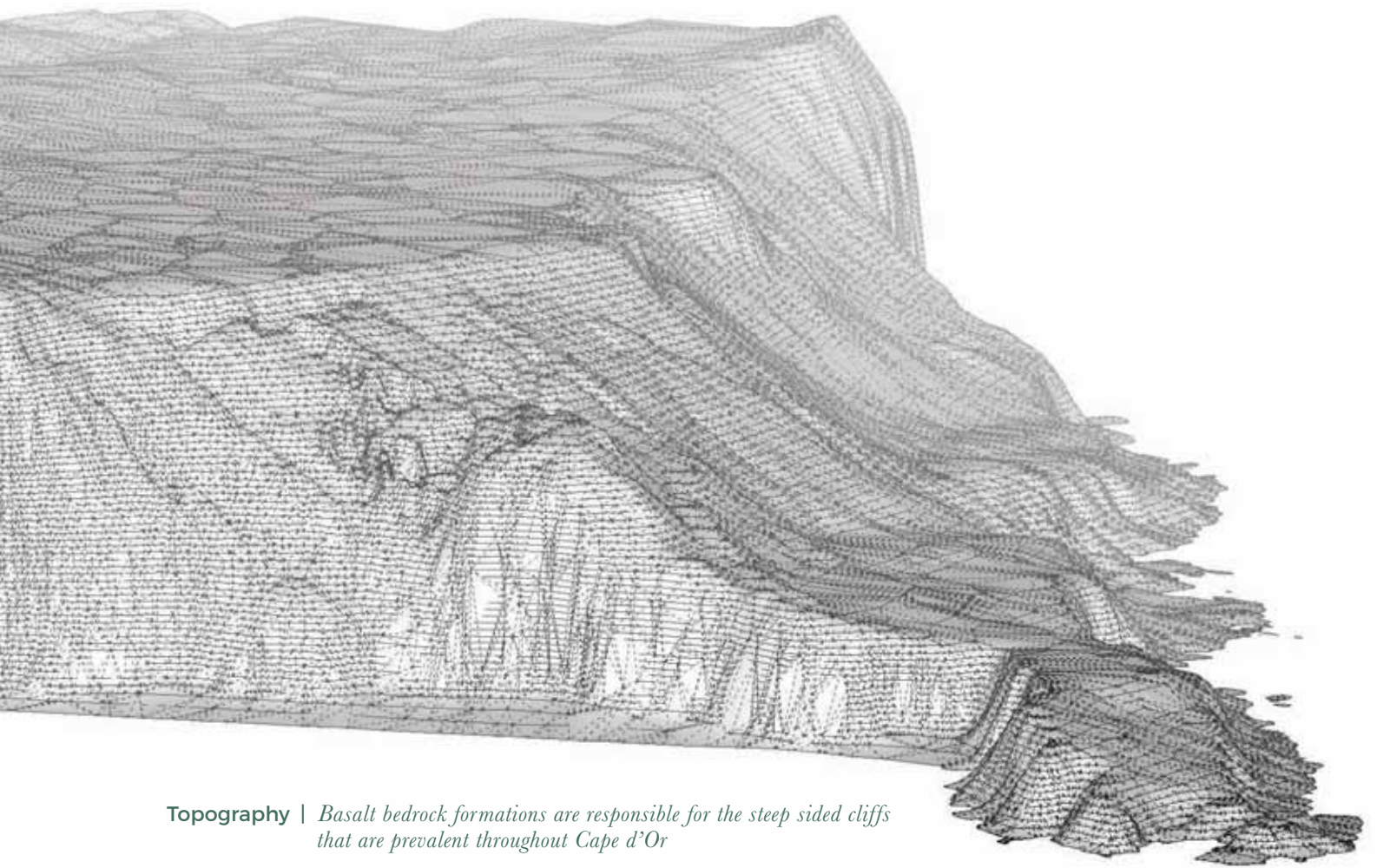
Surficial Geology

Surficial geology mapping of the area indicates that the Cape d'Or area is underlain by silty compact till. The Cape d'Or site has thin soils generally less than two metres, and exposed bedrock, particularly where the topography is very steep.



Bedrock Geology

-  *North Mountain Formation:
Tholeiitic Basalt*
-  *Blomidon Formation:
Lacustrine playa and sandstone*
-  *Wolfville Formation:
Fluvial sandstone and conglomerate*
-  *Parrsboro Formation:
Fluvial sandstone, mudstone and conglomerate*

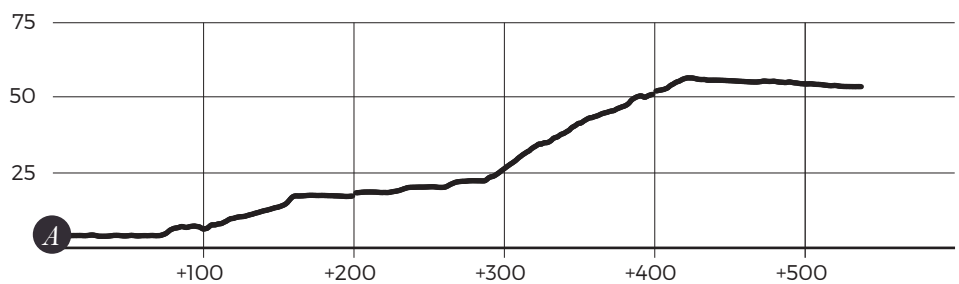
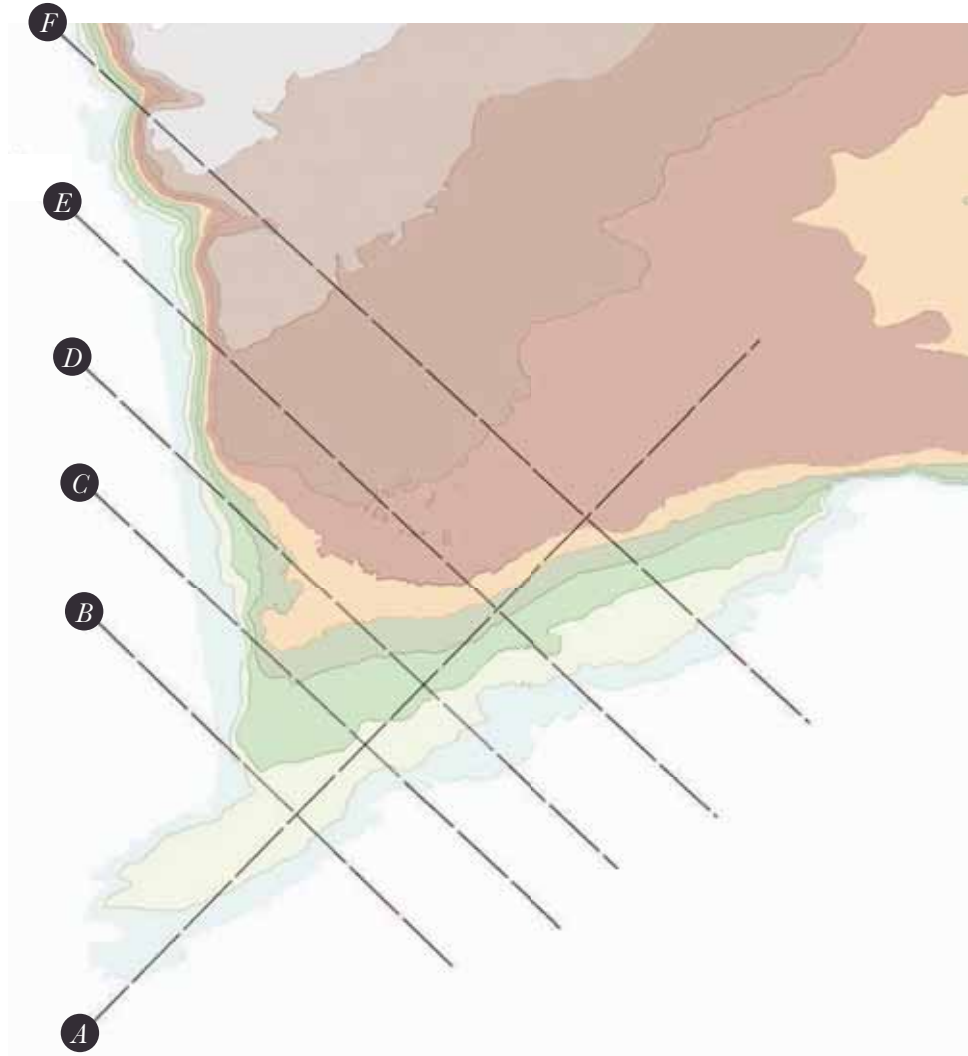
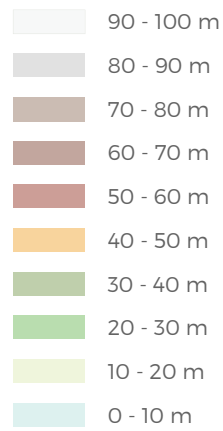


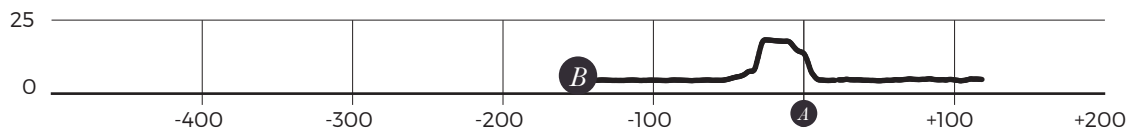
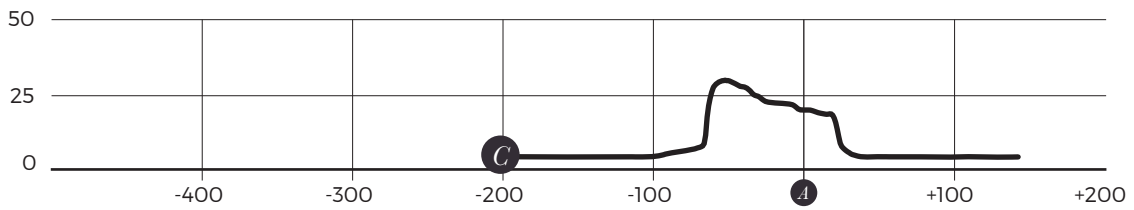
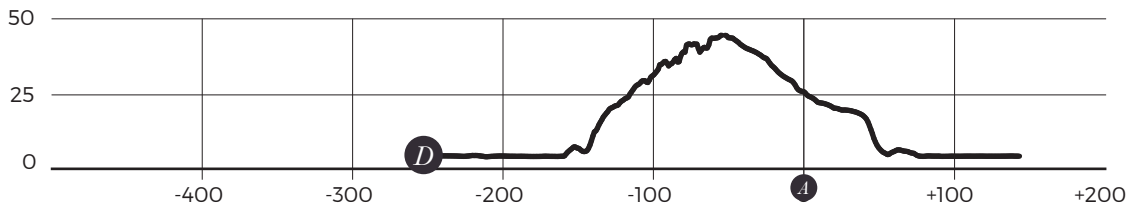
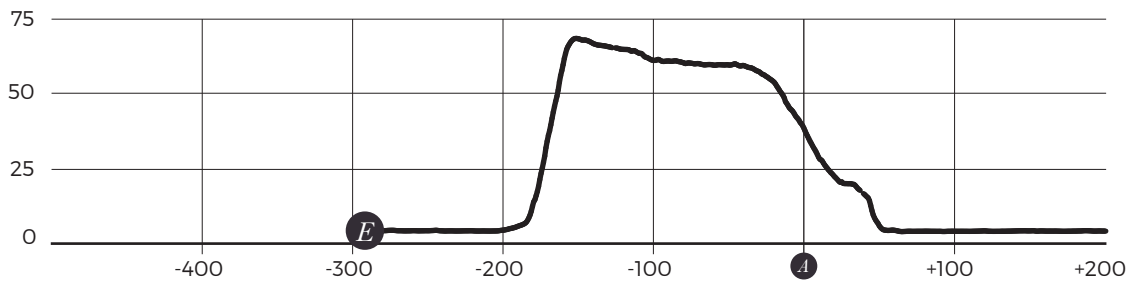
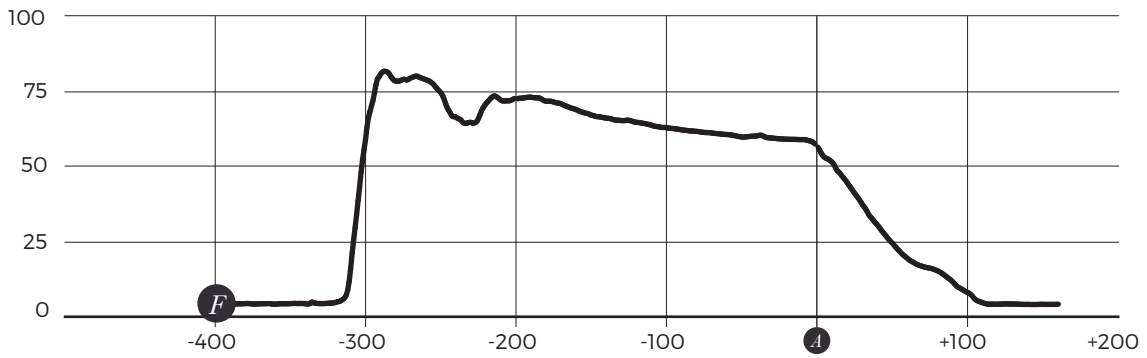
Topography | *Basalt bedrock formations are responsible for the steep sided cliffs that are prevalent throughout Cape d'Or*

Elevation

The basalt rock formations form a protective ridge that surrounds Cape d'Or and Horseshoe Cove. Inland, the ridge extends up to 170 metres above sea level just north of Horseshoe Cove. Along the coastline, 100 metre-tall vertical cliffs drop dramatically into the bay.

Elevation





Elevation Cross Sections



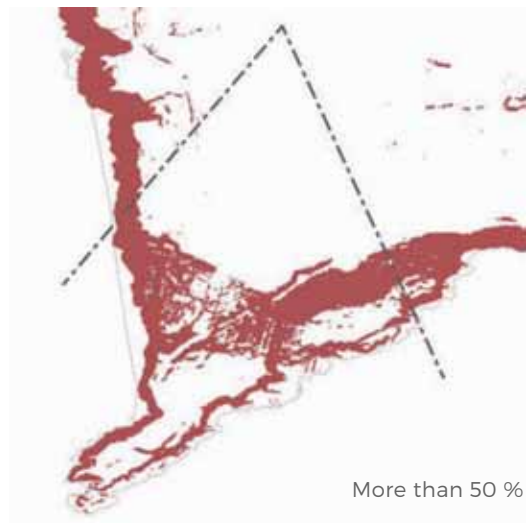
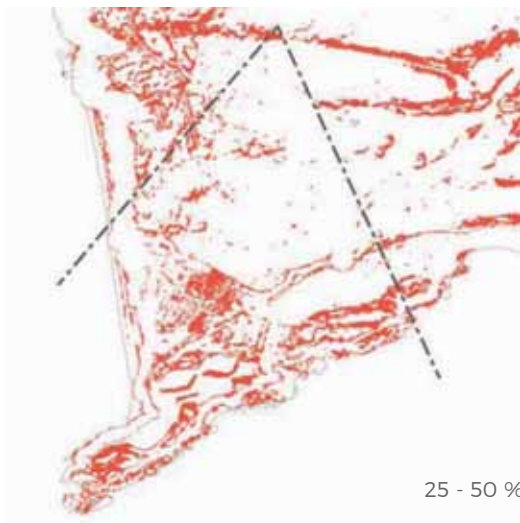
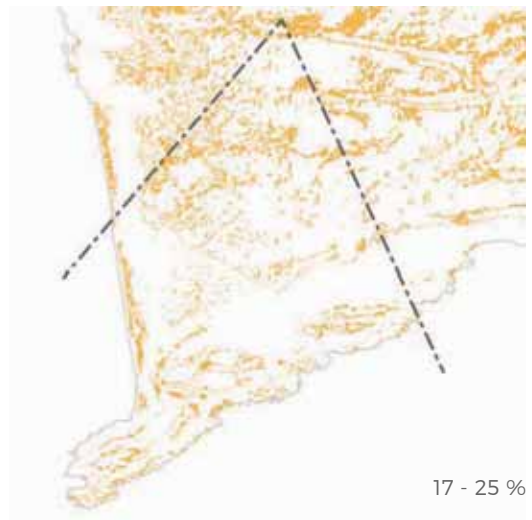
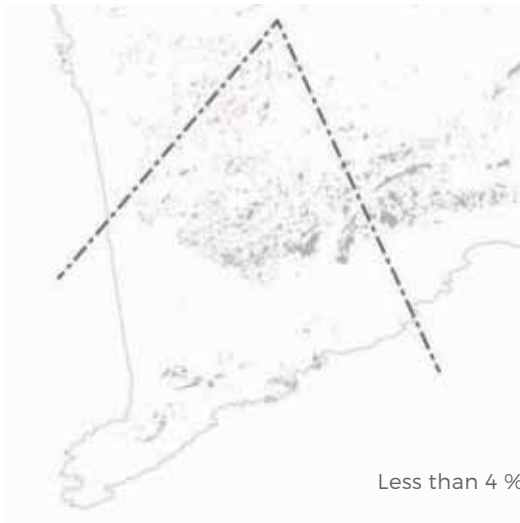
Vertical Cliffs | *Steep sided cliffs are prevalent throughout Cape d'Or.*

Slope

There are very few flat areas in Cape d'Or. Generally, the steepest slopes occur along the basalt cliff banks. The headlands feature relatively flat plateaus that tilt down to the east toward Horseshoe Cove. Drainage channels along Bennett Brook and other seasonal watercourses have also led to steep slopes formed by fresh water erosion.

Slope changes present the following considerations:

- Slopes under 1% do not drain well unless they are paved and carefully finished;
- Slopes under 4% seem flat to most users and require little effort for pedestrians or cyclists to travel along;
- Slopes between 4 and 10% are workable grades and present few obstacles to development;
- Slopes must be less than 12% in order to be accessible by wheelchair;
- Slopes between 10 and 17% are more expensive to develop;
- A 17% slope is usually the limit that an ordinary loaded vehicle can climb for sustained periods; and
- Pedestrians can climb slopes up to 25% without requiring a staircase.
- Sodded slopes greater than 33% are difficult to mow and cost more to maintain.



Slope

HYDROLOGY

Cape d'Or is adjacent to some of the most powerful hydrological forces in the world. The waters of Minas Basin exchange with the Bay of Fundy through the Minas Channel, creating extremely strong tidal currents. Near Cape d'Or, a confluence of water produces dory rips, which is a phenomenon involving extreme tidal agitation of waters. The turbulence does not result from a simple rip tide, but rather from the collision of three opposed tidal currents enhanced by the presence of a subsurface reef that forces the water upward. The powerful incoming tidal current loops back and collides with itself while another current, coursing in semicircular fashion around Advocate Bay, slams into the collision point at a 90-degree angle.

The tide heights at Cape d'Or are also impressive, with a maximum recorded height of 12.65 metres. The highest tides in the world occur on the other side of the Minas Basin at Burntcoat Head, where tides have reached up to 16.3 metres.

Fresh Water

There are no significant bodies of fresh water on or near the site, with the exception of a scattered handful of isolated bogs and shrub swamps, as well as ponds that remain from mining. There are also a few other independent brooks and streams scattered throughout.

Groundwater

The current inn and restaurant utilize a dug well, which is gravity-fed to cisterns located inside both buildings. A septic field/tank is located on the property.





"Dory Rips" by John Neville

"This image is based on a trip my uncle took through the treacherous stretch of water at the tip of Cape d'Or on the Bay of Fundy, Nova Scotia. He had a boat load of Orangemen from the Halls Harbour area, who had chartered him for the day to take them to a "meeting" in Advocate. He miscalculated the groundswell intensity at the rips and nearly filled the boat. One passenger was so terrified that he dove under the stern. All were drenched. Each fisherman who uses this passage has his own account of how he learned to respect it."

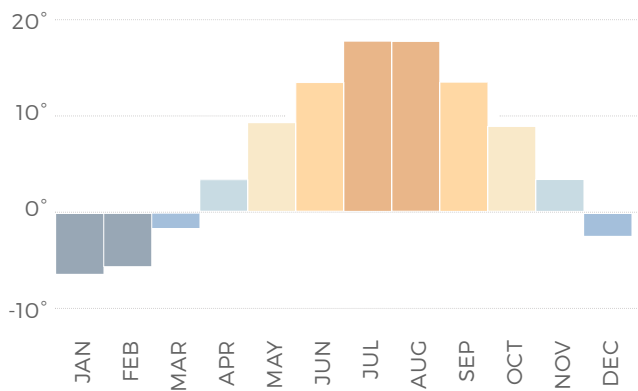
CLIMATE

The Bay of Fundy has a significant impact on the climate of its coastline. Tidal-induced turbulence prevents the water in the Bay from freezing, and prevents warming of the surface water in summer. By late summer, coastal surface water in the Bay of Fundy is cooler than any other surface water off Nova Scotia’s coasts, never exceeding about 12°C.

Moist summer air masses result in thick fogs over the Bay of Fundy. Although temperatures are similar to that in the rest of Nova Scotia, exposure to winds make temperatures feel much cooler.

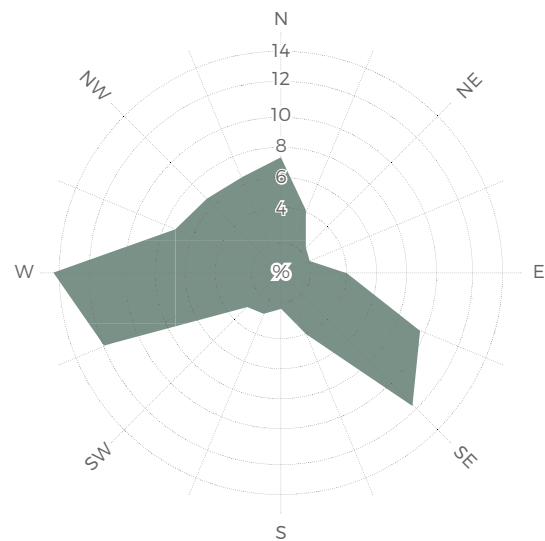
Predominant winds at Cape d’Or blow in from the Bay of Fundy in the west or from the Minas Basin in the southeast. Due to its exposed setting, winds are very common on the site, particularly during the winter and early spring, but tend to slow down during the warmer summer months. During storms wind speeds can easily reach gale force, resulting in high waves and significant salt spray.

The south-facing orientation of the site allows for day-long sunlight for most of the year, assuming it isn’t foggy or overcast.



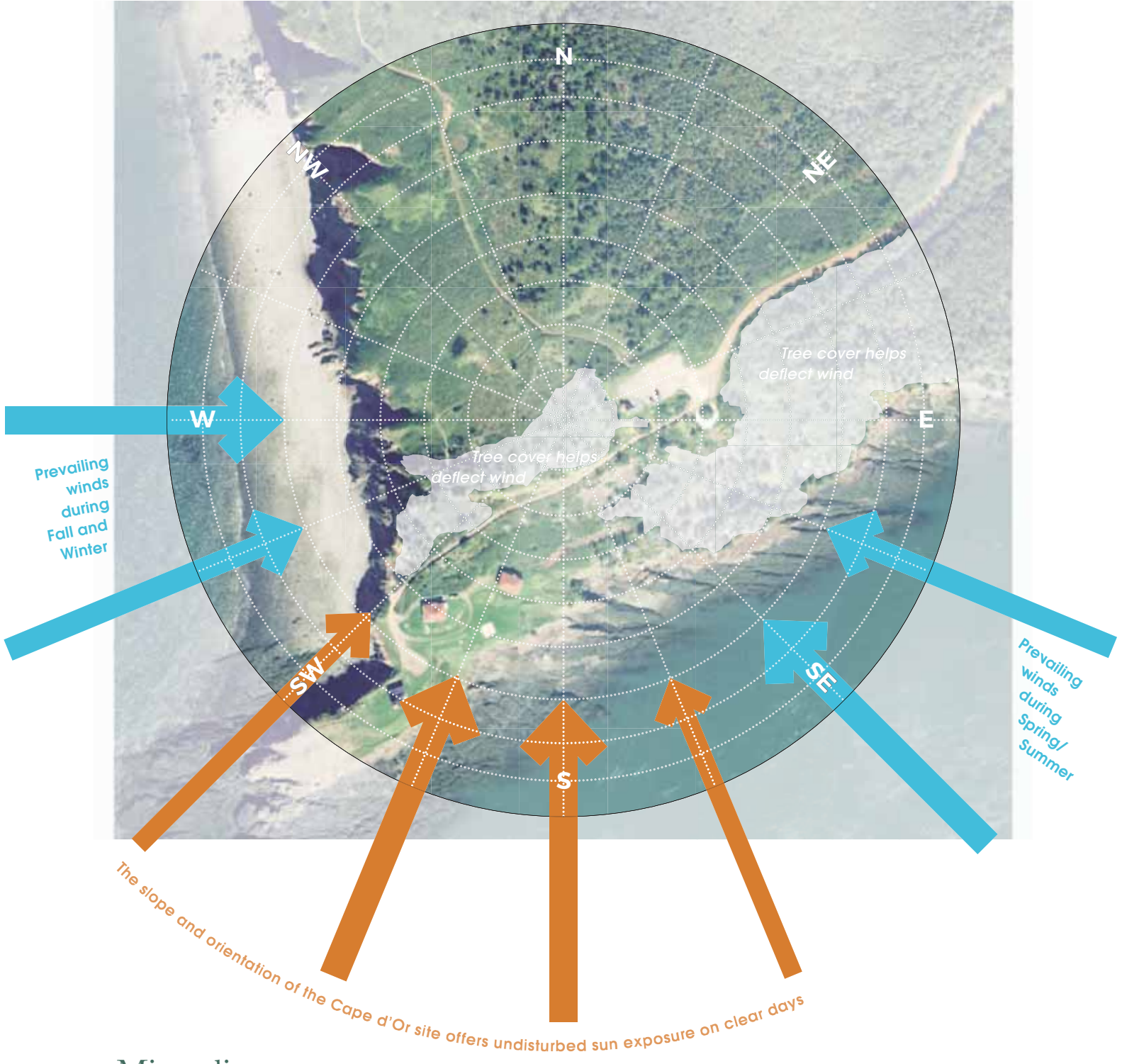
Climate Normals (C°)

Average monthly temperatures are typical of most areas in Nova Scotia



Prevailing Winds

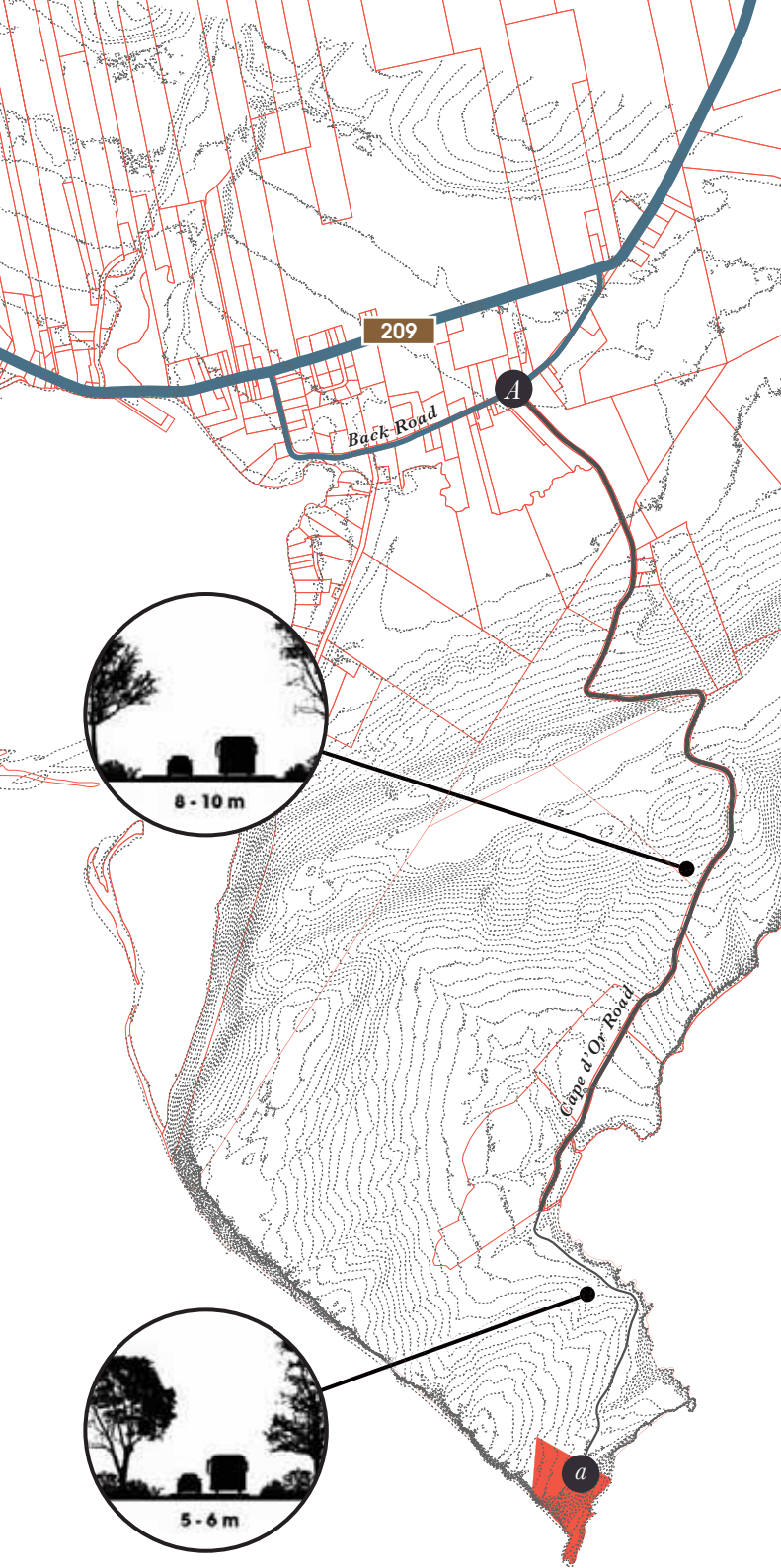
Predominant winds originate from the west during fall/winter and southeast during late spring



Microclimate

The upper area receives lots of sunlight and forest cover offers intermittent protection from the wind.

The lower area receives plenty of sunlight, but offers no protection from the wind.

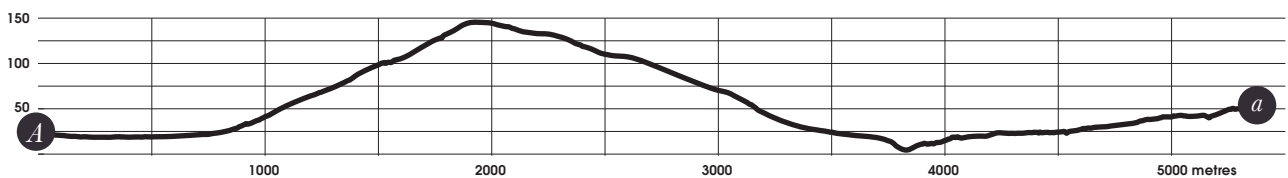


ACCESS

To access Cape d'Or, visitors travel along Highway 209 and turn on to Back Road for a short time before turning onto Cape d'Or Road, 5.5 kilometres of unpaved public access road. The road provides access in the summer but is not plowed in the winter. The road elevation rises steadily up the hillside to about 150 metres above sea level. From here it drops down to just above sea level near Horseshoe Cove and the back up to approximately 50 metres above sea level at the parking lot.

For the most part, the roadbed is in relatively good condition. However, washouts along steeper grades are common, particularly after heavy rainfall events. As a result, the road needs to be resurfaced in spring and maintained throughout the summer.

The first 4,000 metres of the road are designated as a public right-of-way, maintained by the Nova Scotia Department of Transportation and Infrastructure Renewal. The road width along this section of road ranges between 8-10 metres wide, with about 2 metres on either side of the road for shoulder space. The final 1,500 metres of the road is located along an easement over private land. Road widths along this section narrow quite substantially, ranging between 5-6 metres wide, with very narrow shoulders. The lack of space along this section of road makes it difficult for larger vehicles, such as RV's, to pass by oncoming traffic.



ARRIVAL + PARKING

After the 5.5 kilometre trip on Cape d’Or Road, visitors currently arrive at a small, gravel parking area and a replica lighthouse that is no longer operational. There is no welcome sign near the entrance. The parking area is approximately 930 square metres and can accommodate about 30 passenger vehicles. The periphery of the lot is not delineated, nor are individual parking spaces.

Surrounding the parking lot are a handful of lobster traps and a picnic table. The replica lighthouse, while no longer operational, features a small interpretive panel describing the local trails, one of which is no longer operational. There are three large interpretive panels on the far end of the parking area, centred on bright yellow backgrounds, which make them clearly visible.

There is one sign located at the top of the pathway down to the lighthouse, which indicates that there is dining and accommodation opportunities and encourages visitors to walk down. A viewing platform is located on the opposite side of the parking area.

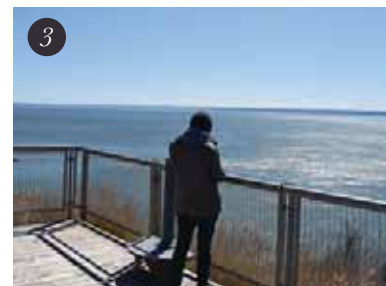
The site has a poor sense of arrival—the feeling that you have arrived at your destination—due in part to inadequate visitor information and orientation. Other than the aforementioned sign, there is no information to identify features, guide visitors around the site, or provide general orientation.



Parking/Picnic Area



Welcome Sign



Observation Deck

TRAILS



Lookoff Trail

The Lookoff Trail was built in the early 1990s, likely by the Advocate District Development Association (ADDA) when they took over the lease from the Municipality. The trail is a short, 300-metre-long, grassy path that winds around the edge of the cliff near the parking lot in the upper area. A stainless steel fence is installed along the cliffside for safety purposes. The trail provides access to a viewing area that once offered great vantages of the Minas Channel and the dory rips. However, the viewing area has since been obstructed by naturally growing vegetation.



Lighthouse Trail

The Lighthouse Trail is a short, 280-metre-long, multi-use path that connects the parking lot in the upper park to the Whistle (lower park). The path traverses the side of the cliffs and is thus relatively steep. A traffic guard ramp was installed along the south side of the path. The path is used mostly by visitors on foot who want to explore the Whistle or visit the Inn/Café, however, it is also used by service vehicles to supply or maintain the facilities.



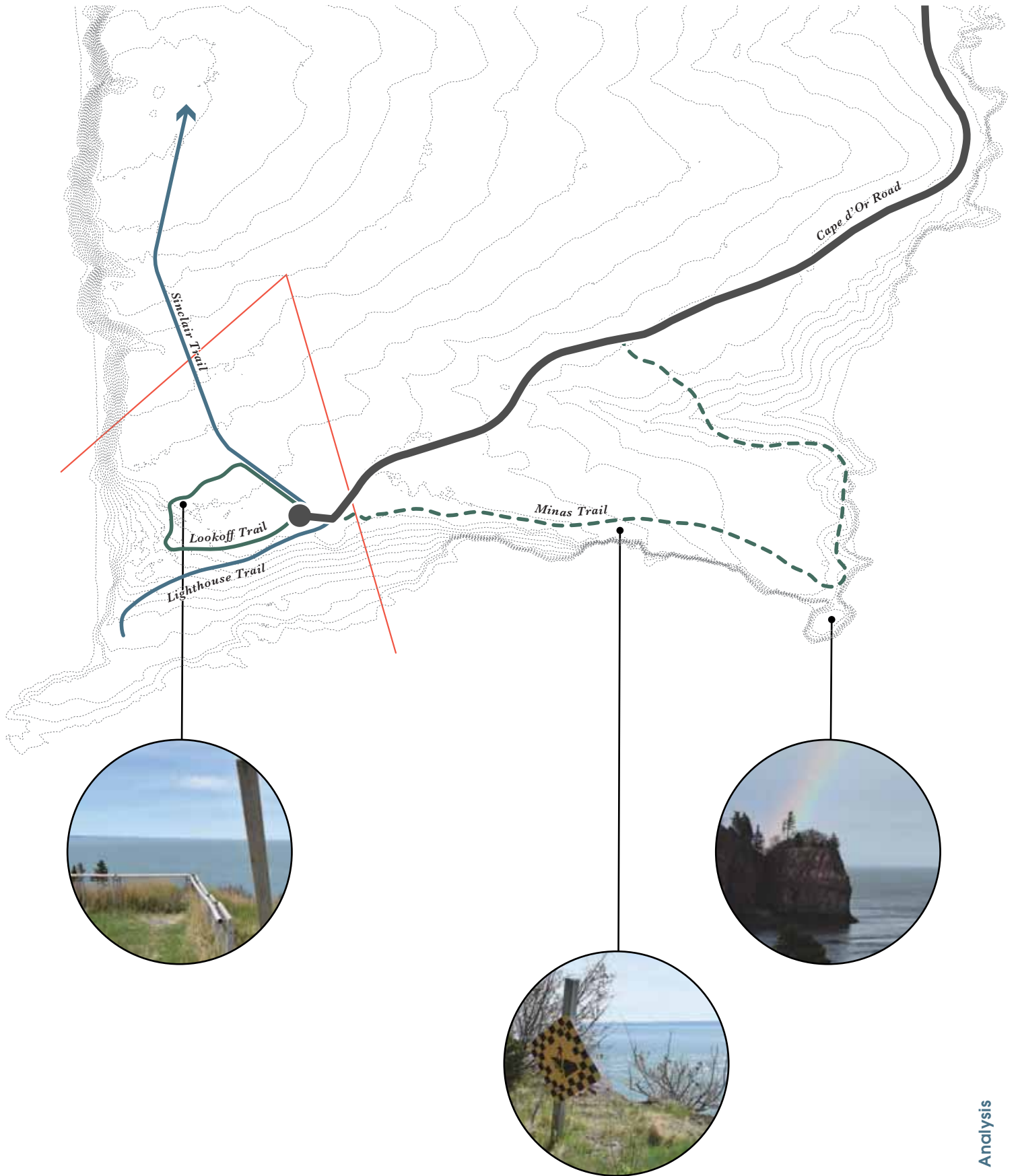
Minas Trail

The Minas Trail was also built in the early 1990s. The 1,200-metre-long nature trail weaves in and out of mixed softwood and hardwood forested areas and along the cliffside, providing a wonderful view of the “Sugarloaf” – a sea stack that can be seen from the lighthouse. The trail traverses private land and has since been overgrown completely.



The Sinclair Trail

The Chignecto and Area ATV Club maintains a 4,300-metre-long, multi-use trail that connects Cape d’Or to Advocate along the western side of the cape. The trail provides several viewpoints of the Bay and Advocate Harbour, including the Lubbers Hole.



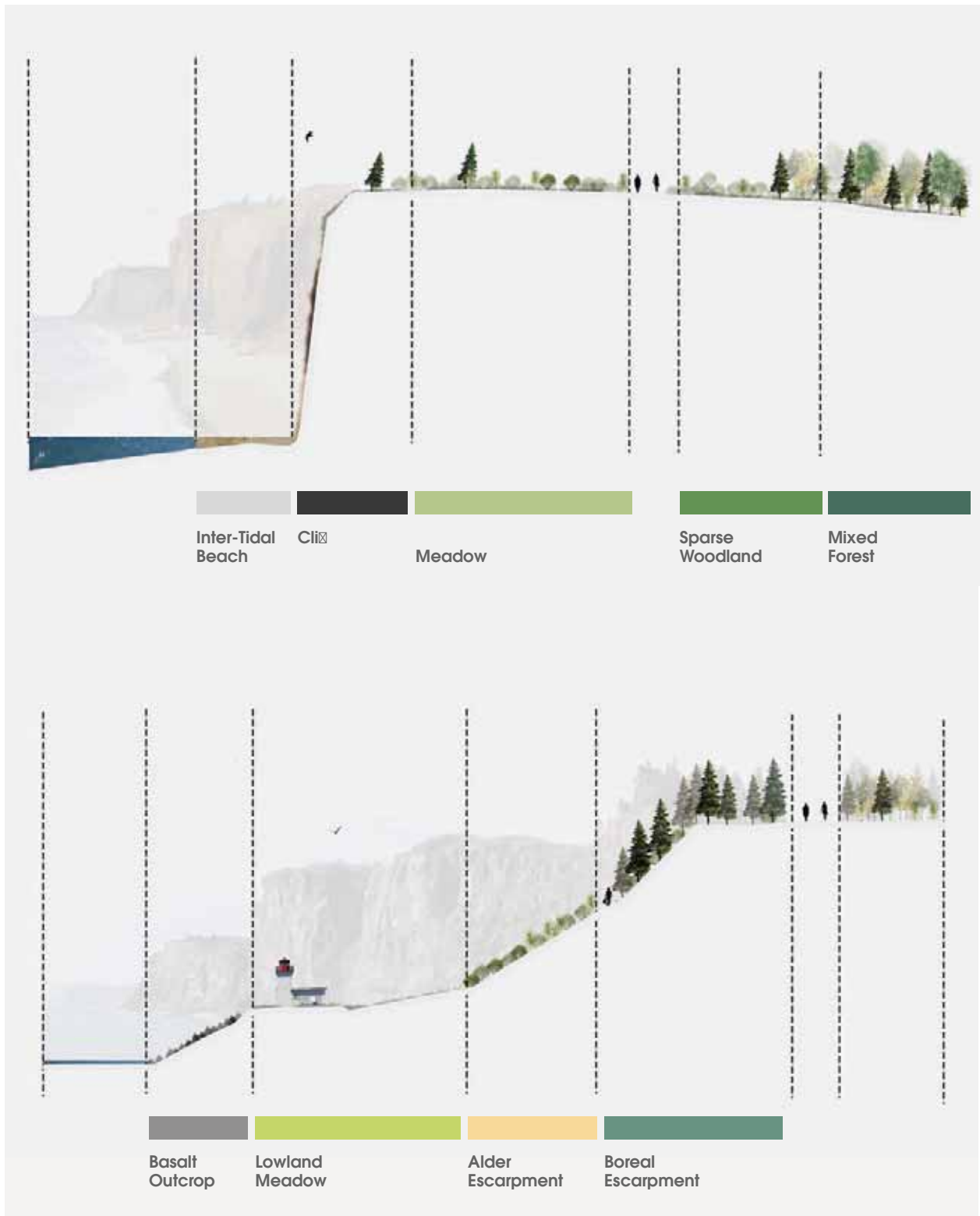
ECOLOGICAL LANDSCAPES

Cape d'Or is an ecologically diverse area consisting of many different types of vegetation areas and habitats within a relatively small area. Within the property, there are approximately ten different landscape types that feature different characteristics in terms of soil type, topography, geology, vegetation cover, aspect, drainage, and more.



Ecological Zones

 Inter-Tidal Beach	 Alder Escarpment	 Boreal Escarpment
 Basalt Outcrop	 Lowland Meadow	 Sparse Woodland
 Cliffside	 Upland Meadow	 Mixed Forest



Inter-Tidal Beach

The western coastline consists of cobblestone beach with large erratics from past rockfalls. The tides are constantly changing the landscape and leave behind crab, mussels, clams, seaweed, sponges, and worms. These attract sandpipers, terns, eagles, falcons, and seagulls. Shells of slipper limpets and hornwrack are also washed ashore. In summer, large flocks of male common eider can be seen along the coast. Common goldeneye and bufflehead can be found during the winter. Seals and porpoises can also be seen along the coast.



Slipper limpet



Bufflehead



Common Eider



Herring Gull



Belted Kingfisher



Hornwrack

Basalt Outcrops

The southern and eastern coastline of the Cape are flanked by rocky basalt outcrops that are slowly being eroded away by the powerful tidal action. This area is defined by a series of irregular columnar rock formations that are formed from the fractures in the basalt. When the tide is out, these rocks are convenient resting areas for seabirds, such as herring gulls and cormorants, and sea mammals like American mink.



Herring Gull



American Mink



Cormorant

Cliff

The exposed and rocky cliffs at Cape d'Or provide habitat for rare arctic-alpine plant species, including two species of milk-vetch. In total there are 22 rare plant species found in the vicinity of Cape d'Or. The cliffs of Cape d'Or are also ideal habitat for the Peregrine Falcon and were used as the last verified nesting site in Nova Scotia. When attempts to re-establish the birds began in 1982 it became a falcon release site.



Harebell



Draba Arabasians



Rhodiola rosea



Saxifrage



Peregrine Falcon



Robbin's milk-vetch

Lowland Meadow

Wedged between the cliffside and the Minas Channel, the lighthouse and lightkeeper dwellings are situated on a small and grassy plateau located about 15-20 metres above sea level. The plateau features various naturalized and mown grasses, dwarf spruce, and alder. The relatively flat plateau attracts all sorts of sea and land-based birds, such as grackles, robins, and blue jays, and small mammals such as snowshoe hares, American mink, raccoons, and other small rodents.



Snowshoe Hare



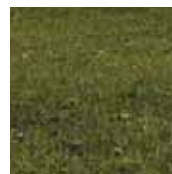
American Mink



Coastal Sedge



Crowberry



Mown grass



Grackle

Alder Escarpment

Beyond the Lowland Meadow is a sloping escarpment that features a variety of vegetation. The lower part of the escarpment is dominated by groves of alders, with other bunches of grasses and groundcover. The low-lying vegetation provides ideal habitat and shelter for small birds and mammals.



Snowshoe Hare



Grackle



Bluejay



Dwarf white spruce



Black crowberry



Alder

Boreal Escarpment

The vegetation cover of the escarpment changes toward the upper portion and crest of the slope from low-lying shrubs to coniferous woodland. Windswept white spruce and balsam fir are the dominant vegetation types in this area, which offer habitat for a variety of birds.



White spruce



Balsam fir



Bluejay



Chickadee



Alder



Grackle

Upland Meadow

The upland meadow along Cape d'Or provides wintering habitat for deer coming down from the Cobequid Hills.



Snowshoe Hare



White tailed deer



Tall grass



Dwarf white spruce



Black crowberry



Alder

Sparse Woodland

The area surrounding the upland meadow was at one point heavily disturbed via logging and mining, and now the alder dominated landscape is beginning to repopulate with white spruce and balsam fir.



White spruce



Balsam fir



Alder

Mixed Forest

The inland and eastern shore of Cape d'Or is dominated by a mixed wood forest, mostly consisting of white birch and white spruce, with occurrences of black spruce, grey birch, red maple, and balsam fir.



White spruce



Balsam fir



Red maple



Grey birch

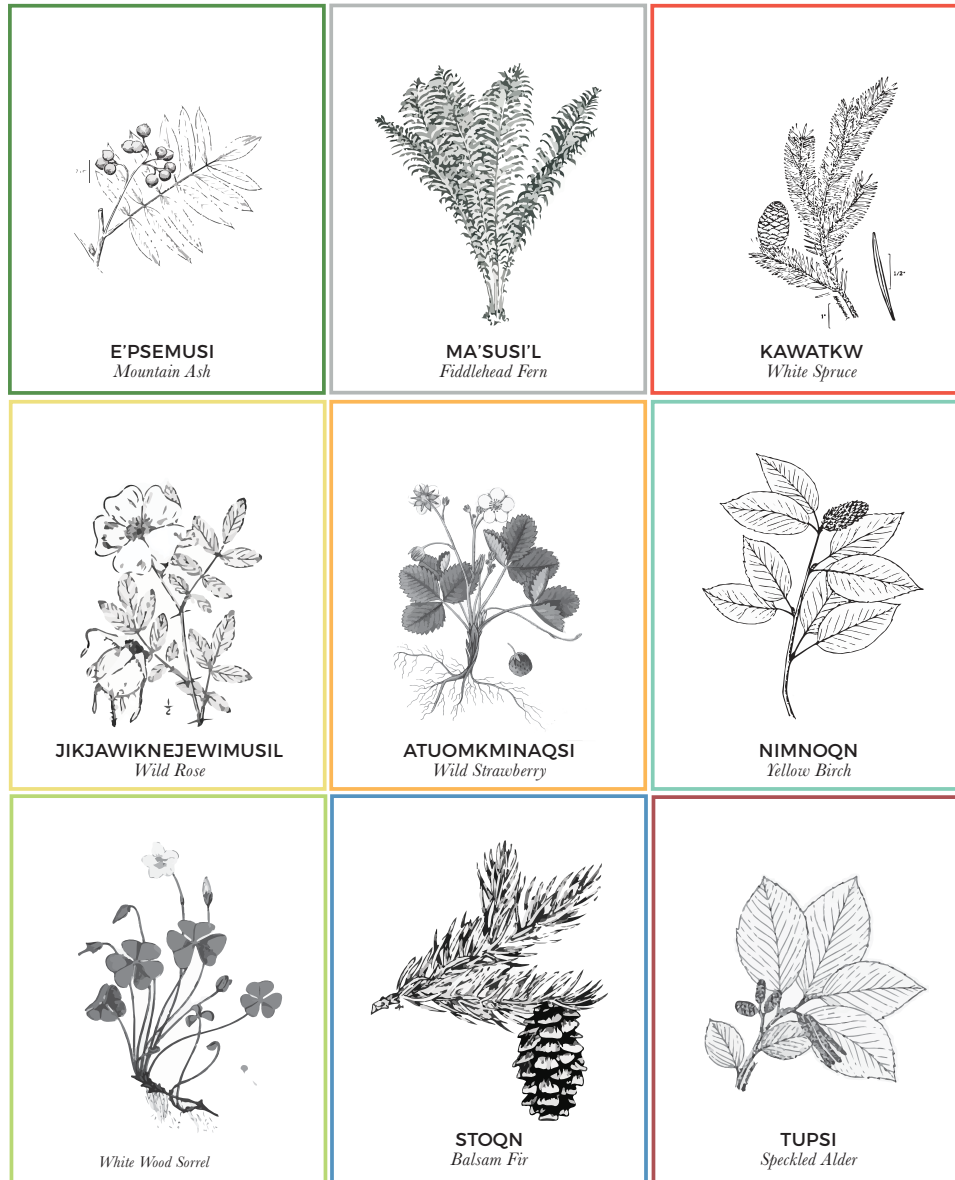


Black bear



White tailed deer

Several plant species in and around Cape d'Or have been historically harvested and collected by the Mi'kmaq for their medicinal and health benefits. They traveled to the coast during warmer weather to harvest seafood and collect plants from the broad variety of species available in the inter-tidal zone.



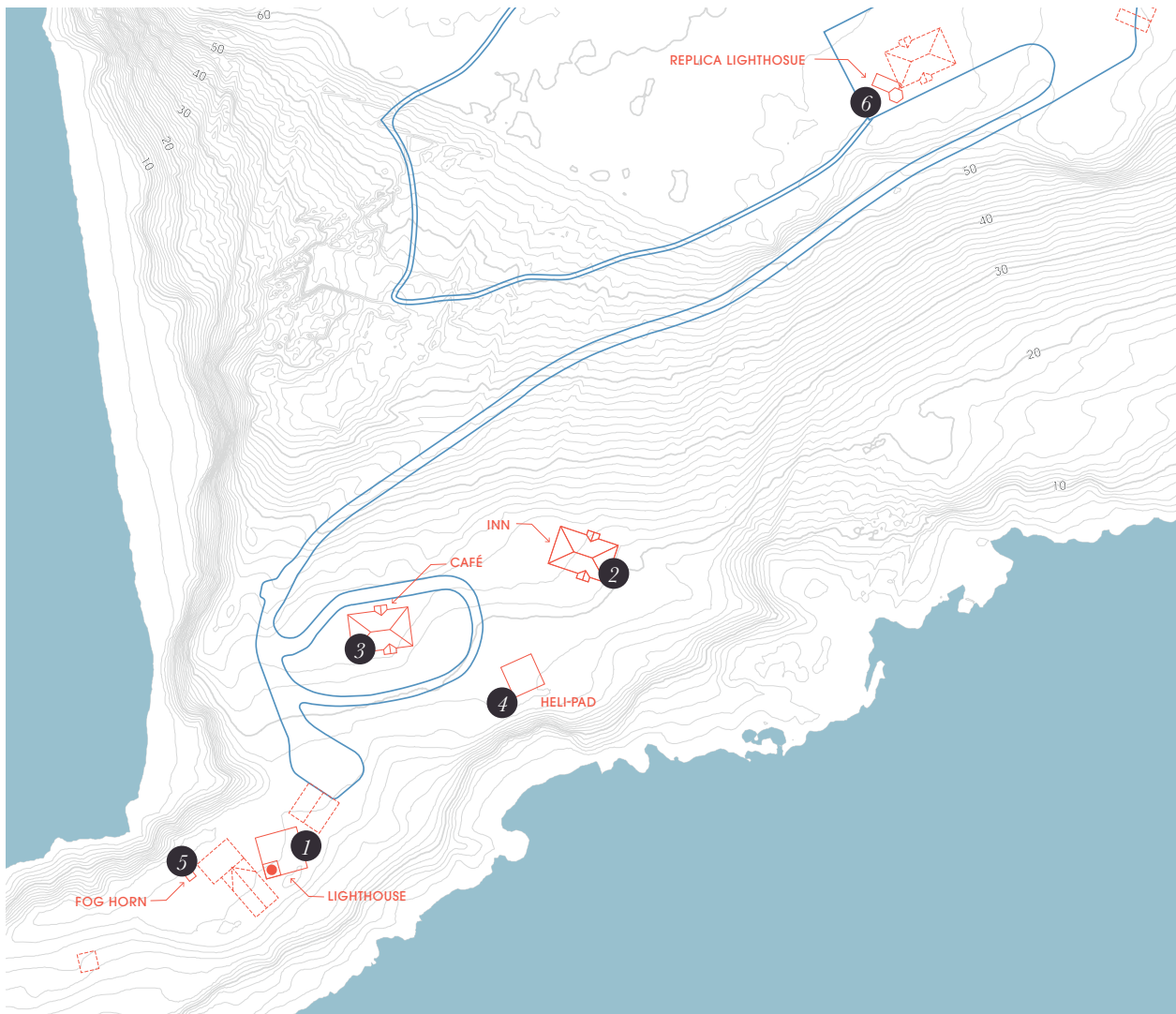
Fauna | *These plant species found on Cape d'Or we're traditionally used by the Mi'kmaq*

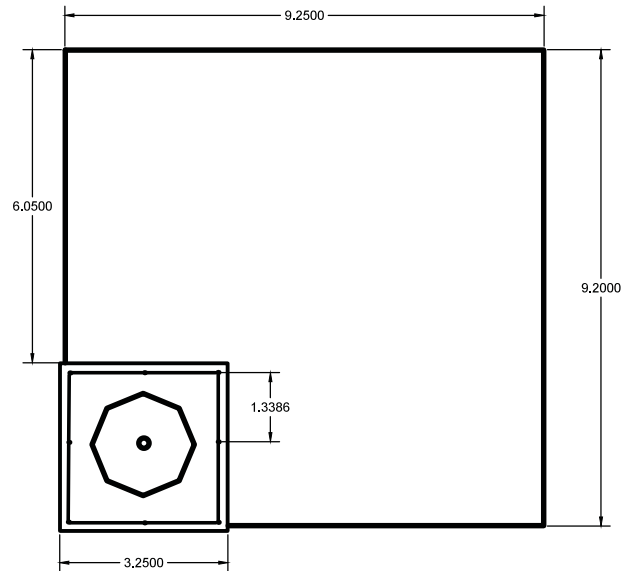
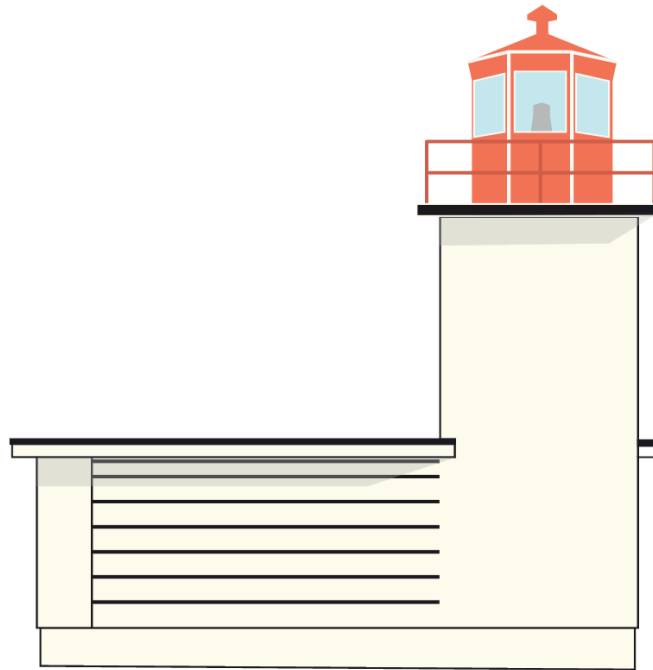
STRUCTURES

The Cape d'Or site includes six structures: the ① lighthouse, ② inn, ③ restaurant, ④ helipad, ⑤ foghorn, and the ⑥ replica lighthouse. The two residential structures that exist on site were formerly lighthouse keepers dwellings. Power to the site is supplied by Nova Scotia Power through an overhead line that originates from Route 209 at Advocate Harbour.

Water to the structures is provided from a dug well located in a grassy area to the north of the replica lighthouse. It supplies the restaurant and inn via a system of rubber hoses that feed two underground cisterns below the restaurant and inn. Water is then treated with a UV system for potable use. Each building is serviced by a small septic system.

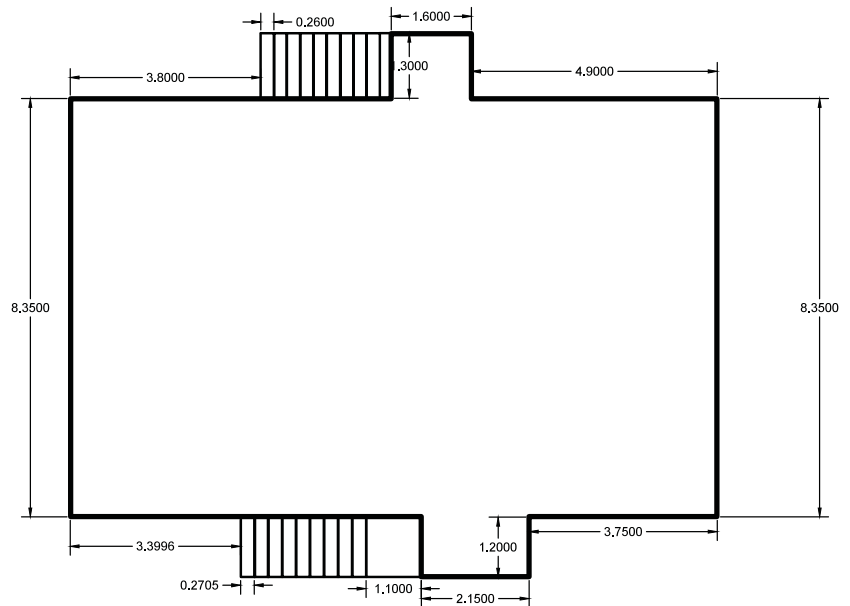
Structures of Cape d'Or | Map shows the location of existing (solid outlines) and former structures (dashed outlines)





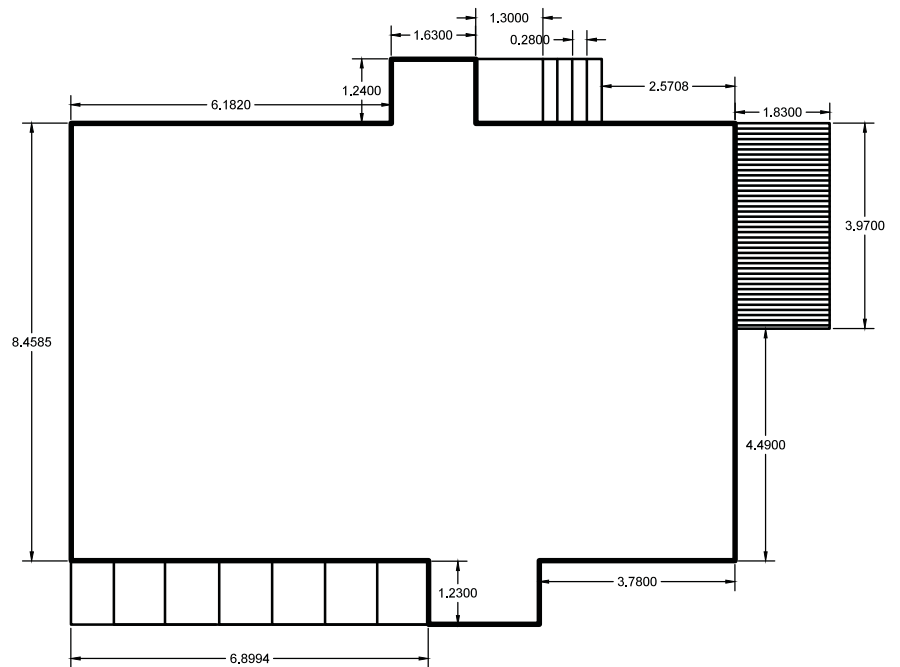
Lighthouse/Generator Room

The existing combined light structure and generator building is a cinderblock structure built on a slab-on-grade foundation. The exterior surfaces of the structure are covered with white vinyl siding. As the lighthouse is now remotely operated the generator room is superfluous to the functioning of the lighthouse.



Lightkeeper Residence 1 (Guest House)

Originally built in 1952 as a lightkeeper's residence, the building has been converted to a seasonal guest house. The wooden frame building is built on a full cinderblock basement. The building features four bedrooms, two bathrooms, and an open shared kitchen/living room.



Lightkeeper Residence 2 (Lightkeeper's Kitchen)

Also originally built in 1952 as a lightkeeper's residence, the building has been converted to a seasonal restaurant. The wooden frame building is built on a full cinderblock basement and includes a kitchen and dining area that can accommodate 30 people. The septic system was recently repaired and is located in the front of the building. The building also features an accessible ramp running the length from the building to the door.



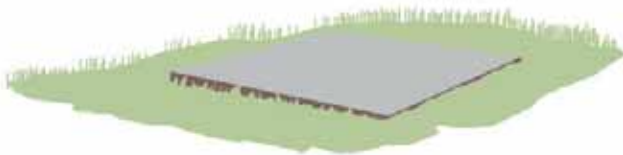
Replica Lighthouse

The replica lighthouse (former information/ heritage centre and gift shop) is an unheated, one storey structure, constructed with a wooden frame and covered in wood siding that has been painted white with red trim. The structure was built by the ADDA in the early 1990s and has been closed for several years due to disrepair.



Fog Horn

A steam powered fog horn is located next to the lighthouse and is controlled by a strobe sensor located in the generator room of the lighthouse. Most visitors are at ease with the fog horn, which can be quite loud, but for some it can be a nuisance, especially for light sleepers at the inn.



Helipad

The small 7 m² concrete helipad is utilized when the lighthouse needs maintenance or repair and for emergency purposes. It is owned and maintained by the federal government.

SITE AMENITIES

A picnic table area, observation deck, gravel parking area, and a number of walking trails are also present on the property. Visible portions of the foundation from a former residential dwelling (in the current parking area) and the location of the former garage (to the east of the parking area) were identified on site by the current manager of the property. Seating has been strategically placed around the site to encourage visitors to experience key views and to act as rest stops on particularly difficult trails.



TOURISM ANALYSIS

Ratings of Cape d'Or on Google and Tripadvisor are overwhelmingly positive. Most of the comments refer directly to the guesthouse or restaurant. Those who do not patronize either of these services are not included in the ratings.

The estimated number of customers at the inn would be in the range of 400 annually based on a 60% occupancy rate over the entire 120 day season. Customers at the restaurant (not including overnight guests) may be in the range of 1,200, although if you include those who stop in for a coffee, it could be more.

The total annual number of visitors at Cape d'Or is unknown or uncertain since there are no counters at the entrance. However, according to the restaurant and inn operator, it is estimated that 60% of visitors to the site do not walk down to the lighthouse. This would suggest that the overall number of visitors would be in the range of 4000. Some reports have the total number of visitors at more than 5,000.

The restaurant and inn at Cape d'Or are essential parts of the overall experience; however, product features and infrastructure that serve visitors that do not patronize these services are also important and need improvement if the site is to gain in relevance and visitation. Visitors are not customers and are largely self-directed, although they might stop into the restaurant to use the washrooms or get information. Depending on the overall number of visitors to the site, the number who are self-directed appears to be in the range of 60 to 80%.



400
Estimated number
of inn guests, annually

1,200
Estimated number
of café guests, annually

4,000 -
5,000
Estimated number
of total guests, annually

There are several web sites that provide information about the Cape d’Or site. The primary website, capedor.ca, managed by the inn and café operator, is under development. The temporary site provides basic information, largely focusing on the overnight accommodations and restaurant. It has adequate directions to the site and some links to nearby activities.

The Tourism Nova Scotia site provides a slightly better overall view of the site in its entirety. It is brief but has key details about operating hours and full information on other services and attractions in the area.

These web sites tend to focus on facilities and services at the site. Trip advisor reviews also have this focus. The significance of the site as a nature tourism destination or an interpretive natural site appears to be secondary. Wikipedia provides some background information about the site, although the focus here is on the mining history, which few visitors experience during their visit.

Nearby destinations include Nova Shore Adventures, Advocate Boat Tours, Cape Chignecto Provincial Park, the Wild Caraway Restaurant, Spencer’s Island, the Age of Sail Museum, downtown Parrsboro, the Fundy Geological Museum, tidal bore viewing sites at River Hebert and Macaan, and the Minudie Heritage Models. Through local partnerships, Nova Shores Adventures offers vacation packages that include boating, accommodations and dining. Atlantic Tours provides bus trip packages to the Fundy region, making stops at Joggins Fossil Cliffs and Grand Pré. However, the vast majority of visitors to Cape d’Or and the area are fully self-guided, and arrange each trip component independently.



capedor.ca
Inn and Café website, as of June 5, 2017



novascotia.com
Provincial tourism website for Cape d’Or, as of June 5, 2017

Approach + Objectives

The approach and objectives are intended to convey the strategic direction, goals, values and focus upon which the master plan recommendation are made. The approach identifies a shared concept of future outcomes, and the objectives articulate a series of criteria to which the plans and future actions will adhere. The following approach and objectives for Cape d'Or were created with input from Steering Committee and local stakeholders, as well as best practices for tourism development.

The next section of the plan provides a series of recommendations. Each one is described in detail, with the related objective(s), any relevant graphics, a timeline, steps to implementation, and potential partnerships. Each recommendation can be undertaken as a piece of puzzle, and need not be followed in chronology.

APPROACH

As a sought-after destination, Cape d'Or will be an anchor point attracting visitors for multi-day eco-tourism excursions throughout the Bay of Fundy region. Immersed in the contentment of disconnection from the modern world, visitors will fully engage with the panoramic views, the coastal ecosystem, and the cultural history. Travelers of all abilities and interests will have valuable and complete experiences rooted in the stories of the land and the local community.

OBJECTIVES



Preserve the rugged quality of the landscape

Cape d'Or offers an opportunity to retreat from day-to-day life, enabling visitors to lose the sense of time while exploring the dynamic and captivating coastal ecosystem. The natural setting is the essence of Cape d'Or and the recommendations of the Master Plan will protect and enhance this asset wherever possible.



Create a strong first impression

The journey to Cape d'Or is lengthy and, at times, challenging. When visitors arrive at the park, they should be rewarded with a sense of culmination and arrival. The Master Plan will identify tools that will provide a warm sense of welcome for visitors, help them get situated, and set the stage for their stay.



Make it easy and intuitive to explore

Cape d'Or is characterized by a complicated terrain that can be tricky to navigate. Recommendations for intuitive orientation and wayfinding will be identified in the Master Plan, which will encourage more exploration of the site and its surroundings.



Improve safety and ease of access

Cape d'Or features many cliffs that are actively eroding and can be dangerous. Steep slopes and irregular surfaces are also obstacles for many people. The Master Plan will identify low-impact measures to ensure the well-being of visitors and make exploring as easy and safe as possible.



Inspire extended periods of lingering, reflection and relaxation

The spectacular views of the Bay of Fundy and cliff side are the defining features of Cape d'Or and will continue to be the central component of any visit. The Master Plan will recommend subtle site improvements to encourage comfortable, prolonged observation and deep engrossment with the panorama.



Demonstrate openness to involve Mi'kmaq people, on their terms

In the spirit of reconciliation, and in acknowledging the position Cape d'Or holds on unceded Mi'kmaq territory, the Master Plan will facilitate meaningful opportunities for Mi'kmaq groups, individuals or organizations to take space as leaders, if desired, in future development of the site.



Enable new community-based ventures

The communities surrounding Cape d'Or are hard working and vibrant, with much to offer a visitor to the area. With an increase in visitors and length of stay, new offerings will be in demand. The Master Plan will present opportunities to expand or create new tourism opportunities and experiences.



Support local food and dining experiences

There is a strong tradition of using local ingredients and food sources to prepare delicious meals for visitors at Cape d'Or. The Master Plan will identify new ways to foster a strong culinary identity focused on local and wild ingredients.



Align with provincial tourism goals

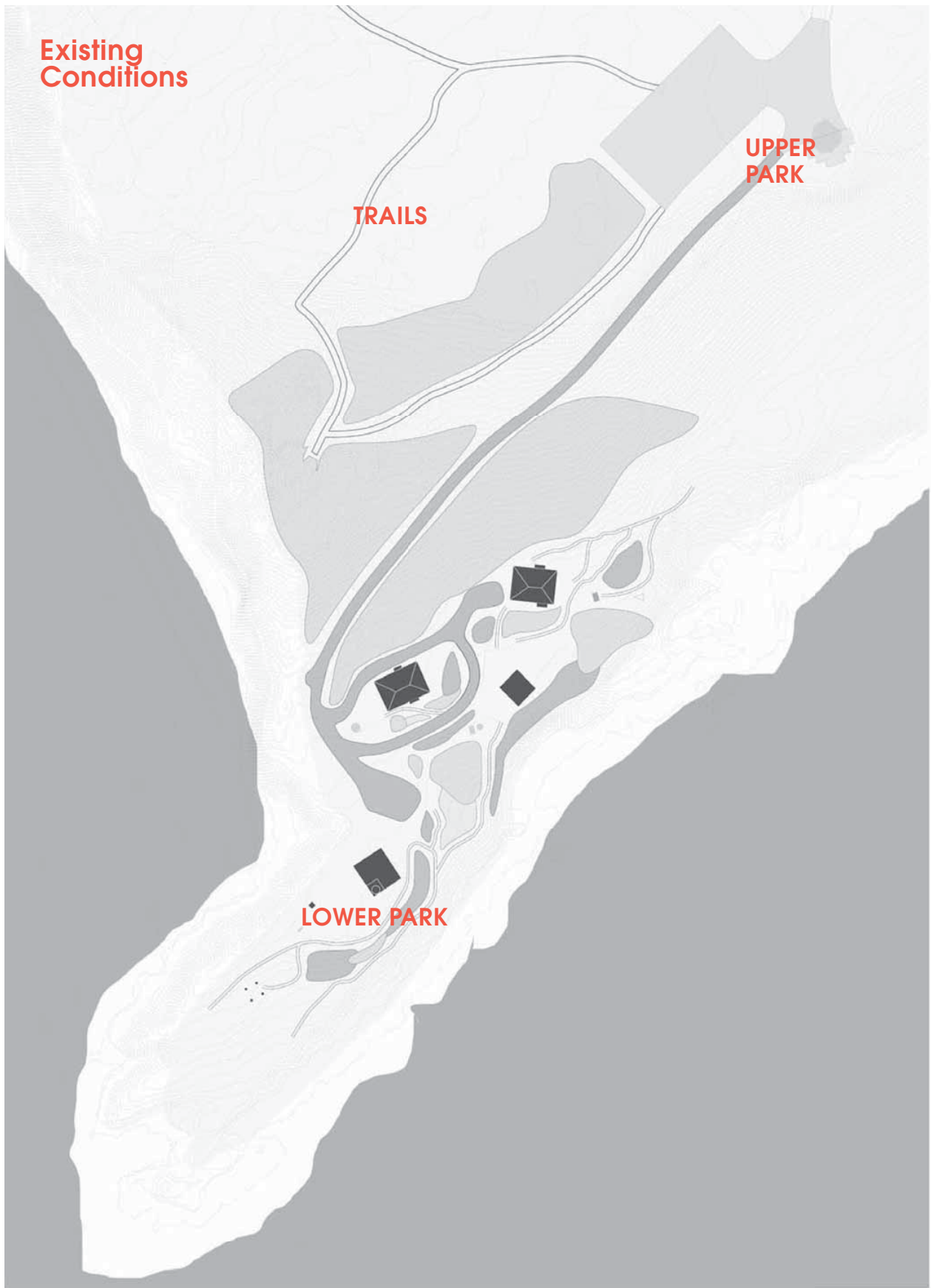
The potential of Cape d'Or is greatest within the context of the Fundy Shore tourism region, including Joggins, Parrsboro and the proposed GeoPark concept. The Master Plan will reinforce this vision by recommending partnerships and connections that position Cape d'Or as a key destination.



Establish processes and frameworks for outstanding site management

To grow wisely, Cape d'Or requires responsible and sustainable management practices. The Master Plan will include strategies for building and grounds maintenance, realistic approaches for on-site revenue generation, new small businesses and staff positions, and extension of the visitor shoulder seasons.

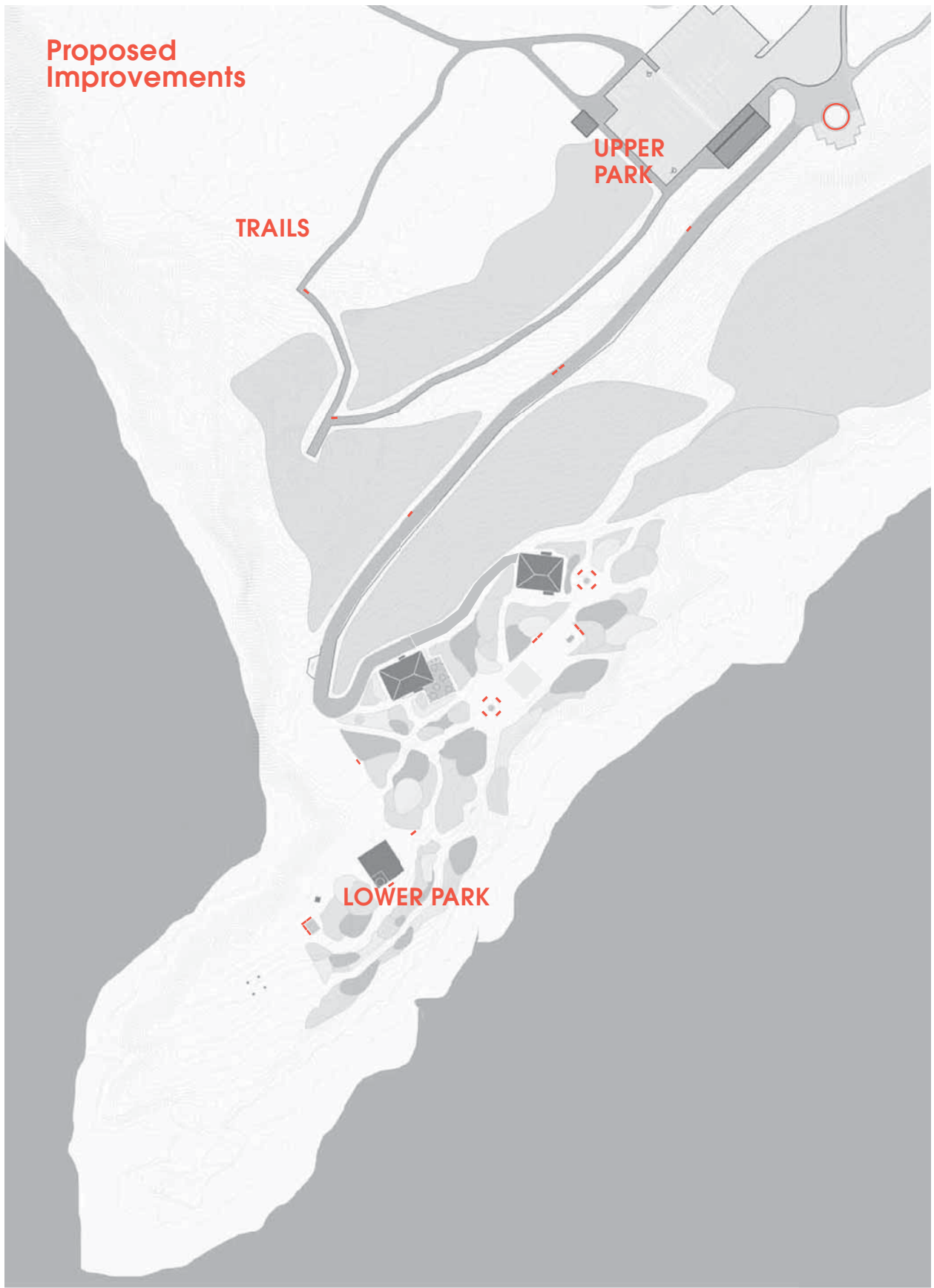
Existing
Conditions



TRAILS

UPPER
PARK

LOWER PARK



Proposed Improvements

TRAILS

UPPER PARK

LOWER PARK

Identity + Promotion

Cape d'Or is an amazing experience that speaks for itself when visitors physically arrive at the site. Prior to a visit, however, there is likely some confusion around what to expect due to the fact that the inn and restaurant are marketed separately by the private operator, while the rest of the site amenities, such as the trails, tides, interpretive opportunities and nearby attractions, are not actively promoted.

The recommendations in this section aim to create a more cohesive identity and promotional strategy for Cape d'Or that communicates the site in its entirety. This revolves around identifying Cape d'Or as a coastal park, where visitors can eat, sleep, learn, take tours, and go on various outdoor excursions, which will give visitors a better idea that they are visiting a place that is worthy of a longer visit.

The following recommendations will help to accomplish this goal; they are described in more detail on the following pages:

- IP1 **Create a visual identity for Cape d'Or**
- IP2 **Create a Cape d'Or website**
- IP3 **Create a Cape d'Or brochure**
- IP4 **Create Cape d'Or merchandise**

IP1

Create a visual identity for Cape d'Or

DESCRIPTION

A strong and attractive visual identity for Cape d'Or will intuitively communicate the true character of the site and help encourage more people to visit the site. The proposed visual identity consists of a logo, wordmark, typeface and colour palette that can be used for on-site and off-site signage and marketing/promotional materials.

The logo represents the juxtaposition between the human-made lighthouse and the

surrounding natural elements. It highlights how the little, red lighthouse is exposed at the tip of the steep sided and rocky cape, standing out against towering cliffs and a vast shoreline.

The site should be described as a Coastal Park—a comprehensive term for all the site has to offer—when additional detail is needed, such as on road signs or promotional materials, as opposed to Cape d'Or Lighthouse or Cape d'Or Scenic Area.



Proposed Logo and Wordmark

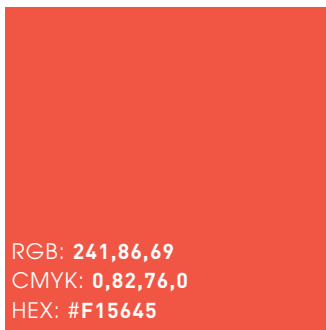


Canada Descriptor

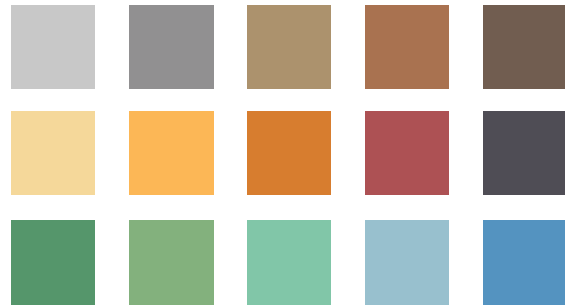
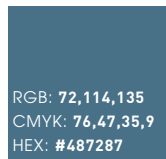


Nova Scotia Descriptor

The colours in the logo and wordmark strengthen this juxtaposition. Earth and water tones illustrate the landscape, and a bright, contrasting vermilion swatch captures the human-made lighthouse.



Primary Colours



Other Colours

ITC Avant Garde Gothic Pro is the typeface for the wordmark. The typeface features a geometric sans-serif design, meaning that its basic shapes are made from circles and straight lines. This geometric design was designed during the same era as the lighthouse, and both share similar vintage and classic aesthetics.



ITC Avant Garde Gothic Pro

Different variations of the logo and wordmark may be used depending on the context of its application. Monotone variations should be used for usage above photographs or textured backgrounds. Another variation of the logo is to replace the Cape d'Or wordmark with the Mi'kmaq name for the site, which is L'mu'juiktuk.



Mi'kmaq variation



Monotone variations

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. A graphics package has been completed as part of the Master Plan phase, consisting of all electronic files and formats
2. The graphics package will be administered by the Tourism Development Officer for the Municipality of the County of Cumberland
3. The Tourism Development Officer will distribute the graphics package to potential partners for proper usage on various tourism-related applications

RESPONSIBILITY

Tourism Development Officer

OTHER POTENTIAL PARTNERS

ADDA, Tourism Nova Scotia, Municipality of the County of Cumberland

IP2

Create a Cape d'Or website

DESCRIPTION

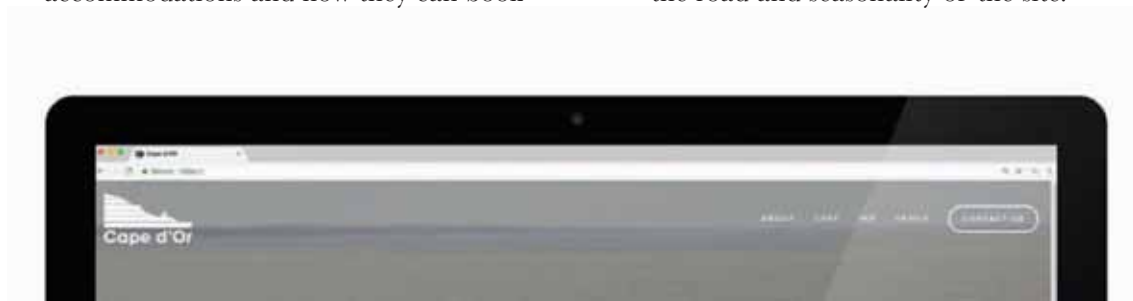
Currently, there are several different websites that offer information about Cape d'Or which prospective visitors must visit to cobble together information about the site. A single, comprehensive Cape d'Or website will better communicate all that the site has to offer.

The Municipality and site operator can work together to design an easy-to-use, attractive and informative website that includes:

- the new logo/wordmark in the header;
- a landing page with a high resolution photo and a brief description of the park;
- a page for the **Inn**, describing the accommodations and how they can book

(ideally visitors can book rooms, check for availability, and pay online for their bookings, but that will be up to the site operator to implement);

- a page for the **Kitchen** with a photo of the dining area, hours of operation, and an online menu, if possible;
- an **About** page, including photographs and historical text about the key interpretive themes of Cape d'Or;
- a page for the **trails** and hiking opportunities; and
- a page about **how to get to the site**, including directions and information about the road and seasonality of the site.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Hire a web designer or graphic designer to build a website that can be owned and operated by the Municipality and the site operator
2. Ensure website is kept up-to-date

POTENTIAL COMMUNITY PARTNERS

Site operator, Municipality of the County of Cumberland

IP3

Create a Cape d'Or brochure

DESCRIPTION

A physical Cape d'Or brochure will help users navigate the site while they are there and learn about the various different opportunities that exist. Physical marketing materials will also help attract people to the site who perhaps do not use online materials to plan their trips.

A small tri-fold brochure should be designed that includes details about the site, including a brief history, information on how to get there, what to expect, and things to do. A large map of the site and the surrounding trail networks should also be included, as well as contact information and the Cape d'Or website address. This same map can be used for the park entrance sign (see UP3).

The brochures should be printed and distributed on-site, and at nearby tourist destinations such as the Rite-Stop and Wild Caraway. They should also be distributed at Nova Scotia's Visitor Information Centres (VIC), especially the Amherst, Parrsboro and Truro VIC locations.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Issue a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, which will include designing a brochure and map for the site, among other services (see pg 109)
2. Print and then distribute brochures on-site, in Advocate Harbour (ie; the RiteStop) and at nearby Visitor Information Centres
3. Update brochure when needed

POTENTIAL COMMUNITY PARTNERS

Tourism Nova Scotia, Municipality of the County of Cumberland, VIC staff, RiteStop, ADDA

IP4

Create Cape d'Or merchandise

DESCRIPTION

The new Cape d'Or identity and logo presents an opportunity to generate some additional revenue on site by creating and selling standard merchandise and souvenir with the brand and photographs of the site on it. These items could include postcards, hats, posters, stickers, bumper stickers, t-shirts, iron-on patches and pins.

The Municipality could also coordinate with local artists to design Cape d'Or inspired paintings, prints, clothing, etc, which can be sold on site and profit can be shared.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Apply the logo and wordmark to standard merchandise and apparel
2. Hire or work with a graphic designer to prepare a series of customized Cape d'Or branded merchandise

POTENTIAL COMMUNITY PARTNERS

ADDA, Tourism Nova Scotia, Municipality of the County of Cumberland



Interpretation

Interpretation invites visitors to enter into a relationship with the site that creates a sense of meaning. It is achieved by establishing clear themes that can be experienced in a variety of ways, and is most immersive when visitors are offered opportunities to explore with multiple senses.

The objective for interpretation at Cape d'Or is to facilitate discovery of the unexpected and develop a sense of emotional involvement that will captivate and enlighten. Visitors will be invited to look deeply at their surroundings, to listen, touch, climb, walk and rest.

The key theme of Cape d'Or is the interplay of the natural environment and human culture. The awe-inspiring landscape created by land and sea is the essence of Cape d'Or. Since pre-historic times, people have met their material and spiritual needs at this place, and have been inspired by the awesomeness of the cliffs and tides.

On the following page, there is a list of three diverse interpretive themes and corresponding sub-themes that are all fascinating in their own ways - each of which will appeal to different visitors in unique ways.

The corresponding pages in this section provide specific recommendations on how to share these stories and themes with visitors:

- IN1 **Disperse interpretative installations throughout the site**
- IN2 **Facilitate interpretation of Mi'kmaw culture by Mi'kmaq people**
- IN3 **Offer experiential programming and events**

INTERPRETIVE THEMES + SUBTHEMES

Land and Sea

Rocks and Cliffs	The nature of the bedrock at Cape d'Or, presence of coastal erosion along the cliffs, and presence of minerals.
Rare and Edible Plants	Habitat for plants with ecological significance, and plants that are valued for foraging.
Migratory Birds	Seasonal stopping grounds where birds rest and feed during the bi-annual continental migration.
Tidal Cycles	The highest tides in the world are a tremendous force of nature, connected to the lunar and solar cycles.
Dory Rips	Tides and currents collide to create turbulence just off the coastline, a strange sight in otherwise calm waters.

Mi'kmaw Heritage

Stone Tool Making	An important pre-historic location for manufacturing tools by knapping, Cape d'Or was also a summertime encampment.
Native Copper	Naturally occurring copper was collected at Cape d'Or and used to make special objects. It may have even been a point of trade.
Legends of Kluskap	The stories of Kluskap animate the landscape of Cape d'Or and surroundings.

Colonial Livelihoods

Early Explorers	Samuel de Champlain is acknowledged as the first European to see Cape d'Or, but another story rests with Henry Sinclair and the Scots.
Shipbuilding and Fishing	Like much of the region, settler livelihoods were based in building ships and catching fish, essential resources for colonization.
Light Keeping	As seafaring grew in the Bay of Fundy, the lightkeeper and their homestead become a primary figure.
Copper Mining	The landscape of Cape d'Or has remnants of mining operations that did not prove economically viable.

IN1

Disperse interpretative installations throughout the site

DESCRIPTION

As a contemporary destination, the interpretive experience at Cape d'Or can take a fresh approach, where information is decentralized from a few large panels to many smaller ones dispersed through the landscape. As visitors explore, they will discover snapshots of information relevant to the specific location or vantage in which they are located. Each visitor has time to reflect on each little bit of learning while moving on to the next, incrementally taking in a full understanding of the interpretive themes. It is snacking, versus eating a whole meal.

The details of each "snapshot" can be designed in the most appropriate format for the place in which it is located and the information that is being covered. For example:

- Bedrock described on a panel mounted to a cliff face
- Information about mining on a sign beside an inundated mine shaft
- Solar powered listening booth of recorded Mi'kmaq Kluskap legends told by elders, positioned to look out at the sea



Possible locations of Interpretive Installations

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, that will include generating the interpretive plan for the site (see pg 109)
2. Have the components manufactured and installed

POTENTIAL COMMUNITY PARTNERS

Tourism Nova Scotia, Museum of History, KMKNO

IN2

Facilitate interpretation of Mi'kmaw heritage by Mi'kmaq people

DESCRIPTION

It is important that Mi'kmaw heritage be understood as evolving and contemporary, and not a thing of the past. Mi'kmaq communities and settlers co-exist in a complex colonial context that rest very much in the present. In the spirit of reconciliation, it is important that interpretation of Mi'kmaw heritage adopts a sensitive, consultative approach and be undertaken by the community. Indigenous experiences and traditions must not be commodified.

Therefore, the aim should be determined with, rather than about, Mi'kmaq people. What and how heritage is interpreted must be at the discretion of Mi'kmaq people, centering them as the keepers of their own heritage could help foster understanding of the impact of colonialism.

This recommendation requires open willingness to do the works necessary for Mi'kmaq community members to easily become involved in defining what stories or messages should be shared, and how to tell them. The contributing individuals must also be fairly compensated for their efforts.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Begin to establish relationships with Mi'kmaq individuals and organizations.
2. When issuing RFPs for Interpretive Services, consult with Mi'kmaq partners for setting terms and requirements
3. Maintain communication with the Museum of History about archived artifacts

POTENTIAL COMMUNITY PARTNERS

Museum of History, KMKNO, Aboriginal Tourism Association NS Working Group

IN3

Offer experiences through programming and events

Visitors who are able to find meaning from direct experience will leave Cape d'Or with profound memories. In addition to the fixed, tangible interpretive elements, programs and events can entice more visitors for longer stays and create greater depth of experience.

Currently, the Nova Scotia Tourism accelerator experiences have created new dining events. There are also many different types of programs and events that could be offered, such as foraging walking tours, astronomy talks, artist in residency programs, rare plant tours, geology tours, camp fires, etc.

Exactly which programs or events are implemented can be decided in collaboration among the restaurant and inn operator, the County of Cumberland, Tourism Nova Scotia, and other topic-specific partners. More information about implementation frameworks is detailed in the Operation and Maintenance Section.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Do a call-out to local residents, seeking people who have skills, talents or other assets that could be adapted as an interpretive offering.
2. Establish a management framework to guide the structure and decision making criteria.

POTENTIAL COMMUNITY PARTNERS

Tourism Nova Scotia, Wild Caraway, Light Keepers Kitchen, County of Cumberland

Park Access

(Getting to Cape d'Or)

Cape d'Or is off the beaten track. Visitors must put in a substantial effort to get to the site, traveling along winding coastal highways and along a steep and narrow gravel resource road. Any interventions that can inject some joy into this journey will certainly be appreciated by visitors.

The following recommendations are aimed at accomplishing this objective:

- PA1 **Install directional signs along Highway 104**
- PA2 **Install directional signs along secondary highways**
- PA3 **Replace guidance signs along Cape d'Or Road**
- PA4 **Widen road between Horseshoe Cove and parking lot**

PA1

Install directional signs along Highway 104

DESCRIPTION

A network of off-site directional signs can help visitors easily find their way to Cape d'Or, which will improve the visitor experience and also increase the number of visitors. Signs for Cape d'Or should originate along Highway 104 to capture visitors traveling southbound near Amherst and northbound after Truro. Currently, a standardized highway sign already exists at Exit 12 heading northbound. It is labeled as "Cape d'Or Lighthouse". Another similar sign should be placed at Exit 3 heading southbound near Amherst. Ideally, both signs should use the label "Cape d'Or Coastal Park", instead of "Cape d'Or Lighthouse".



Existing sign at Exit 12

All signs must be approved and managed by Nova Scotia Department of Transportation and Infrastructure Renewal.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Approach NSTIR about the possibility of installing highway signs at the proposed locations
2. Work with NSTIR to determine the wording and icon to be used on the signage (see example on next page).

POTENTIAL COMMUNITY PARTNERS

NSTIR, Tourism Nova Scotia, Municipality of the County of Cumberland

100 SERIES HIGHWAY SIGNS



H1: SIGN AT EXIT 3



H2: SIGN AT EXIT 12



SIGN PLACEMENT

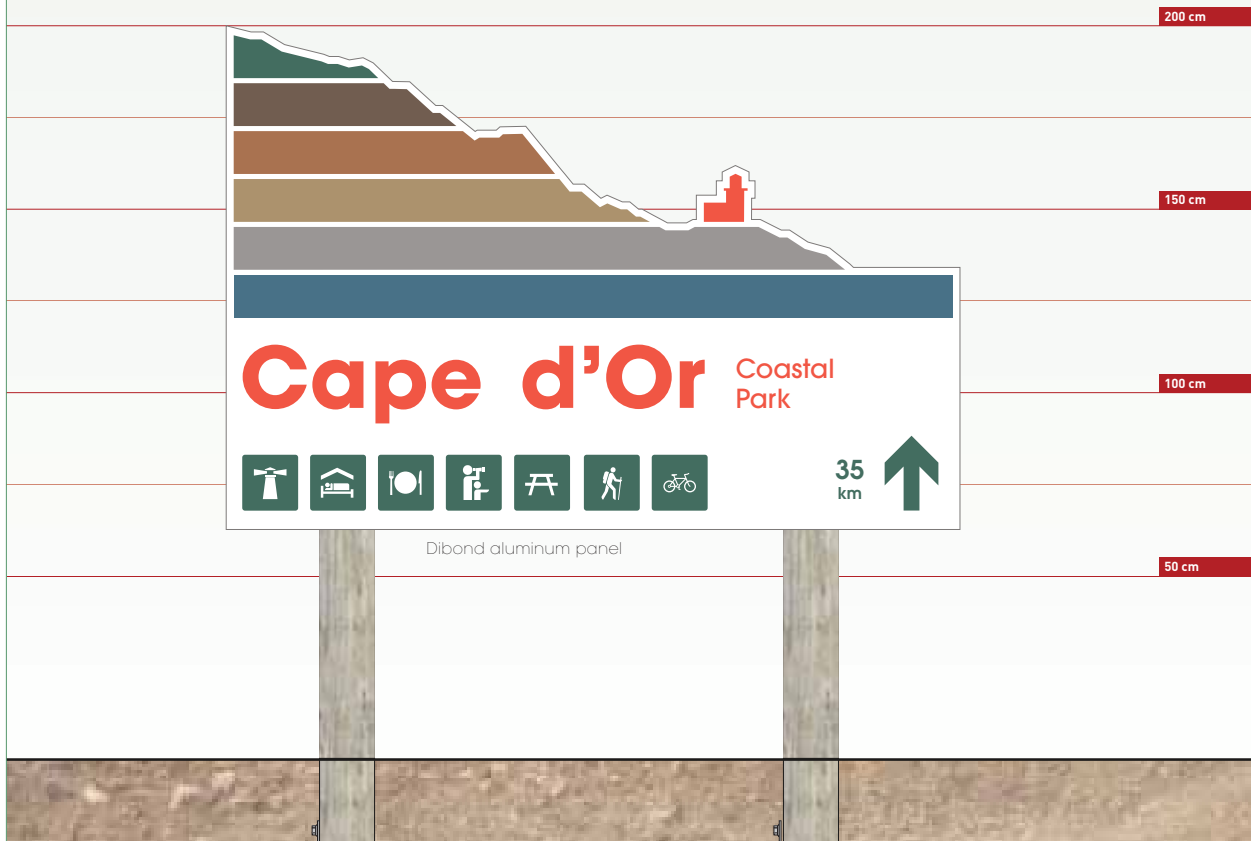
PA2

Install directional signs along secondary highways

DESCRIPTION

Along secondary highways, such as Highway 242/209 and Trunk 2, customized directional signs can be placed alongside the road that will help direct people to the site while also promoting Cape d'Or to travelers who maybe were not planning on visiting. The proposed signs are large directional signs with a die-cut background in the shape of the Cape d'Or logo. The logo and messaging are displayed in the Cape d'Or vermilion and will be very eye catching alongside the road. The sign includes a variety of amenity symbols featured at the site, as well as an arrow and distance marker.

SECONDARY HIGHWAY DIRECTIONAL SIGN

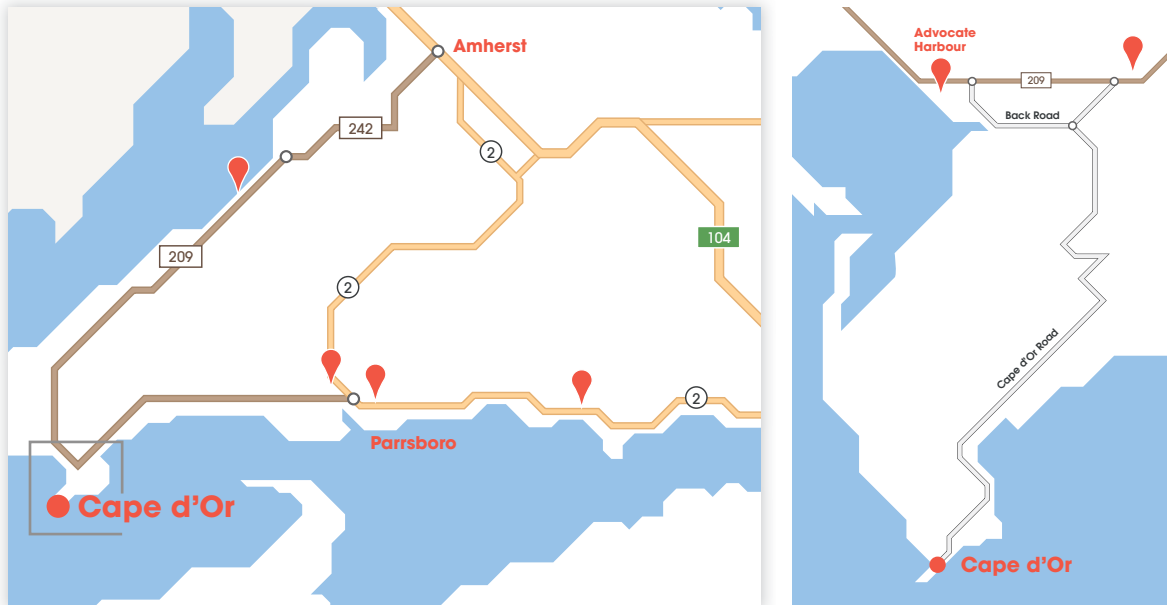


Possible Materials



Cedar posts Dibond aluminum panel

SIGN PLACEMENT



Secondary highway signs should be placed at the following locations:

- on Shulie Road southbound after Joggins Fossil Cliffs;
- on Highway 209 eastbound about 500 metres before Back Road;
- on Highway 209 westbound about 500 metres before Back Road;
- on Trunk 2 southbound prior to the junction with Highway 209 before Parrsboro;
- on Trunk 2 westbound prior to the junction with Highway 209 before Parrsboro; and
- on Trunk 2 westbound between Economy and Five Islands Provincial Park.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, that will include finalizing the design for secondary highway directional signs (see pg 109)
2. Work with NSTIR to identify appropriate sites along secondary highways to place the signs

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, NSTIR, Tourism Nova Scotia

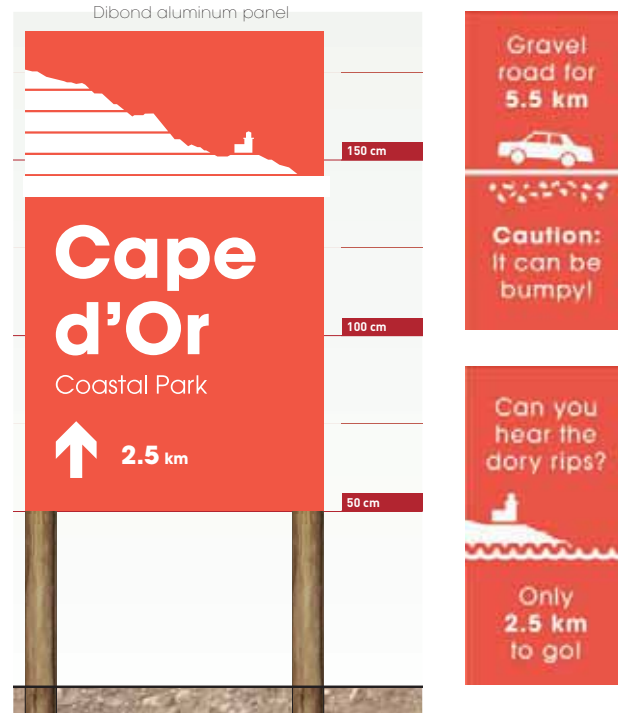
PA3

Replace guidance signage along Cape d'Or Road

DESCRIPTION

Cape d'Or Road is a 5.5 km long gravel road that winds and weaves its way to the parking lot near the site. Although it is a relatively short distance, the road conditions and geometry make the trip more demanding for visitors. Placing a guidance signs along the road indicating the distance to the parking lot will reassure visitors that they are almost at their destination and that they are on the right track.

Currently, there are a pair of signs that accomplish this; however, they are getting old and are deteriorating. These signs should be replaced with new directional signs that feature the new Cape d'Or identity (see IPI). The signs could incorporate some more light-hearted messages about the road conditions, as illustrated in the mockup (far right).



GUIDANCE SIGN

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, that will include finalizing the design for guidance signs along Cape d'Or Road (see pg 109)
2. Hire a sign fabricator to build and install the signs

POTENTIAL COMMUNITY PARTNERS

Tourism Nova Scotia, Municipality of the County of Cumberland, ADDA

PA4

Widen road between Horseshoe Cove and parking lot

DESCRIPTION

The responsibility of Cape d'Or Road is shared by both the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) and the Municipality of the County of Cumberland. The first section, owned by NSTIR, is just over 4 kilometres long and experiences washouts regularly in steep areas. The second section, owned by the Municipality, is about 1,200 metres long stretching between Horseshoe Cove and the parking lot. This section does not experience as many washouts, but the roadbed and shoulder area are quite a bit narrower than the section owned by NSTIR, ranging between four to six metres wide with very little shoulder space. These conditions have caused situations where two large vehicles could not safely pass by each other, forcing vehicles to back up to an area where they could pull over and allow the other vehicle to pass.

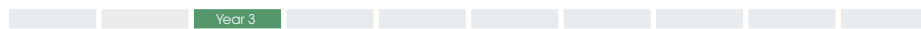
Improving this section of road is a key part of this Master Plan, as it will improve safety conditions and significantly improve the sense of comfort and arrival for visitors. The roadbed between Horseshoe Cove and the parking lot should ideally be widened to 8 metres wide (6 metres minimum), with 2 metres of shoulder space on either side to maintain sight-lines. This will eliminate future conflicts for wider vehicles and give the road the same cross-section as the NSTIR section. Several culverts will also be necessary to reduce the possibility of washouts in the future.

After the Municipality has completed this work, they can explore the possibility of having NSTIR take care of managing the road on an ongoing basis to ensure that the road conditions are the same from start to finish.

OBJECTIVES MET



TIMELINE

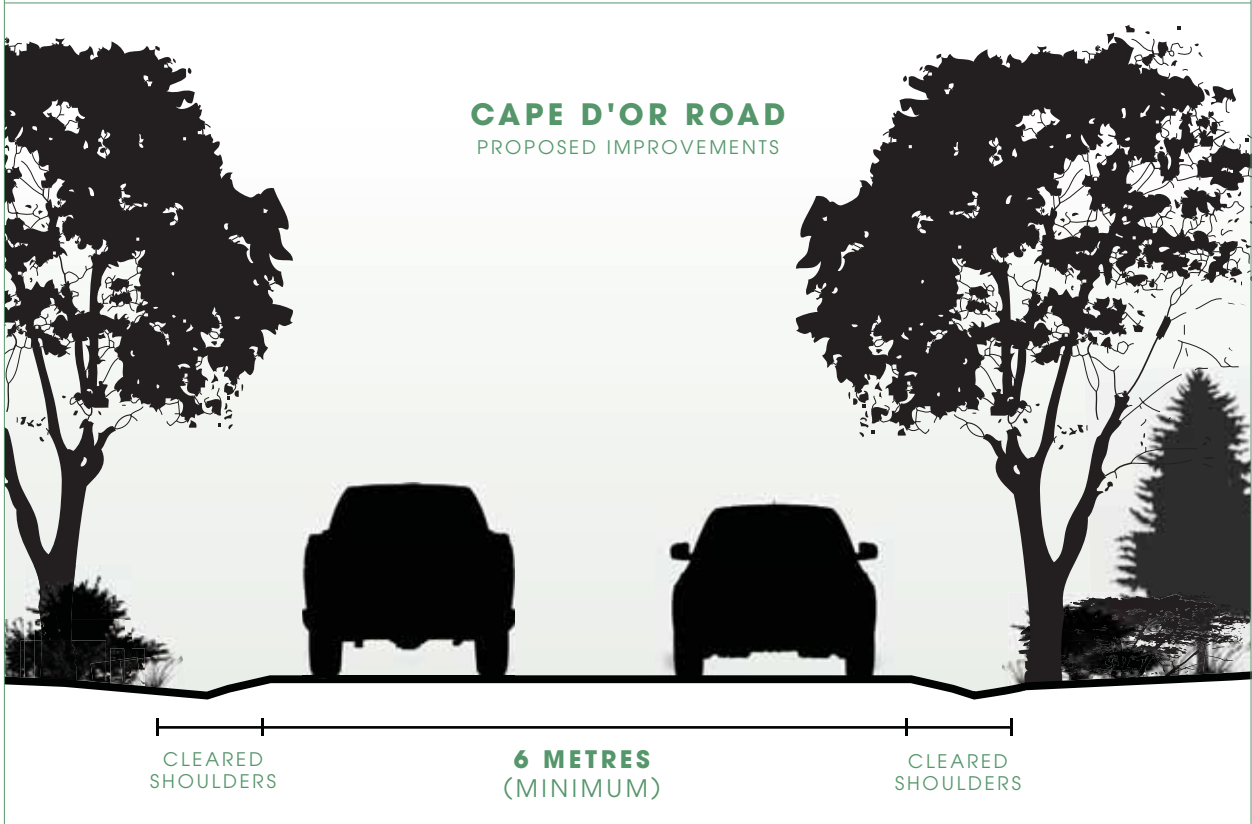


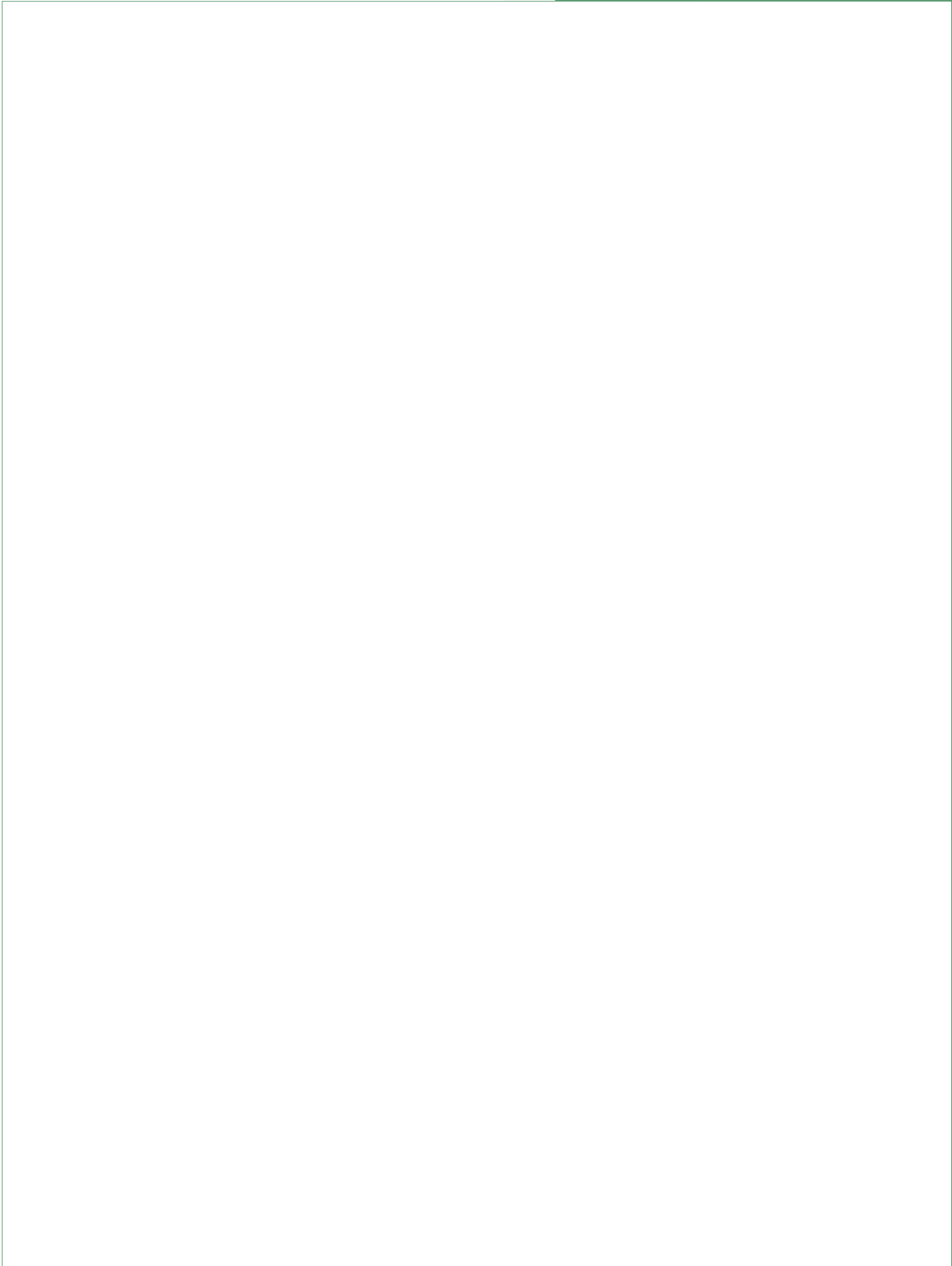
STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include preparing detailed design drawings for improvements to Cape d'Or Road (see pg 110)
2. Put work out to tender.

POTENTIAL COMMUNITY PARTNERS

Cumberland, ADDA, Tourism Nova Scotia



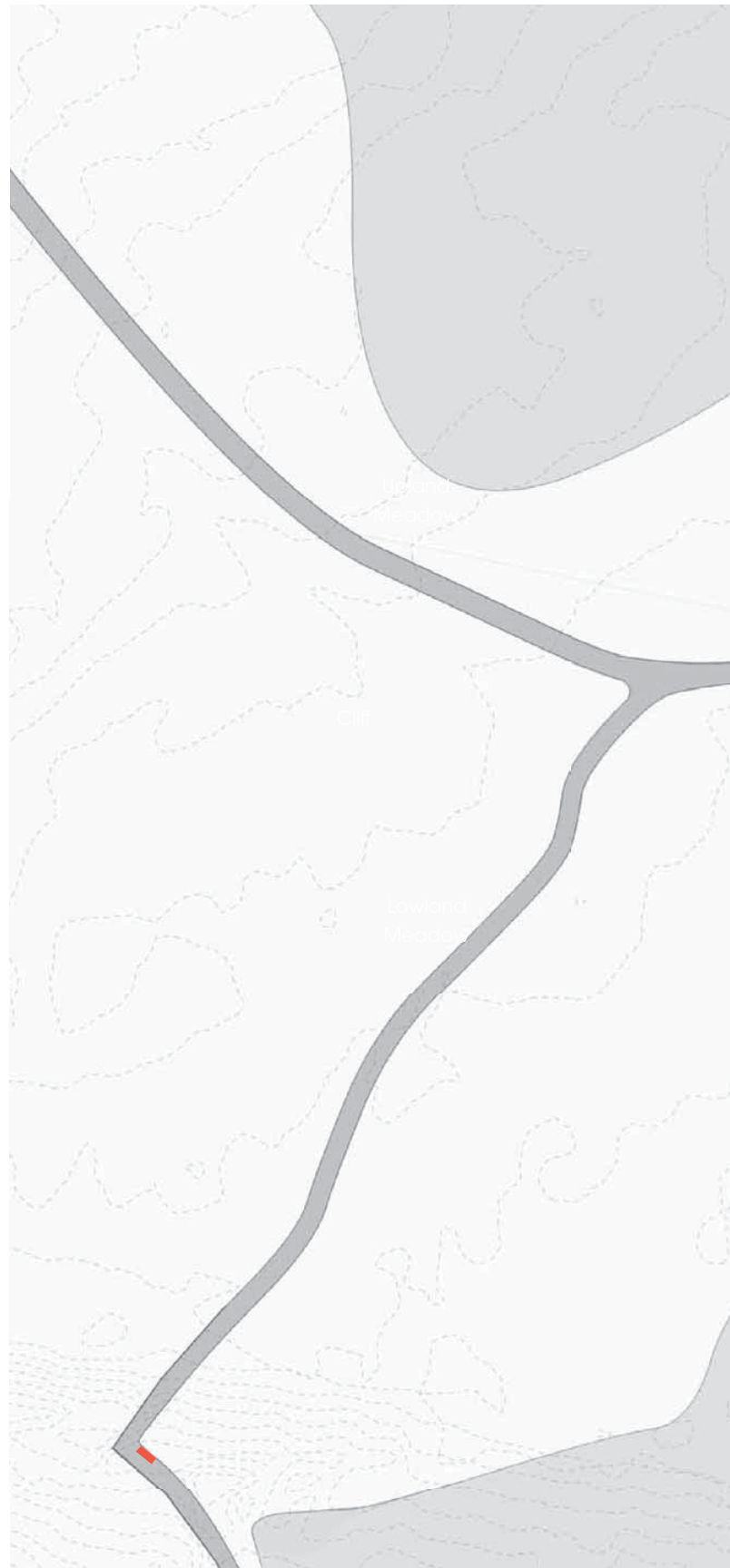
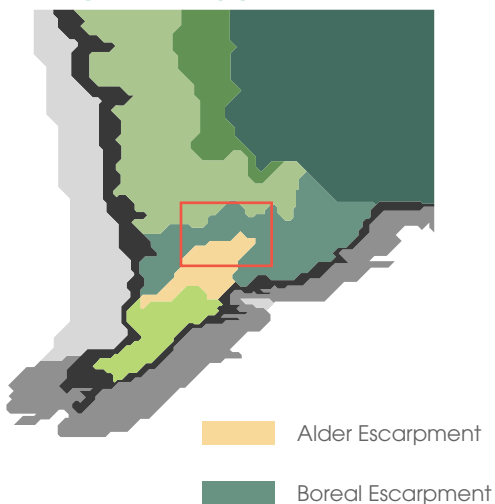


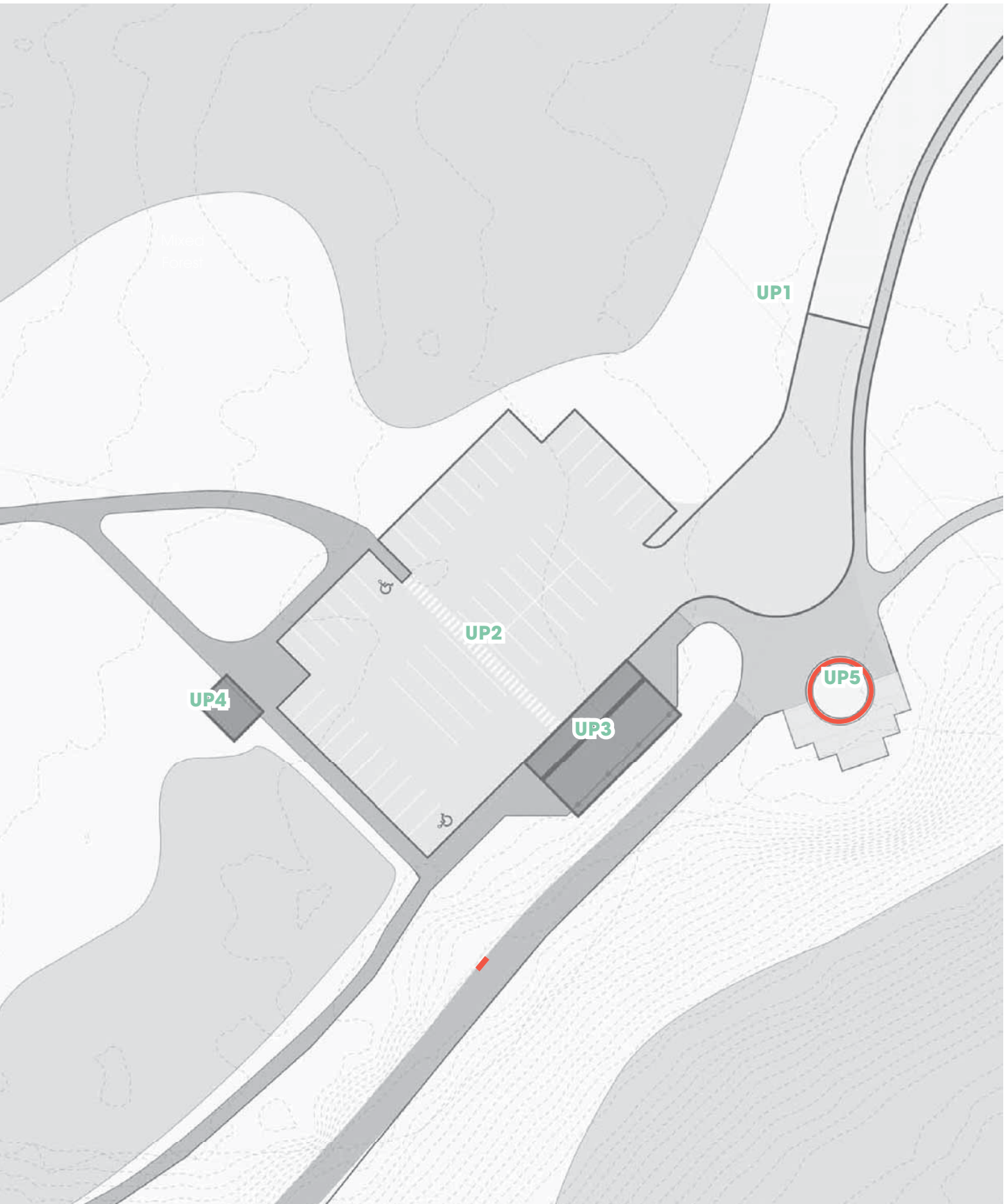
Upper Park

The upper park area is the point of arrival for visitors and will shape their first impressions of Cape d'Or. This area should be organized in a clear and logical manner so that visitors intuitively understand how they should experience the site. The following recommendations will help accomplish this:

- UP1 **Install a welcome sign**
- UP2 **Expand the parking area**
- UP3 **Build a sheltered welcome area**
- UP4 **Build a public washroom**
- UP5 **Reconfigure observation deck**
- UP6 **Install directional signposts**

Ecological zones engaged with:





UP1

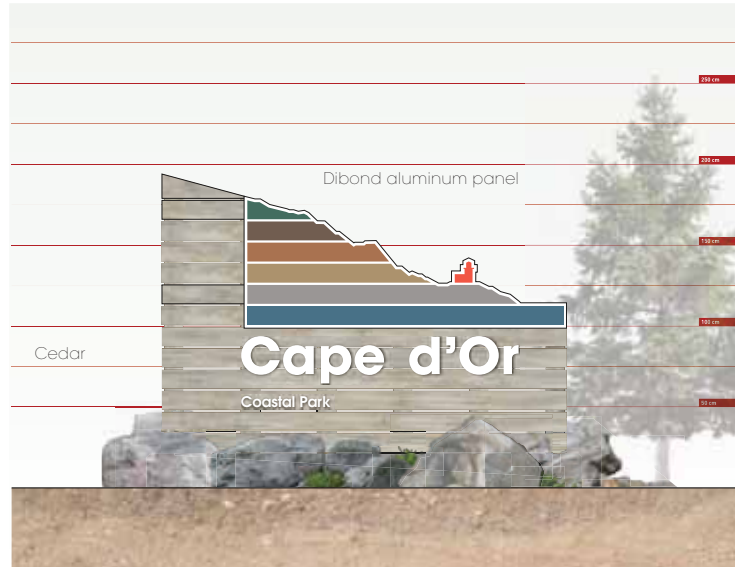
Install a welcome sign

DESCRIPTION

The design and installation of an attractive welcome sign will give visitors a sense of arrival after their trek down Cape d'Or Road. The proposed Welcome Sign design concept incorporates the logo into a wooden base structure comprised of horizontal wooden slats.

The sign pedestal is surrounded by a landscaping area consisting of large boulders and groundcover (crowberry and creeping juniper). Indirect ground lighting should also be installed to ensure that the sign can be read at night.

CAPE D'OR WELCOME SIGN



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, that will include finalizing the design for the entrance sign (see page 109)
2. Hire a sign fabricator to design and install the sign
3. Hire a company to install lighting and landscaping (including plants and boulders)

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, Tourism Nova Scotia, ADDA

UP2

Expand the parking area

DESCRIPTION

When visitors arrive, they are currently greeted with a gravel parking lot and an aging replica lighthouse. This area needs to be reorganized and improved so that new visitors intuitively understand how the site works and can plan their visit with ease and excitement.

Expand the parking lot

The current gravel parking lot area can accommodate an estimated 20-25 parked vehicles, which is at capacity during busy times of the year. The proposed redesigned parking lot can accommodate 42 vehicles plus an additional 3 stalls for larger vehicles (such as RVs or service trucks) and two barrier free stalls. The parking lot surface will consist of a gravel base with a protective chip seal coat of liquid asphalt. The chip seal coat will allow the parking lot stalls to be delineated with paint markings, which will increase the parking efficiency.

Remove the replica lighthouse

The replica lighthouse is no longer being used because it is in need of significant repair. It is also the source of confusion for new visitors arriving at the site, who mistake it for the real lighthouse at the bottom of the hill.

Although the replica lighthouse is an attractive building, it can likely be better utilized by the community in a different location such as near the new outdoor ice arena in Advocate. Other locations may be equally as appropriate, however, it is pretty clear that the parking lot area is not a great location for the replica lighthouse. Thus, the building should be carefully disassembled, relocated and rebuilt in another location.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include preparing detailed design drawings for improvements to the parking lot (see page 110)
2. Put work out to tender.
3. Oversee completion of construction contract

POTENTIAL COMMUNITY PARTNERS

Cumberland, Tourism Nova Scotia, ADDA

UP3

Build a sheltered welcome area

DESCRIPTION

There is currently little information about the site and how to get around it in the welcome area. This area needs a logical and intuitive starting point that will attract visitors and help them get situated and familiar with the site.

In order to accomplish this, a large sheltered welcome area is proposed between the parking lot and the trail leading down to the lighthouse. This location is ideal because it is relatively sheltered from the wind as it blows up the slope while also providing great views of the lighthouse below. The open structure will feature an inverted pitched roof, which will provide shelter from the rain while allowing maximum solar exposure. The inverted roof will gather snow in the winter,

but will be pitched at a slope that it will run off as it melts. In warmer weather the rain that collects on the roof can be collected and used to informally irrigate certain parts of the landscape.

The structure will accommodate a series of graphic interpretive panels and an illustrated site map that will help visitors orient themselves. All of the existing interpretive panels around the parking lot should be removed and their content represented in this new configuration. The roof will also provide shelter for a few picnic tables and waste bins, where visitors can sit, relax and eat some self packaged meals they may have brought in.

OBJECTIVES MET



TIMELINE



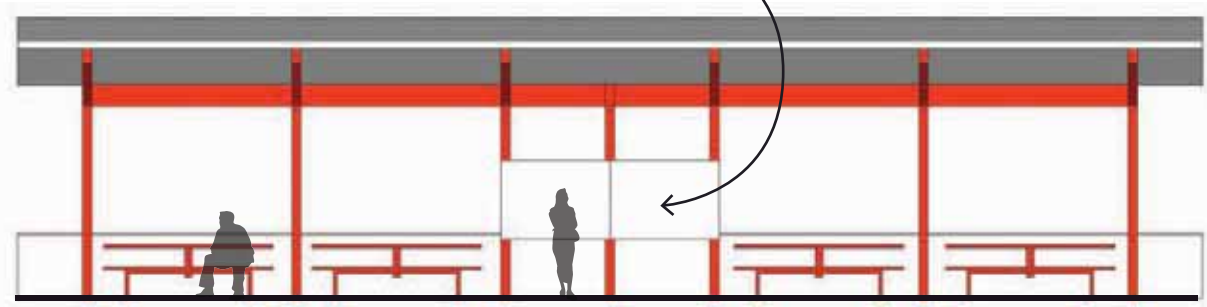
STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include preparing detailed design drawings for the sheltered welcome area (see page 110)
2. Put work out to tender.
3. Oversee completion of construction contract

POTENTIAL COMMUNITY PARTNERS

Tourism Nova Scotia, Municipality of the County of Cumberland, ADDA

Welcome map and park information



17m

View of the lighthouse and Bay



2.75 m

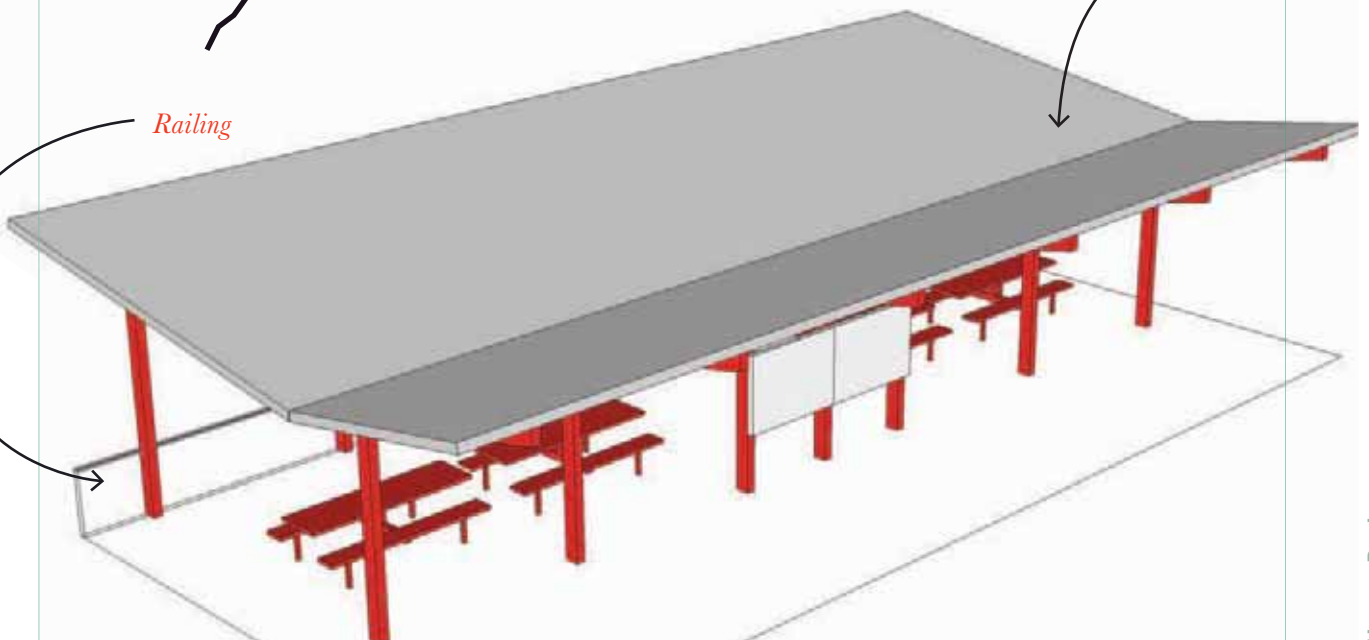
Viewing area

Picnic area

Arrival area

Potential for rainwater collection

Railing



UP4

Build a public washroom

DESCRIPTION

A public washroom facility is needed in the upper park area, both for the convenience of visitors and to help alleviate the water issues that are experienced in the inn and restaurant. A low-maintenance washroom facility will also reduce work load for the site operator. The design of this structure will be in the same aesthetic style as the other structures on the site.



A medium sized vault toilet facility is proposed adjacent to the parking lot to the west, consisting of two spacious unisex and barrier-free washrooms plus a park maintenance storage room. Vault toilets are built with large concrete cisterns for waste to be stored in and need to be emptied once or twice a season (depending on the size of the vault and the amount of use it gets). A similar facility is located at Five Islands Lighthouse Park, which can be used as inspiration (see above). The architectural style of the welcome area structure should match the style of the washroom structure.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include preparing detailed design drawings for the sheltered welcome area (see page 110)
2. Put work out to tender.
3. Oversee completion of construction contract

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia

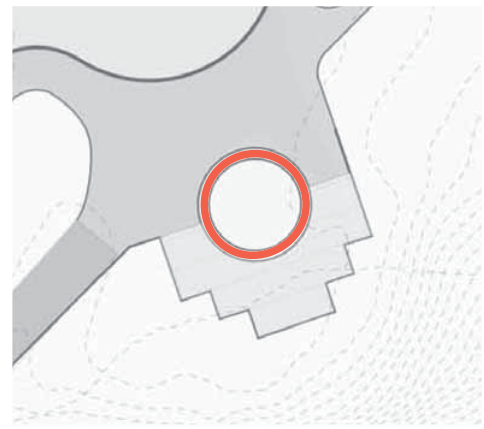
UP4

Reconfigure observation deck

DESCRIPTION

The existing observation deck provides a unique opportunity to overlook the lower park (the Whistle). In particular, it provides a unique panoramic vantage point of the bay and dory rips. The lighthouse is also in view, but slightly obscured by vegetation. The observation deck is currently centered around a landscaping bed consisting of rose bushes and mugo pine shrubs.

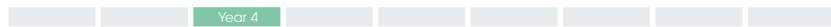
The proposed observation deck reconfiguration aims to make it a more enticing experience. The existing landscaping area has grown to the point where it is obstructing views of the observation deck and the bay behind it as visitors arrive to the site. The reconfiguration proposes to replace the landscaping with a ring of benches, which will not obstruct views and will encourage more people to visit the observation deck.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include improvements to the observation deck (see page 110)
2. Hire a landscaping designer or contractor to make improvements and repairs to the observation deck

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland,
Tourism Nova Scotia, ADDA

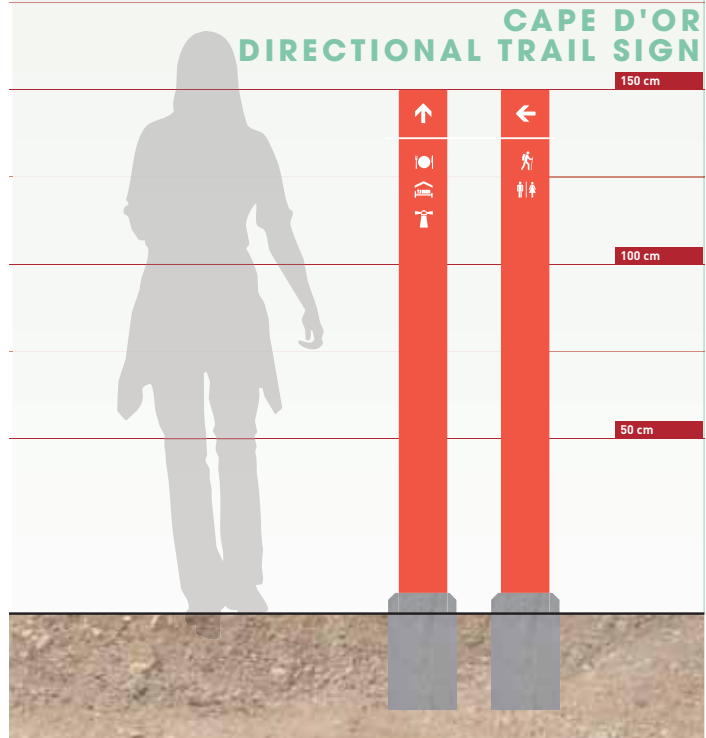
UP5

Install directional signposts

DESCRIPTION

The welcome area will provide visitors with an overall sense of direction and purpose when they arrive. However, there are a few areas around the site where additional wayfinding would be useful, particularly around trailheads.

The proposed directional signposts can be installed at all important junctions along the site. The aluminum sign casings are powder coated with the Cape d'Or vermillion, with white lettering and symbols placed on top.



RAL 2008
Powder Coated Steel

OBJECTIVES MET



TIMELINE

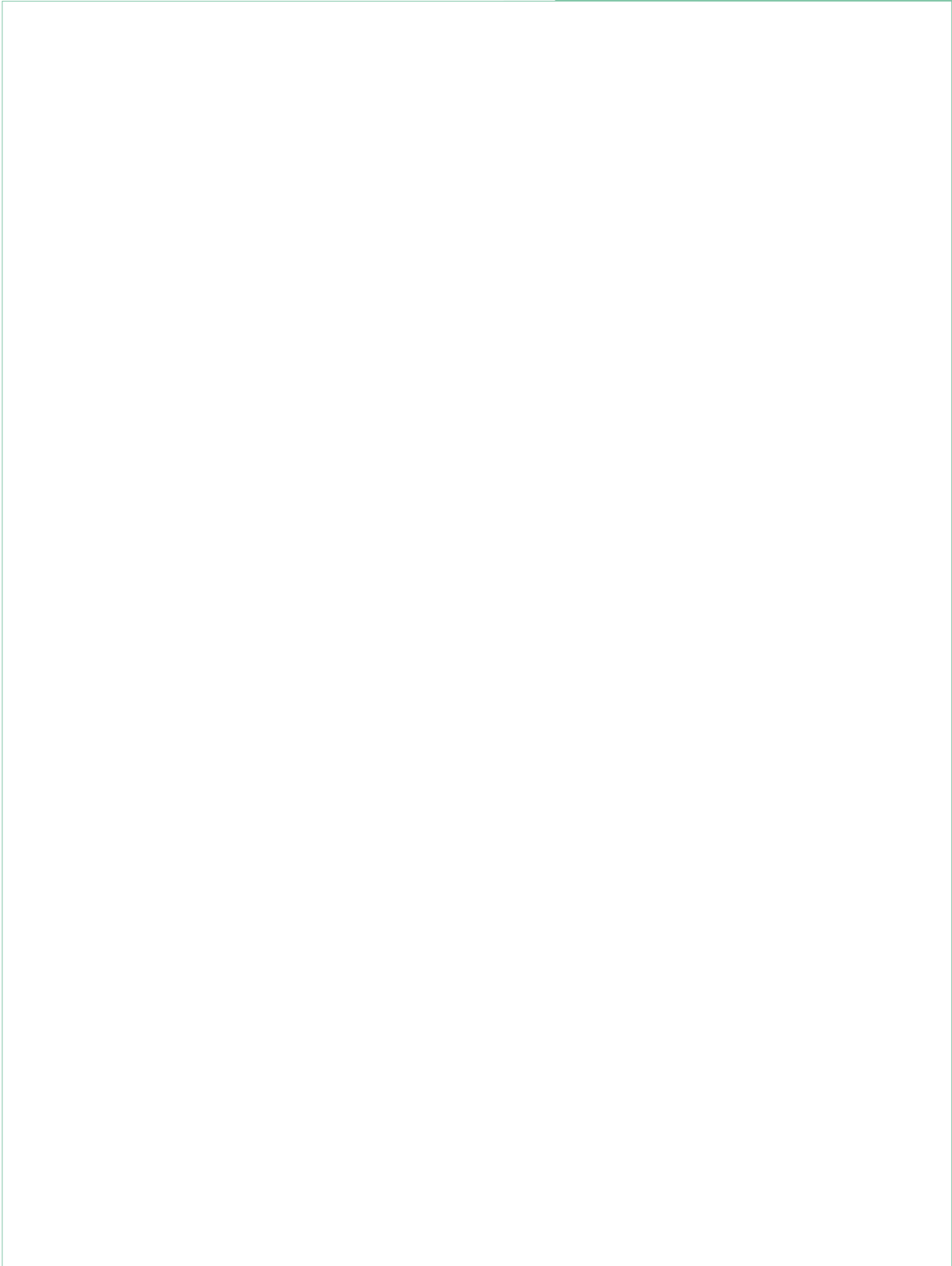


STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Interpretation and Graphic Design (IGD) Services for Cape d'Or, that will include finalizing the design for directional signs (see page 110)
2. Hire a sign fabricator to design and install the sign
3. Hire a company to install lighting and landscaping (including plants and boulders)

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia

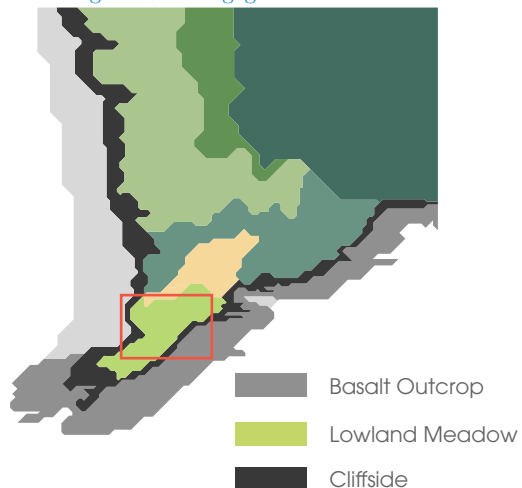


Lower Park

The essence of Cape d'Or is concentrated in the Lower Park area. Here, visitors can spend hours meandering around the charming buildings taking photographs of the lighthouse, towering cliffs, and surrounding sea. This area of the site is truly what makes Cape d'Or recognizable. Thus, it is essential that the Whistle retains its original character. Recommendations for the lower park are focused mostly on improving the performance of the buildings, which require a variety of upgrades. Other subtle recommendations focus on minor improvements to safety, flow, and landscape aesthetics.

- LP1 **Lighthouse Trail improvements**
- LP2 **Improve building envelope of the lighthouse**
- LP3 **Improvements to the restaurant and inn**
- LP4 **Ecological management and design**
- LP5 **Spatial design and park layout**

Ecological zones engaged with:





LPI

Lighthouse Trail improvements

DESCRIPTION

The Lighthouse Trail is short but intimidating, particularly for visitors with restricted mobility. It cuts a horizontal line between one of the unique ecological zones of Cape d'Or, the alder escarpment, a rocky cliff side, populated primarily by speckled alder (*Alnus incana*). Steep slopes and rocky terrain are not suitable conditions for all visitors. In fact, it has been observed that the majority of visitors to Cape d'Or choose not to travel down the trail, depriving themselves of the charm and attractiveness of the Whistle. The proposed trail redesign aims to make the path more pedestrian friendly and accessible to encourage more visitors to make the trek down to the Whistle.

Currently, the trail is open to public vehicular traffic for those very few visitors who are brave enough to try it. The installation of two removable bollards is proposed at the entrance to the trail by the parking lot to restrict public vehicular access in the future, while still allowing pedestrians, cyclists, and ATVers to use the trail. The site operator would be able to remove the bollards to allow service vehicles to travel down the road when needed.

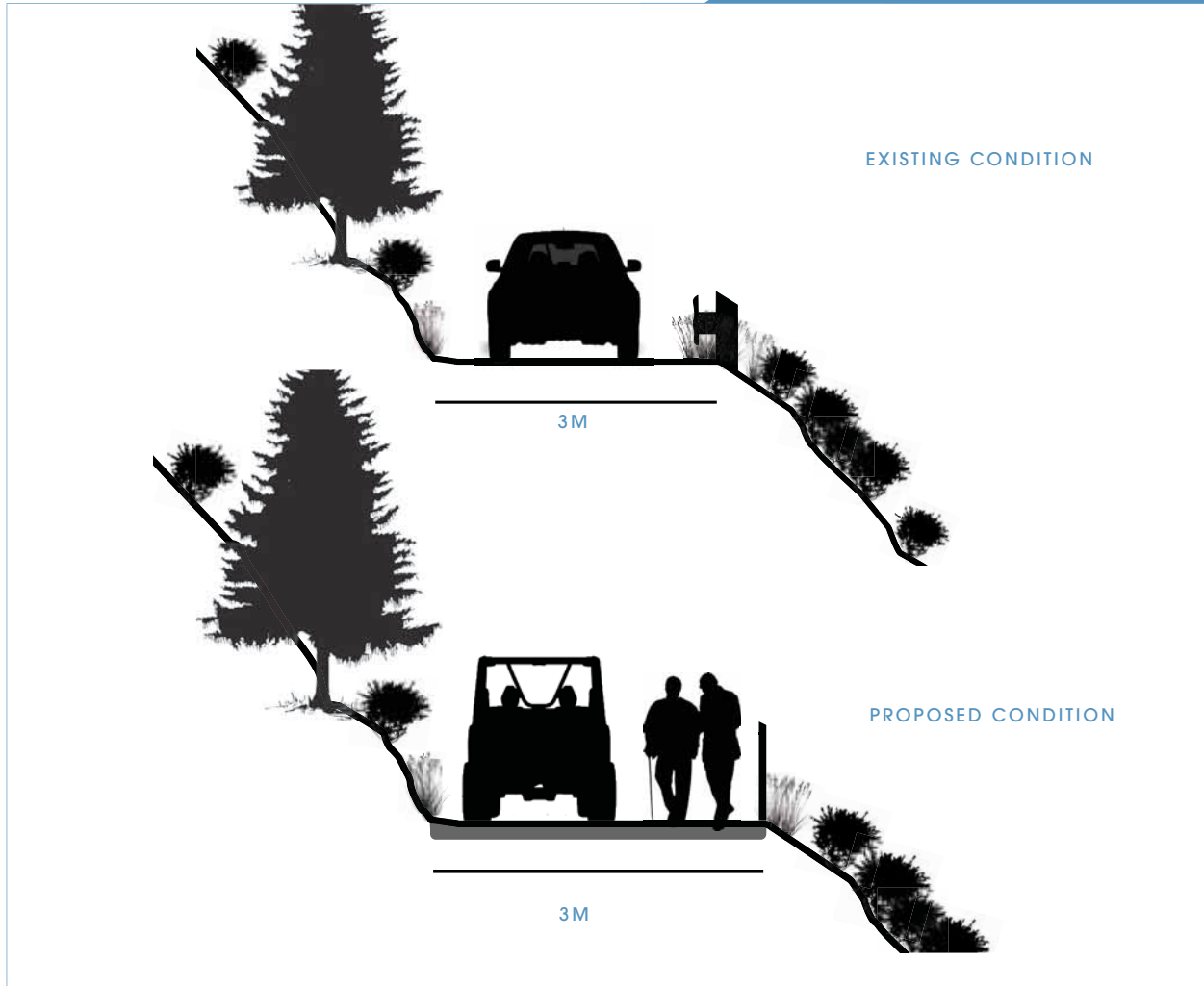
As a replacement for not allowing private vehicles to travel up and down the road, a utility vehicle (e.g. Gator) can be purchased and operated by the site manager for regular maintenance and to bring inn and restaurant supplies. It can also be used to assist visitors

in wheelchairs or who aren't physically able to get down and explore the lower park area (see OM2 for more details).

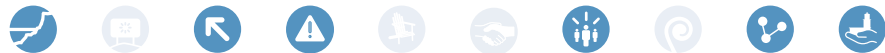
By restricting private vehicular access down the road, the low vehicular guardrails can be removed and replaced with a more attractive, pedestrian-style handrail, which will further improve accessibility by allowing visitors to hold on to something in steeper sections.

The current trail surface has been heavily eroded over the years due to braking vehicles traveling down the road. This has resulted in a rough surface with large, angular rocks jutting out from the bedrock, which can easily cause visitors to trip or twist their ankles. In order to improve the surface, the trail should be resurfaced with a layer of chipseal, which will provide a flatter, softer surface without tripping hazards and allow water to sheath off the surface easily.

Two seating areas are also proposed along the trail to provide opportunities for weary visitors to sit and rest as they make their way up and down the trail.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include detailed design drawings for trail improvements (see page 110)
2. Hire a contractor to make improvements and repairs to the trail and replace handrail

POTENTIAL COMMUNITY PARTNERS

Cumberland, ADDA, Tourism Nova Scotia

LP2

Improve building envelope of Lighthouse

DESCRIPTION

The lighthouse is one of the key attractions of Cape d'Or but has been losing the battle against the elements over the past few years and is in need of some attention. The following improvements are recommended to make the lighthouse "shine" again:

Install horizontal fiber cement clapboard

Fiber cement siding (also known as HardiePlank) looks like traditional wooden clapboard, but uses fiber cement, which is much more resistant to salt air, high humidity and extreme weather conditions found in coastal areas. It can endure hurricane conditions and high winds up to 150 mph. HardiePlank Lap Siding Select in Arctic White should be professionally installed along the generator room and lighthouse podium.

Repair the roof

Water is currently pooling on top of the generator room. The roof structure itself may need some work to ensure that water drains quickly off the roof.

Revitalize the light casing

The light casing needs a fresh coat of paint soon and should be painted to match the vermilion red colour that is used in the Cape d'Or logo, which is almost identical to the existing colour. The railings also need to be fixed soon, as they have rusted to the point where they could potentially blow off soon. There is also an old antennae that may or may not work that is hanging off the railing. This should be removed, or if it is being used, it should be better hidden.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Building Upgrades and Renovations (BUR) Services for Cape d'Or, that will include building envelope improvements for the lighthouse (see page 110)
2. Hire a contractor to make improvements and repairs to the trail and replace handrail

POTENTIAL COMMUNITY PARTNERS

DFO, Tourism Nova Scotia, Municipality of the County of Cumberland

**EXISTING
FACADE**



**CAPE D'OR
LIGHTHOUSE**

**PROPOSED
FACADE
IMPROVEMENTS**



LP3

Improvements to the restaurant and inn

DESCRIPTION

Both the Lightkeeper's Inn and Lightkeeper's Kitchen are in need of some significant exterior facade work to ensure that they can endure another 60 years in this extreme environment. The following building shell improvements will help with this:

Replace siding

The original cedar shakes are still on both building and have been painted over countless times to the point where they can no longer hold another coat. Certain sections have rotted, particularly around windows and doors. The siding will need to be removed and replaced with a material that offers low-maintenance and high durability. Similar to the lighthouse, a fiber cement solution might offer the best return on investment for these buildings. HardiePlank comes in shingle style to match the existing facade style.

Alternatively, natural white cedar shingles can be installed and left unpainted to reduce maintenance. If properly installed with the right fasteners and ventilation, white cedar can last up to fifty years without much maintenance. It weathers to a silver grey after a few years of being in the elements.

When the shingles are removed, the building frames should be inspected for rot and mold, and repaired appropriately if encountered.

Repaint foundations

The paint on the building foundation needs to be repainted soon as it is currently fading and peeling in areas.

Replace windows and doors

Over the past few years, a number of windows have been replaced, however, there are still quite a few that need to be replaced very soon. The doors in the restaurant and inn also need to be replaced with proper weather proofing.

Replace roofs

The roof is relatively good condition and should have another 5-10 years of life left. Both roofs will likely need to be replaced during the timeframe of this Master Plan.

Build a balcony for the restaurant

The restaurant would benefit greatly from an outdoor balcony that can be built alongside the eastern facade of the restaurant, where patrons can enjoy a meal or drink outdoors on sunny days. The balcony would also effectively increase the seating capacity of the restaurant.

LIGHTKEEPER'S KITCHEN

EXISTING CONDITION



REFRESHED EXTERIOR



LIGHTKEEPER'S KITCHEN



RESTAURANT WITH BALCONY

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Building Upgrades and Renovations (BUR) Services for Cape d'Or, that will include building envelope improvements for the restaurant and inn (see page 110)

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia

LP4

Ecological Management and Design

DESCRIPTION

The ecology of Cape d'Or is unique and diverse. The design vision for vegetative management of the lower park aligns with the goal to preserve the natural character of the site. Through selective seeding and management the aim is not only to retain, but display and cherish, the natural vegetative ecosystems present in the lowland meadow.

The natural vegetative areas will be selectively seeded with indigenous wildflowers of the region, Lupin (*lupinus*), Goldenrod (*solidago canadensis*), Beach rose (*rosa rugosa*), Wild celery (*angelica*), Cornflower (*centaurea cyanus*) and Poppy (*papaveracea*). These flowering perennials will grow up amongst the natural swaths of Coastal sedge (*carex plantaginea*). Circulation through these natural vegetated areas will be made possible by consistently mowing paths through them.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Introduce wildflower seeds and plantings into the proposed naturalized areas
2. Monitor for success

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia

LP5

Spatial Design and Park Layout

DESCRIPTION

The second major improvement for the lower park is expansion of the existing fire pit areas. This recommendation includes formalizing the seating around the fire, and installing a steel fire box suitable to host large gatherings and fires.

A second fire pit dedicated to the guests of the inn will encourage guests to gather in their own semi-private outdoor seating area, and will enable inn guests to coordinate their own evening activities, at a fire pit of appropriate scale for familiar or small groups.



OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Mow paths regularly
2. Hire a contractor to design/build a small natural playground area and firepit areas

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia,



The naturalized planting areas will be starkly contrasted by open mowed areas. These open areas will be ample space for children to play in, for a game of catch, or to lay out a picnic blanket. A space appropriate for children's play has also been delineated. Conceptually this space could be host to light play structures forged from natural materials, and elements of "loose parts" that play homage to the regions relationship to the ocean and land.

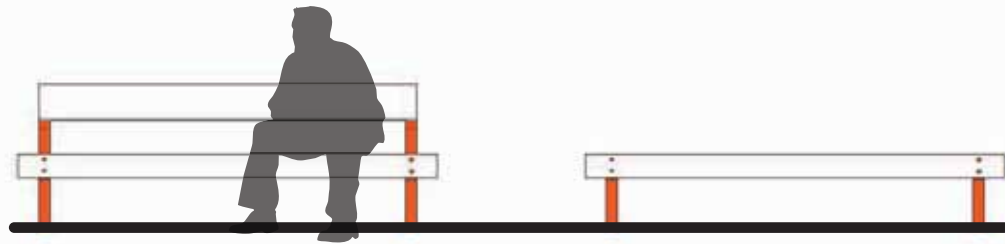
An enhanced visitor experience is envisioned through a wide offering of activities, that take into consideration the sites unique sense of place. Enabling multi-generational enjoyment of the site, whether exploring the mown paths, relaxing in a quiet seat, observing the dory rips, or leisurely eating lunch.

The design goal is to encourage visitors to feel a deeper connection with the unique natural qualities Cape d'Or possesses. This can be done by granting them comfortable access to observe its natural processes and rhythms, and

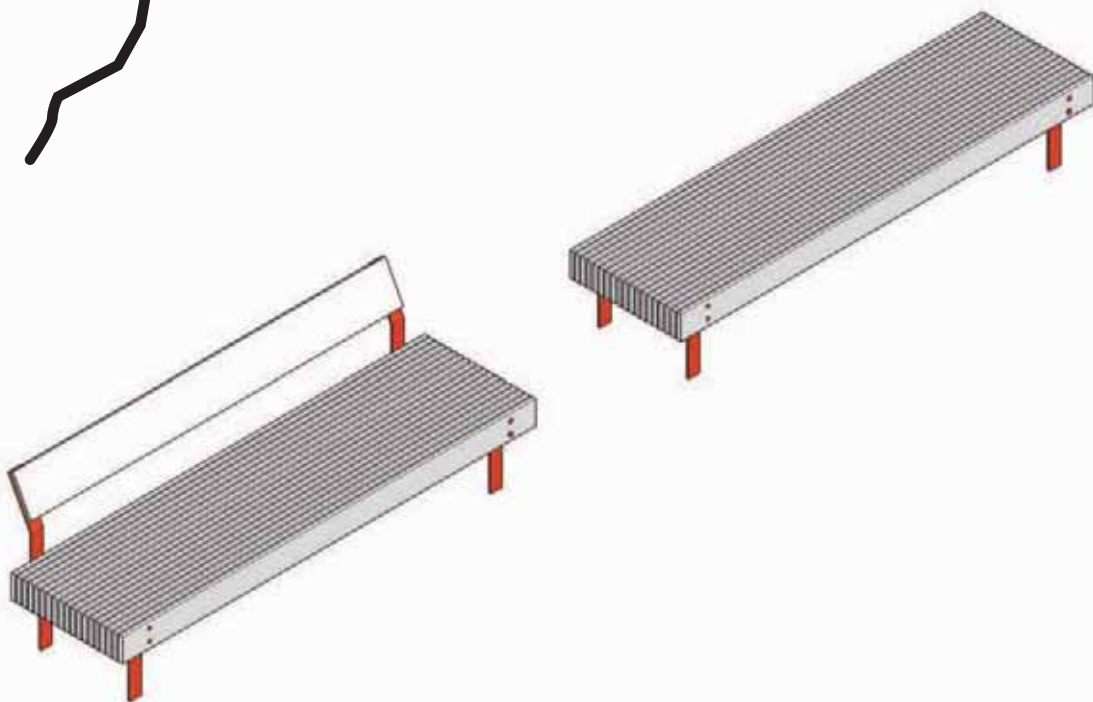
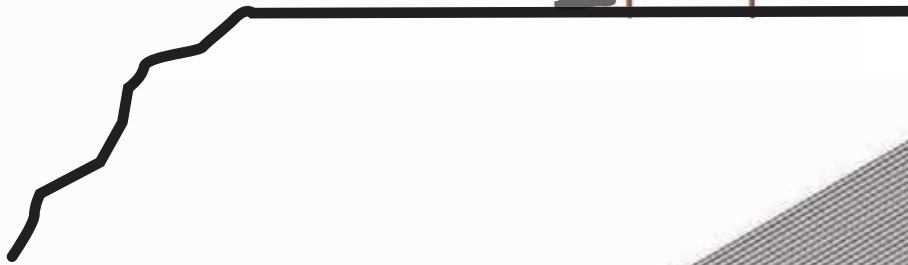
to observe the weather as it moves over the point putting on an unforgettable display.

A new furniture typology is needed for Cape d'Or. As the primary activities and themes of the park focus around resting and observing, it is important to improve the user experience by providing a greater quantity of well designed and thoughtfully constructed seating that support long periods of sitting.





A new seating typology for the park will increase visitors comfort and understanding of park boundaries.



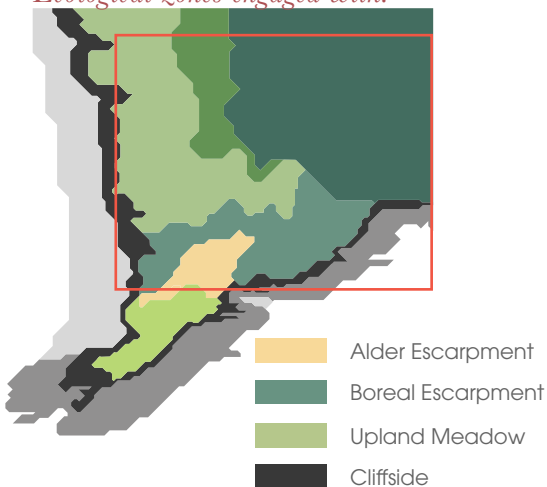
Trails

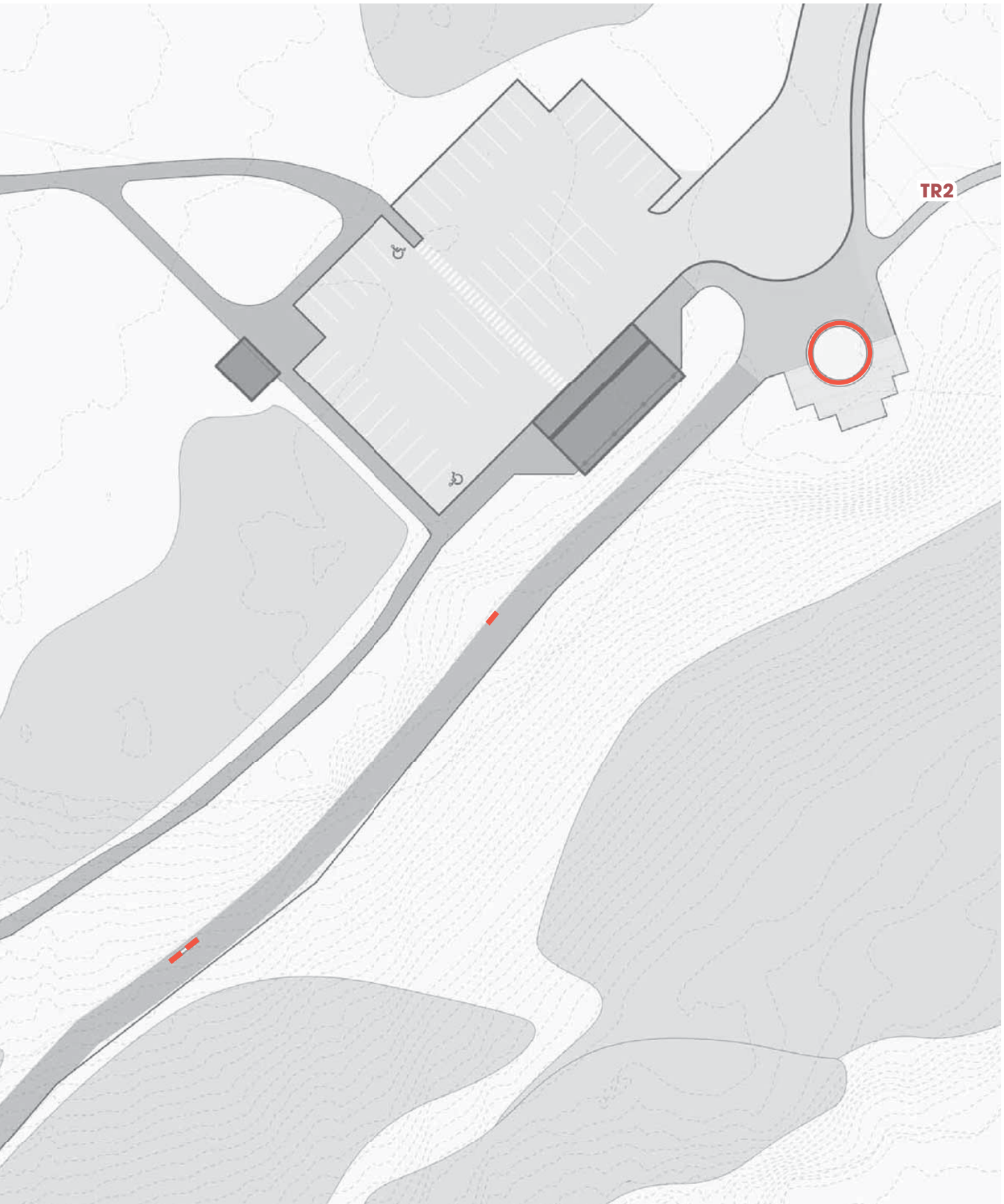
The physical environment of Cape d'Or is stunning and should be thoroughly explored beyond the Whistle. A network of existing and underexposed trails weave alongside the upper area of the Cape, allowing visitors to immerse themselves in the natural environment and take in unique views and of the surrounding landscape and bay.

The following section provides a handful of recommendations aimed at improving and—in some cases—revitalizing some of these trails to further improve the trail experience at Cape d'Or:

- TR1 **Lookoff Trail improvements**
- TR2 **Revitalize the old Minas Trail**
- TR3 **Promote (and expand) Sinclair Trail**
- TR4 **Promote a "Cape to Cape" Trail**

Ecological zones engaged with:





TR1

Lookoff Trail improvements

DESCRIPTION

The Lookoff Trail is a short and enjoyable looped trail that weaves alongside the boreal escarpment. The trail itself is in need of minor improvements, including a resurfacing and some repairs to the handrail. There is an at-grade lookout area at the end of the trail, but it has been overgrown to the point where there is very little to look at anymore. Some selective vegetation removal should occur to reestablish this area as a lookout.

Eventually, the lookoff can be made even more impactful by extending it with a cantilevered section out over the cliffside. This cantilevered lookout would provide stunning views of the lighthouse and the surrounding Bay. When designed it would be valuable to consider a reinforced glass surface to make use of the

dramatic views below the visitors. It would strongly entice people to explore the site in detail, and encourage longer stays.



OBJECTIVES MET



TIMELINE

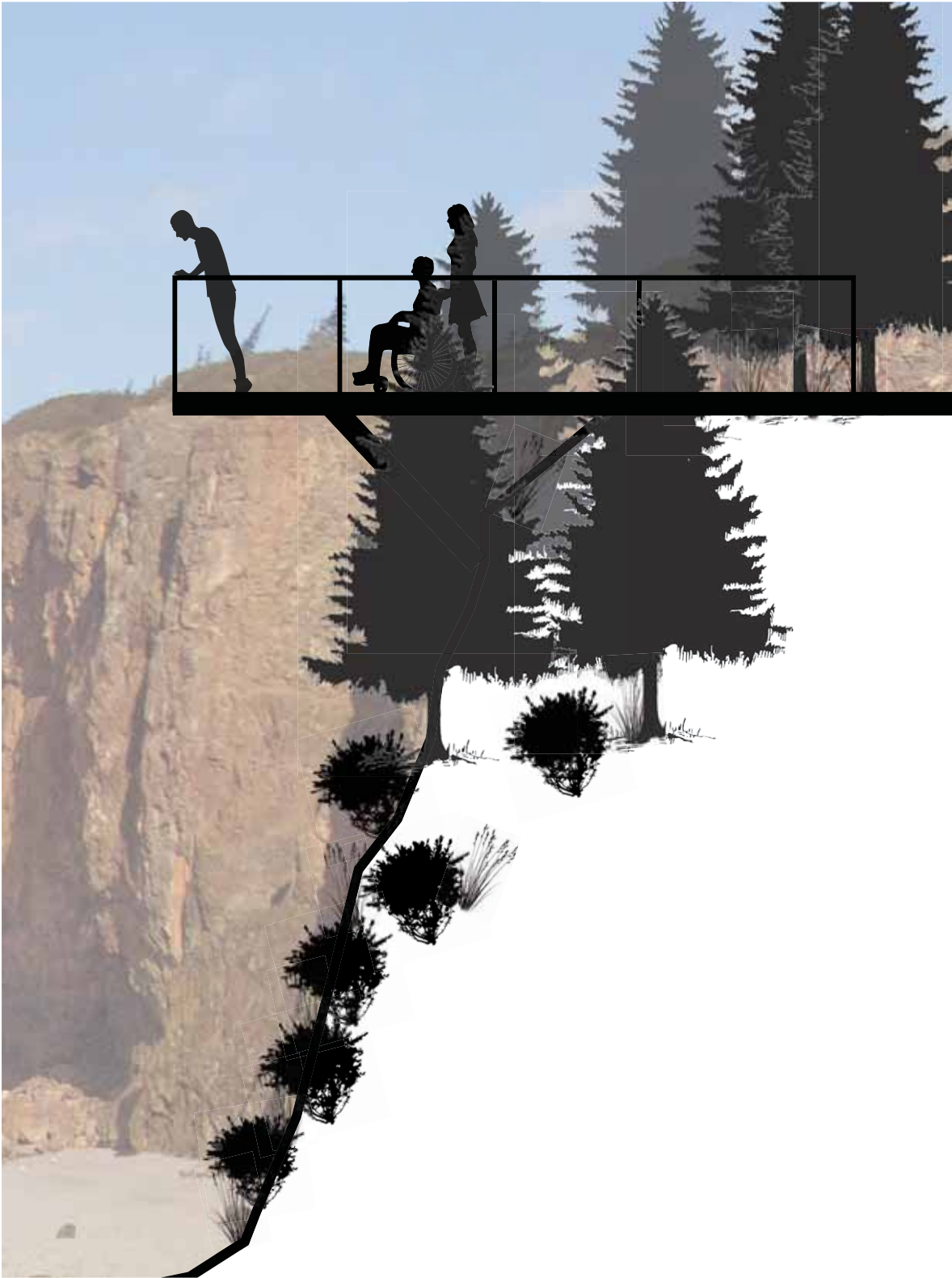


STEPS TO IMPLEMENTATION

1. Submit a request for proposals for Architecture, Engineering, and Landscaping (AEL) Services for Cape d'Or, that will include detailed design drawings for trail improvements and the cantilevered lookout (see page 110)
2. Hire a contractor to build the lookout

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia



TR2

Revitalize the old Minas Trail

DESCRIPTION

The old Minas Trail was used in the past by visitors looking for a short hike, but has since been decommissioned due to liability issues and the fact that it is on private land. Since then, the government of Nova Scotia introduced a legislative tool called the Nova Scotia Trails Act, which allows groups to negotiate an easement on private land for the purposes of public trails or maintaining views. Essentially, the Trails Act allows landowners to permit the public to use trails on private land while eliminating any liability issues for private landowners.

The Municipality could negotiate such an easement with the landowners to reestablish the Minas Trail. The Trail offers a unique experience for visitors, taking hikers through Acadian forests and steep-sided ravines. The trail also brings hikers up close to the

"Sugarloaf", which is a large stack of land that is slowly being eroded and will eventually become an isolated sea stack.

The trail will need to be resurfaced, as it has become severely overgrown. Boardwalks and short bridges may also be required in certain areas, particularly when the trail makes its way alongside the ravine.

An old lookout was also built near the Sugarloaf, which will need to be reconstructed with new handrail along certain areas along the cliff.

Since the trail is essentially being rebuilt, it is also an opportunistic time to reconsider the name of the trail. The Sugarloaf Trail could be a more attractive name and highlight the views of the Sugarloaf.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Meet with landowners to discuss the possibility of a trail easement across the land to reinstate the Minas Trail
2. Hire a trail building contractor to reinstate the trail

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia



TR3

Promote (and expand) Sinclair Trail

DESCRIPTION

The Sinclair Trail is a longer multi-use coastal trail that directly connects Cape d'Or to Advocate Harbour. It winds up and down the hillside, providing epic views of the landscape and surrounding harbour. The highlight of the trail is an aerial view of the Lubbers Hole and Advocate Harbour from the side of the basalt cliffside.

Currently, the trail is being used mostly by ATV users. The local ATV association has done a lot of work maintaining the trail and ensuring it can be used in the future. The trail can be better promoted for hiking and mountain biking through wayfinding signage in the Cape d'Or parking lot.

The Sinclair Trail provides plenty of interpretive opportunities on Henry Sinclair, Glooscap, Mi'kmaw settlement, and Advocate Harbour.

In the future, the Municipality can explore the possibility of building new specialized mountain biking trails that connect onto the Sinclair Trail. Of course, this will need to be negotiated with the private landowner.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Meet with the local ATV club and local landowner to discuss the possibility of making the Sinclair Trail a multi-modal trail
2. Make spot improvements along the trail to improve the surface for walking and cycling

POTENTIAL COMMUNITY PARTNERS

Municipality of the County of Cumberland, ADDA, Tourism Nova Scotia, Chignecto ATV club



TR4

Promote a "Two Capes" Destination Trail

DESCRIPTION

Together, the rugged cliffs and coastlines of Cape Chignecto and Cape d'Or provide an incredibly unique experience for outdoor enthusiasts. Every year, the established hiking trails of Cape Chignecto attract hikers and back country campers from all over the province and beyond.

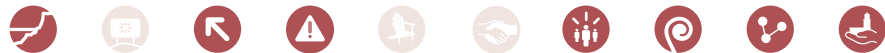
When improvements to the Sinclair Trail are complete, there is an opportunity to begin to promote a long distance, multi-day hiking trail connecting Cape Chignecto to Cape d'Or through Advocate Harbour as part of a "Cape to Cape Trail Experience". The trail would start in Eatonville and loop around Cape Chignecto, where hikers can book wilderness cabins to stay in overnight. The trail would then link into Advocate Harbour, where hikers

could stay at a nearby campground or stay at the Wild Caraway for hospitality and a delicious bite to eat. Next, the trail would continue along the Sinclair Trail to Cape d'Or. Here again, visitors will be able to get food and a good night's sleep.

The trail could end at Cape d'Or or it could continue on to Spencer's Island if further trail improvements are made to the existing ATV trail. Spencer's Island also features lodging and a restaurant. From Eatonville to Spencer's Island, the proposed trail would be 60 kilometers.

This Cape to Cape Trail provides a unique combination of rugged coastal wilderness hiking and world-class culinary experiences that are inspired by the local landscape.

OBJECTIVES MET



TIMELINE

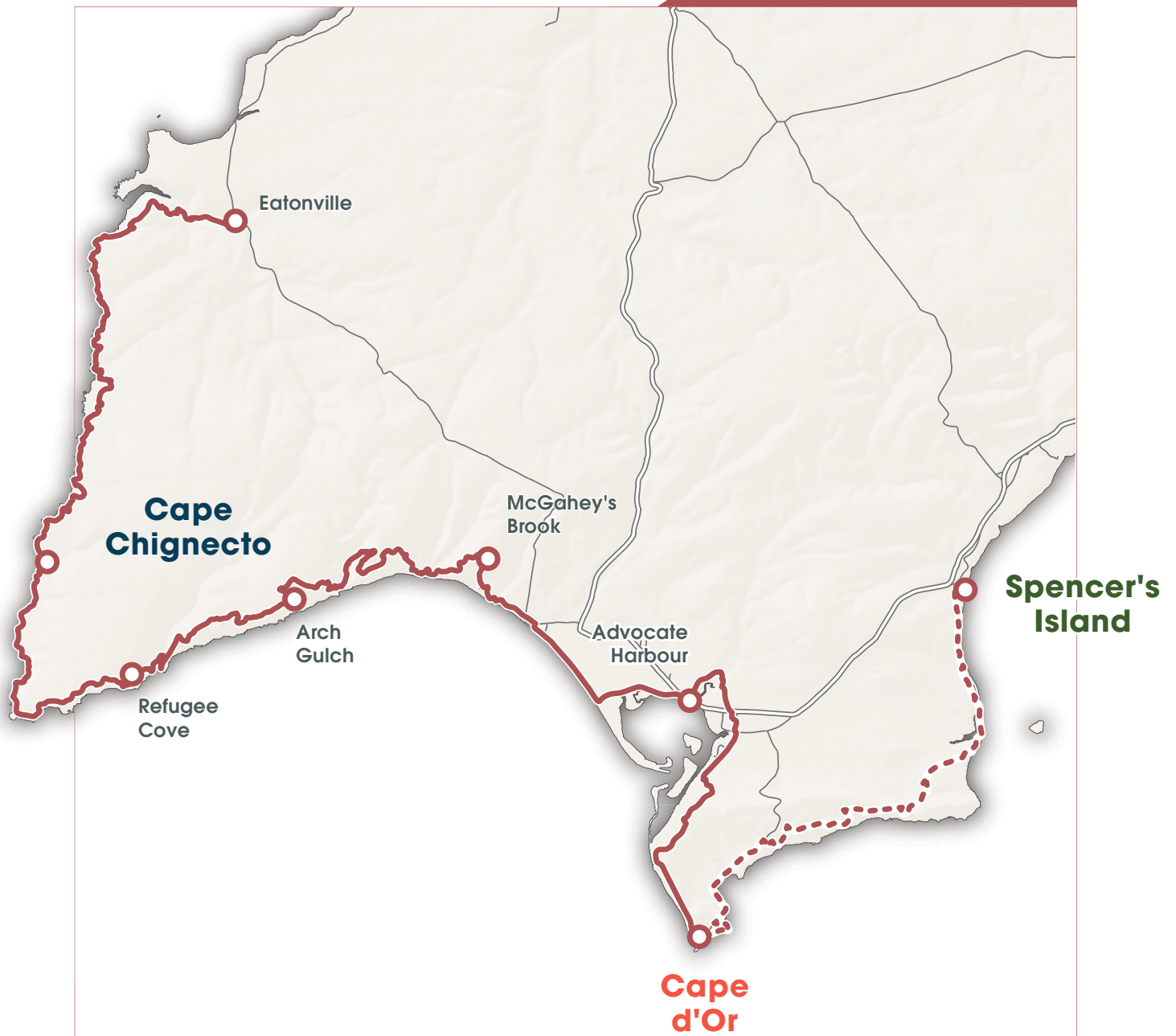


STEPS TO IMPLEMENTATION

1. When (and if) the Sinclair Trail becomes a trail appropriate for hiking, the Municipality can begin to promote the Two Capes destination trail

POTENTIAL COMMUNITY PARTNERS

ADDA, Tourism Nova Scotia, Municipality of the County of Cumberland, NSDNR













Two Capes Trail

Operation + Maintenance

The ownership and management framework for Cape d'Or has been in place for approximately 20 years and has worked to a degree, but has placed a lot of responsibility on the site operator to maintain and operate the entire site. A handful of recommendations can help streamline the operation and maintenance of Cape d'Or, making it a more enjoyable place to visit.

- OM1 **Hire a Park Manager**
- OM2 **Equipment Upgrades**
- OM3 **Water Improvements**

<p>OM1</p>	<h2 style="text-align: center;">Hire a Park Manager</h2>	
<p>DESCRIPTION</p> <p>Currently, the site operator (lease holder) has been managing and maintaining both the exterior area of the Park and the restaurant and inn. This has proven to be too much work for one person, particularly when the site operator is trying to run a profitable business out of the inn and restaurant and will understandably prioritize these operations. These conditions have resulted in areas of the Park needing more regular attention, particularly in the upper park. Hiring a Park Manager will help alleviate the workload for the site operator and ensure that the Park landscape is given the attention it deserves. The position will be seasonal, running during tourist season between May and October (six months).</p> <p>The duties of a Park Manager will be as follows:</p> <ul style="list-style-type: none"> • work with the site operator to ensure their operations are able to run smoothly and efficiently; • ensure outdoor areas in the Park are kept clean and safe; • clean the washroom regularly; • mow lawns and prune regularly; • ensure park infrastructure is kept in good repair; • ensure trails and welcome kiosk are kept clean; • engage with visitors and provide them with any information they may need; • offer rides down to the Lighthouse for people with mobility impairments. 		
<p>OBJECTIVES MET</p> <div style="display: flex; justify-content: space-around; align-items: center;">           </div>		
<p>TIMELINE</p> <div style="display: flex; align-items: center;"> <div style="width: 25%; background-color: #333; color: white; padding: 2px;">Year 1</div> <div style="width: 75%; background-color: #ccc; padding: 2px;">Ongoing</div> </div>		
<p>STEPS TO IMPLEMENTATION</p> <ol style="list-style-type: none"> 1. Explore opportunities for funding for a seasonal employee 2. Post a job ad seeking qualified individuals to apply 3. Hire a Park Manager 	<p>RESPONSIBILITY</p> <p>Municipality of the County of Cumberland</p> <hr/> <p>OTHER POTENTIAL PARTNERS</p> <p>Cape d’Or operator, Tourism Nova Scotia</p>	

OM2

Invest in a Gator Utility Vehicle

DESCRIPTION

With restricted regular car access down to the lower park, the site operator and park manager will need a compact utility vehicle to transport goods and materials down. A Gator Utility Vehicle will be able to be used for these purposes and it can also be used to help transport people down to the bottom of the park for anyone who may need assistance. The vehicle can also be used for regular park maintenance, such as emptying garbages, transporting materials along trails, etc.

The vehicle should be able to accommodate four passengers and feature a cargo box that can carry a wheelchair in the back. Electric options, which are quiet and easy to charge, should be considered if possible.

The vehicle will be operated by the Park Manager, and could also be used by the Site Operator if they have the proper drivers license and training, and if the Municipality's insurance policy will allow for it.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Compare different models and options
2. Purchase vehicle
3. Ensure operators have proper licenses

RESPONSIBILITY

Cape d'Or Park Manager, Municipality of the County of Cumberland

OM3

Monitor Water Supply Issues

DESCRIPTION

Every year, the restaurant and inn run into water supply issues. On average, the site operator must purchase an additional 2-3,000 gallons of water to be delivered to the site, which costs about \$1,000 each year. After discussions with the site operator, the biggest demand on the water supply is the washroom in the restaurant, which is used by patrons and also visitors who don't spend any money in the restaurant.

By building a vault toilet in the Upper Park, the demand on the water supply will be significantly reduced, most likely eliminating the need to deliver additional water in the future.

After the washrooms are built, the site operator and park manager should monitor conditions to determine if water supply remains a concern. If so, additional solutions can be investigated, such as building new water catchment reservoirs, continuing to deliver water at the site operator's expense, or exploring the possibility of drilling a new well somewhere on-site.

OBJECTIVES MET



TIMELINE



STEPS TO IMPLEMENTATION

1. Build a vault toilet in the upper park (see UP4)
2. Monitor water supply after construction of the vault toilet
3. If supply is still an issue, consider alternative solutions

RESPONSIBILITY

Municipality of the County of Cumberland

OTHER POTENTIAL PARTNERS

ADDA, Cape d'Or operator

Consolidated Timeline

YEAR 1 2 3 4 5 6 7 8 9 10

Identity + Promotion

IP1	Create a visual identity for Cape d'Or	Year 1																		
IP2	Create a Cape d'Or website	Year 1																		
IP3	Create a Cape d'Or brochure	Year 1																		
IP4	Create Cape d'Or merchandise	Year 1																		

Interpretation

IN1	Disperse intrprt'n installations throughout the site		Year 2	Year 3	Year 4	Year 5	Year 6													
IN2	Facilitate intrprt'n of Mi'kmaq culture by Mi'kmaq	Ongoing																		
IN3	Offer experiential programming and events				Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10									

Park Access

PA1	Install directional signs along Highway 104	Year 1	Year 2																	
PA2	Install directional signs along secondary hwys	Year 1	Year 2																	
PA3	Replace guidance signs along Cape d'Or Rd	Year 1																		
PA4	Widen road btwn Horseshoe Cove + parking lot			Year 3																

Upper Park

UP1	Install a welcome sign	Year 1																		
UP2	Expand the parking area		Year 2																	
UP3	Build a sheltered welcome area			Year 3																
UP4	Build a public washroom		Year 2																	
UP5	Reconfigure observation deck			Year 3																
UP6	Install directional signposts		Year 2	Year 3																

Lower Park

LP1	Lighthouse Trail improvements		Year 2																	
LP2	Improvements to the envelope of the lighthouse	Year 1																		
LP3	Improvements to the restaurant and inn	Year 1	Year 2	Year 3	Year 4															
LP4	Ecological management + design	Ongoing																		
LP5	Spatial design and park layout		Year 2	Year 3	Year 4	Year 5														

Trails

TR1	Lookoff Trail improvements			Year 3	Year 4															
TR2	Revitalize the old Minas Trail			Year 3	Year 4															
TR3	Promote (and expand) Sinclair Trail					Year 5	Year 6													
TR4	Promote a "Cape to Cape" Trail								Year 7	Year 8	Year 9	Year 10								

Operation + Maintenance

OM1	Hire a Park Manager	Year 1																		
OM2	Equipment Upgrades	Year 1																		
OM3	Water Improvements	Year 1																		

Priority Projects

The process necessary to implement the Master Plan will be a strategic one that will be undertaken over a number of years as the costs associated with implementing the plan could be significant. As part of the Phasing Plan, the following is a list of priority projects that can be initiated as soon as funding becomes available. Each Priority Project consolidates different recommendations into three different categories of required services.

Project 1 Interpretation and Graphic Design (IGD) Services

- IP3** Create a Cape d'Or brochure
- IN1** Create interpretive installations throughout the site
- IN2** Facilitate interpretation of Mi'kmaq culture by Mi'kmaq people
- PA2** Install directional signs along secondary highways
- PA3** Replace guidance signs along Cape d'Or Road
- UP1** Install a welcome sign
- UP6** Install directional signposts

The recommendations listed above include a need for interpretation, mapping and graphic design services. These smaller projects can be grouped together into one scope of work and outsourced accordingly. The Municipality should hire an individual or firm with experience in mapping, brochure design, interpretive design, and wayfinding signage design to prepare the appropriate graphic products to achieve the recommendations listed above.

Deliverables:

- Cape d'Or brochure
- Directional Signage Plan and sign designs
- Entrance Sign detailed design drawings
- Interpretive research and design for 6 small interpretive panels
- Guidance signage detailed design
- All signs and graphics should be production-ready

Project 2

Architecture, Engineering and Landscape Design (AEL) Services

- PA4** **Widen road between Horseshoe Cove and parking lot**
- UP2** **Expand parking area**
- UP3** **Build a sheltered welcome area**
- UP4** **Build a public washroom**
- UP5** **Reconfigure observation deck**
- LP1** **Lighthouse Trail improvements**

The recommendations listed above include a need for detailed design services by a multi-disciplinary team of architects, landscape architects and engineers. These projects can be grouped together into one scope of work and outsourced accordingly. The Municipality should hire a firm or firms with experience in architecture, landscape architecture and engineering to prepare detailed design drawings for the recommendations listed above. The firm or firms should also have experience designing features and amenities for parks.

Deliverables:

- Tender ready detailed design drawings for the parking lot, road design, observation deck, and Lighthouse Trail
- Tender ready detailed architectural drawings, including sections and plans for the washroom, welcome kiosk and cantilevered lookoff
- Class B cost estimates
- Phasing plan so that the Municipality can tender out construction work in phases as funding becomes available.
- A detailed topographic survey of the study area

Project 3

Building Upgrades and Repairs

- LP4** **Improvements to the lighthouse**
- LP5** **Improvements to the restaurant and inn**

The recommendations listed above include a need for building construction services. These two projects can be grouped together into one scope of work and outsourced accordingly. The Municipality should hire a contractor or construction company with experience in building envelope improvements to perform the necessary enhancements to the three buildings in the lower park. Ideally, these repairs will occur immediately and all at once to maximize efficiencies and reduce impact on construction on the tourist season. However, if the costs are too high, they can be spread out over several years.

UPLAND

