

## General + Overall Master Plan

- 1. Could you please commit to making all of the questions asked through this webinar available to the public, after the fact, so we can see all of the questions that were asked, rather than just those we have the time to address during the Q&A?**

Yes, we will provide a transcript of all respectful questions from this session.

- 2. What is a table stake? like an objective?**

Yes, you've got it. It means the minimum requirements for the project (or the "non-negotiables").

- 3. Do you have permission from the residents to use their images?**

Yes, consent was received by PR Hive as part of the planning process. That said, any resident or meeting participant in a photo who does not wish to appear in future presentations or communications content can request to be removed.

- 4. Is the Act a federal act or a provincial one?**

The Peggy's Cove Act is a piece of provincial legislation. Learn more [here](#).

- 5. I am wondering how this work can be done as it is my understanding, correct me if wrong but does the Peggy's Cove preservation area forbid this kind of development in Peggy's Cove?**

The Peggy's Cove Preservation Area is made up of two parts—the West Dover Provincial Park and the fishing village. All work currently underway is in the village area. There is no work currently planned within the West Dover Provincial Park area. The majority of work underway in Peggy's Cove is improvements to existing infrastructure and areas of previous disturbance—the breakwater, road, and buildings. Many of improvements are in direct response to climate change adaptation and pedestrian safety. Infrastructure work within the public right-of-way is approved by [Transportation & Infrastructure Renewal](#) (NSTIR). The [Peggy's Cove Commission](#) administers the land-use bylaw. Develop Nova Scotia engaged the Commission in the planning process and the Commission provided a letter of support for the plan. In the case of new buildings to be constructed, Develop Nova Scotia has followed the prescribed Development Permit process, as administered by the Commission.

Duplicate Questions:

**5.b. the Peggy's Cove Commission Act 1962 created the Peggy's cove preservation area and its goal is to preserve the unique scenic beauty, character and atmosphere of Peggy's Cove. How is this massive platform not in conflict with this act?**

**5.c. With regards to the above, is there an approved Peggy's Cove Development Application from the Peggy's Cove Commission approving such a deck/platform and bathroom design?**

**6. If the application was approved is there supporting documentation to support such approval and how the size of the structure and the architectural style of the structure is keeping and adhering to the architectural style requirements laid out in the Peggy's Cove bylaws of land use?**

The construction of the lighthouse washroom piece of the Viewing Deck project was tendered on February 16, 2021. A development permit application for the lighthouse washroom was prepared and submitted to the Peggy's Cove Commission in February 2021. New buildings proposed as part of this project have been designed in accordance with the Peggy's Cove Land Use Bylaw. Any request for documentation related to the Peggy's Cove Commission should be directed to the Commission: <https://pcc.novascotia.ca/contact>.

**7. If there is no completed copy of the Master Plan, how can we move forward with the proposed overall design if we have not finished the analysis and vision for how to best support and enhance Peggy's Cove, an Icon of Nova Scotia, that is recognized around the world for its unique, authentic, and untouched beauty.**

The Master Plan document includes recommendations prepared by a consultant. These recommendations are informed by technical studies and engagement with residents, landowners, business owners, and tourism-operators. A Master Plan is not a final design, but a plan to guide the prioritization of project elements and detailed design. While the design continues to evolve, the vision established with residents in February 2019 is fixed and continues to guide all work and decision making. We are currently working to update the plan to show the ongoing iteration of it as we move through implementation of the first phase of necessary infrastructure improvements. We expect that summary will be complete in March 2021 and we will publish to our website as soon as it is available. In the meantime, the recording of the Public Information Session held on January 28, 2021 provides a comprehensive overview of

the Master Plan and its iteration to this first phase of work, [click here](#) to view.

**8. I am curious how many private businesses, tourism focused, there are in the area? This should bring more prosperity to the area.**

We reached out to approximately 100 businesses along the 333 and surrounding areas. This was done with help of [Tourism Nova Scotia](#) and regional tourism organizations. Many of these tourism-oriented businesses in the region rely on Peggy's Cove as the magnet for visitation to the area.

**9. Explain how the Master Plan for Peggy's Cove supports Tourism Nova Scotia's vision to ensure that our ICONS remain, unique, authentic - enabling and ensuring pride of place.**

The impetus for the project was the [Tourism Revitalization of Icons Program](#) (TRIP), a program administered by Tourism Nova Scotia that is focused on enhancing visitor experience at key destinations. Develop Nova Scotia was engaged to lead this work in light of our experience in planning, infrastructure development, and meaningful community engagement. In speaking with residents in the preliminary planning stages, it was evident that the livability and sustainability of the village itself was directly linked to the tourism experience. For this reason, a community-first approach to the project was adopted. Develop Nova Scotia has been working with the community of Peggy's Cove to create a comprehensive master planning and design process for the community. Given the Cove's unique identity as both tourism icon and living community, and the significant challenges caused by its popularity, this work is focused on balancing a number of important priorities:

- Ensuring the continued liveability of the community alongside tourism activity
- Creating a safe, accessible, and engaging experience for locals, visitors, and business operators
- Protecting the community from the impacts of climate change and sea level rise
- Protecting the icon's value and the direct and indirect value that it generates for the province

- 10. The plan prioritizes infrastructure needs and improvements to support and enhance visitation, provide opportunities for private sector to create new experiences, increase tourism revenues and overall sustainability of Peggy's cove as an iconic fishing village for both residents and visitors. Please elaborate on who and what you mean regarding private sector opportunities. Please explain how the propose structure adheres to sustainability standards.**

Current visitation in Peggy's Cove is highly focused on the lighthouse. In early planning discussions, the community identified the area near the DeGarthe Studio as the traditional heart of the Cove, where there were more businesses and fish stores in the past and, with it, a more bustling Cove. Infrastructure investments in this area are focused both on climate change adaptation, creating public space for community to gather and activate, and inclusive economic development. For visitors, creating and improving basic infrastructure throughout the village will encourage visitors to explore the Cove more fully, stay longer, engage in authentic local experiences, and support small, local businesses.

- 11. Please explain how the design chosen adheres to the Peggy's Cove commission land-use by-laws for any new development and how it enhances and complements the unique, authentic and iconic fishing village of Peggy's Cove.**

This is a Master Plan document focused on infrastructure improvements to support climate change adaptation, accessibility, and pedestrian safety. Land Use Bylaws regulate land use and building form. The uses proposed are permitted by the land use bylaw and new buildings proposed go through the established Development Permit and approval process.

## Planning and Development Questions

- 1. The NS Business Minister has clarified to various parties that no Environmental Impact Assessment was conducted for this project based on the exclusive use of the old footprint of the old loop road to the Sou'Wester's parking lot. I would like to know why this justification is contradicted in the Request for Quotation (RFQ) that Develop Nova Scotia submitted for tender on January 15, 2021? The drawings, starting on page 58 of the RFQ, indicate clearly that privately-owned lands, outside of the original footprint will be overlapped by the cantilevered portions of this construction project. How has this reality been overlooked, and how can this lack of an Environment Assessment be rectified at this late stage?**

None of the work Develop Nova Scotia is currently doing in Peggy's Cove triggers an environmental assessment under the Environmental Assessment Act. To address the Viewing Deck portion of work specifically, while this work did not trigger an environmental assessment under the associated act and regulations, Develop Nova Scotia did engage an environmental firm to look for sensitive areas—primarily wetlands—that needed to be considered for work throughout Peggy's Cove. The Viewing Deck did not show as a sensitive area. This is largely because it is on existing fill for a paved roadway that will decommissioned as a road for vehicles in favour of an accessible pedestrian way. MacCallum Environmental was contracted for this work and they produced a report on the two wetlands they did identify in the Cove. Required permits were issued by [Nova Scotia Environment](#) for the work that took place in those two areas.

To view the map identifying wetland areas, [click here](#).

To view the Wetland Alteration Application, [click here](#).

As part of the planning and design process, a number of comprehensive studies were completed for all projects underway at Peggy's Cove, including the Viewing Deck. Many of studies have been posted as part of the public tendering process. They include:

- Wetland delineation
- Coastal study
- LiDAR data collection
- Archaeology
- Geotechnical
- Traffic Data Collection

In addition to these studies, all necessary permits have been obtained from appropriate departments and agencies. Below is a list of permits that were required and obtained for the current phase of work in Peggy's Cove. None of these permits and their associated processes triggered an environmental assessment.

#### Roadwork, Cove Common Area, and DeGarthe Studio Work

- NS Transportation & Infrastructure Renewal | Work within a right-of-way permit
- HRM | Blasting permit
- Transport Canada | Navigation Protection Program
- Department of Fisheries & Oceans (DFO) | Fish Habitat Request for Review
- Dept Lands and Forestry Approval – Use of Submerged Crown Land (for Peggys Cove common area and DeGarthe cribwork)
- NS Environment - Sanitary Forcemain (Peggy's Cove Sewer)

#### Cove Public Washroom

- Peggys Cove Commission | Development Permit,
- HRM | Building Permit
- Nova Scotia Environment | Wetland Alteration Permit

#### Breakwater

- Nova Scotia Environment | Wetland Alteration Permit

#### Other:

- DFO | Fish Habitat Request for Review (Develop Nova Scotia facilitated on behalf of Peggy's Cove Buoy Shop)

Develop Nova Scotia also offered to dive into some of those details referenced in the question directly with the individual who tabled this question. We will reach out by email to follow-up on this point.

**2. Are the private lands, either adjacent to, or encircled by, this viewing deck being acquired through land sale or expropriation? If not, how is federal and provincial funding being used to substantially alter and improve private lands? What are the guidelines for such a private/public relationship, and where can we find reference to this regulatory framework? Will this change the current property taxation structure for commercial enterprises within the boundaries of the viewing deck or washroom facility?**

Yes, some. To clarify, most of Peggy's Cove is private land and the road is a right of way owned by the Province. Funds are not being used to improve private lands. Where privately-owned lands are needed, there are acquired through an established process based on fair-market appraisals. All real estate transactions are led by NSTIR.

There is one parcel of land that has no current owner, so the Province has to go through a statutory acquisition process. To be clear, the Province is not taking lands away from a current owner—this is a piece of property that has been abandoned since the early 1980s, as the owner is deceased. The property is going through the prescribed strategic acquisition process. In this process, the property is still appraised, and funds are held in trust should an heir to the property be identified in the future.

**3. Please explain the role of Harbourside Engineering and the consulting services provided by them from the tender awarded in Nov 2019 for \$260,155.00 and how it relates/include EDM Planning, and Omar Gandhi.**

[EDM Planning Services](#) was awarded the Master Planning work in December 2018. An open RFP process was subsequently used to carry out the detailed design of priority elements identified in the Master Plan. This work was awarded to [Harbourside Engineering](#) in December 2019. Harbourside's team included EDM and [Omar Gandhi Architect](#) as subconsultants.

**4. How were EDM Planning and chosen to participate? Are they sub-contractors off of the Harbourside Engineering tender? Or are their costs separate?**

EDM was the lead consultant on the planning phase of our work. Margot (EDM) led the assembly of the team.

Harbourside led the engineering phase of the work (which includes detailed design that moved us to the construction phase of work). EDM and Omar Gandhi are also subcontractors of Harbourside as part of this phase of work. This kind of work requires a multi-disciplinary approach and is common for folks to put together a collection of consultants that bring the required expertise to a given project.

## Funding

**1. My other question is respecting the various provincial and federal funding that the area has received and enjoyed in the past? Is Inclusion a Government and Taxpayer pre-requisite to current and future Infrastructure Funding?**

Despite its international recognition, provincial importance, and climbing visitation numbers (both from within the Nova Scotia and outside of it), there has not been any significant investment in Peggy's Cove in quite some time.

As we mentioned, inclusion is table stakes for all of our work. The best places are inclusive and welcoming to everyone. We believe that thoughtful social infrastructure needs to be inclusive as a minimum standard for all of our work. Of course, our work in this regard is not perfect, but it is important and something that we are dedicated to working with community to get right. We are committed to ensuring all of our projects and contributing to the goal of an [accessible Nova Scotia](#) by 2030.



- 2. Thanks for taking questions, this is greatly appreciated. I would like clarification on the reference to COVID-19 Stimulus funding. Is this a separate funding amount then the amount from the COVID Economic response plan given to the each province? I understood the 289M received for the Economic Response was to be allocated as 77.3M for testing/tracing etc., 77.3M PPE, 67.5M for municipalities, 19.1M for infection control for long term care and 17.4 for childcare, PPE, and public health measures. This leaves approx 30M. So if there is only one fund we are referencing then what percentage of the cost will come from the tourism revitalization funding vs the % of cost coming from the COVID Economic response plan?**

I believe you are referring to a federal funding program, this is a Provincially funded project. It was part of the \$230M committed by Province of Nova Scotia to capital stimulus projects to help create economic activity through construction of infrastructure. To clarify this announcement was made by the Province as part of COVID recovery, not part of federal COVID-19 recovery funds.

- 2.b. The first speaker for this presentation referenced the monies coming from tourism revitalization funding and COVID-19 relief. I would like clarification on that funding. The province may have funded the project but is this from the monies we received from the Federal govt for COVID-19 Economic response. And if I am incorrect why was this mentioned in the first speakers overview?**

There are a couple of different sources of funds for this project overall and different elements benefit from different funding sources. I believe we have that breakdown on our website, if not we will provide it to this group.

***Correction:** full breakdown is not on website but is included below for this project and will be added to the Peggy's Cove Project Page in the coming weeks.*

We would like to clarify that the only federal funding for this project is by way of ACOA's contribution to the Viewing Deck. The Provincial funding is part of the capital funding allocated by the Province of Nova Scotia to stimulate the economy and create jobs [announced](#) in May 2020. The funding was designed support more than 200 shovel ready projects, creating up to 2000 jobs.

A number of these stimulus projects, through an investment of close to \$38M, is led by Develop Nova Scotia with a focus on key waterfront infrastructure and places supporting and growing our working waterfronts, authentic tourism destinations and in economic recovery. Peggy's Cove is one of the projects we're leading within this funding. A full overview of all of our Infrastructure Stimulus Projects and the associated funding details will be available on our website soon.

In follow-up, here is that funding detail for the current work ongoing in Peggy's Cove (next page):

Item	Funding Source + Detail	Total Funding
Climate Adaptation + Visitor Services <ul style="list-style-type: none"> <li>• Road raising</li> <li>• Climate mitigation</li> <li>• Public washroom in Cove</li> <li>• Common space</li> <li>• Parking inventory system</li> <li>• Restoration of historic DeGarthe Studio</li> </ul>	1. NS Transportation & Infrastructure Renewal: <b>\$2.8M</b>  2. Province of Nova Scotia, Infrastructure Stimulus Funding: <b>\$3.4M</b>	<b>\$6.2M</b>
Viewing Deck	1. Tourism Nova Scotia, <a href="#">TRIP</a> Funding: <b>\$1.7M</b>	<b>\$3.1M</b>

	2. Government of Canada, ACOA: <b>\$1.4M</b>	
<b>TOTAL FUNDING INVESTMENT: \$9.3M</b>		

**2.c. So not part of the 289M dollar package in any way? I do not see anything initially ear marked for infrastructure. Again I would like to know the breakdown percentage from each pool. Honestly there are pluses and minuses to this project, but ultimately less is more. I would prefer to see less of a viewing deck and the funding go to COVID-19 relief, we are in a pandemic and if this is under the funding for municipalities in any way I would rather we scale back and allocate that funding for those that need it like the 500+ homeless in HRM.**

To be clear, this funding was committed by province for COVID-19 Recovery Infrastructure work. The Viewing Deck portion is not being funded through this COVID Recovery program and is being funded by ACOA at \$1.4M & \$1.7M from Province through [Tourism Revitalization of Icons Program](#) (TRIP). The stimulus funding is a portion (\$3.4M) of the additional \$6.2M for other projects that Margot spoke of in the presentation—coastal mitigation work, road raising, public common space (see above for breakdown of funding and areas of work). See above question (2.b.) for full funding breakdown and detail.

**2.d. Is there a reason you cannot tell me the amount of stimulus funding? Saying "small portion" is rather vague. If you add ACOA and Tourism revitalization is 50% of the additional 6.2 so is small portion 50%?**

ACOA & TRIP funds the viewing deck (\$3.1M)

All other projects (\$6.2M) - several projects combined, includes stimulus of approx. ~~\$2.9M~~. **Correction: \$3.4M**

See above (2.b.) for full breakdown of funding detail for the current phase of work in Peggy's Cove

**2.e. Can you please confirm the viewing platform is exclusively provincially funded? Your website and the Wetland Application suggest the Government of Canada via ACOA funded a portion of this project and the provincial portion is part of an**

**overall COVID-19 relief program?"**

We can confirm that the Viewing Deck portion of the work is funded by both Provincial and Federal funding sources through ACOA (Federal) and TRIP funding (Provincial).

Please see above breakdown in 2.b. for full funding detail, including other portions of work in Peggy's Cove that are being funded by Provincial Infrastructure Stimulus funding.

**2.f. Ok so the stimulus for Peggy's cove is 2.9M, as 37M was going for the 4 development projects. The other 34M is going to the others like Lunenburg, HRM boardwalks etc.? Where is this breakdown online?**

Yes, there is other work happening across the province (Lunenburg, Mahone Bay, Baddeck, Halifax, and more). We'll ensure there is a breakdown on our website—in the meantime the table in the response to question 2.b. (above) provides a full breakdown for funding for the Peggy's Cove Project.

The overall amount of Provincial funding for Infrastructure Stimulus Projects being led by Develop Nova Scotia is closer to \$40M. But, yes, other funds to other infrastructure projects across Nova Scotia.

We are developing a Project Page on our website that outlines all of this work. Stay tuned for more details and we're looking forward to your questions, ideas, and feedback on those too.

## Viewing Deck Design & Site Impact

**1. Is the plan fixed or can it be changed?**

The plan is not fixed. The Viewing Deck tender has been awarded and we plan to proceed with construction but, given the nature of the work in Peggy's Cove and our approach, we are always will to work with our designers and builders to make adjustments when there is a compelling reason to do so.

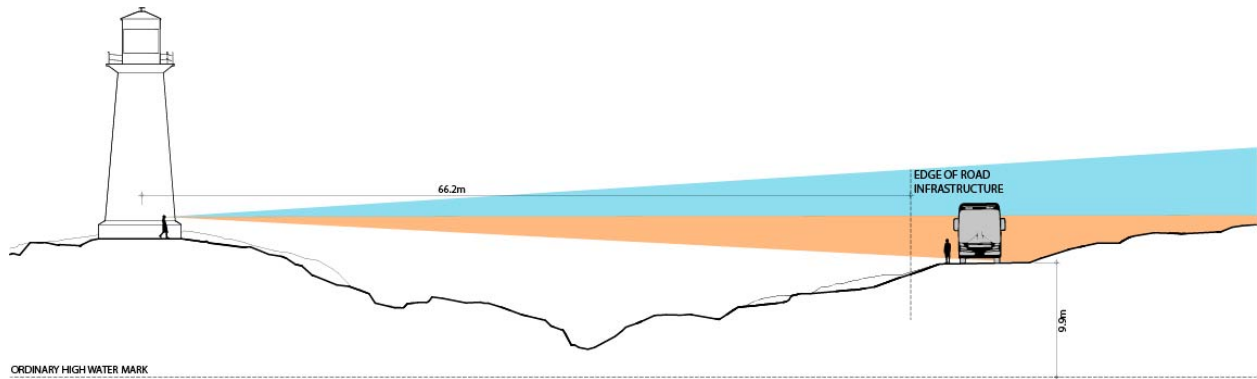
**2. You mentioned earlier the project is not "fixed" (ie, changes can be made), but if you just stated the project cannot be paused, what part of the project is up for debate at this point in time?**

If there are ideas that can enhance or improve the infrastructure or if we hear a

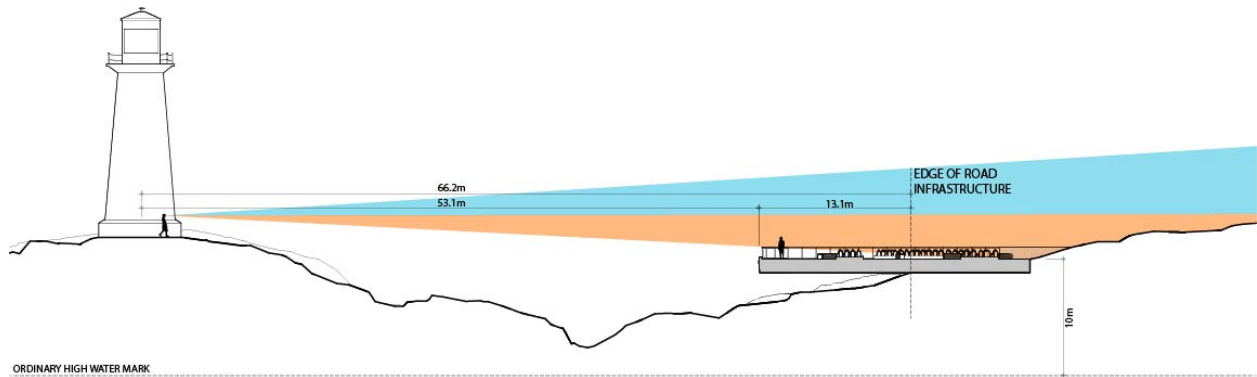
compelling reason to alter our plans, we have the ability to make adjustments.

**3. Can you speak to how the extent to which the viewing deck will change the land level of the existing loop. Currently the ocean side is considerably lower than the restaurant side allowing the rock mound to hide the restaurant from that particular view?**

The best reference for this are the cross-section drawings that show the lighthouse relative to the lookout (also included below). The level of the walkway surface is only 10cm higher than the current road loop (so, almost insignificant in terms of impact on land level and views). The rock mound will still be a focal point—even more so now that cars and buses aren't going to be cutting off that view.



Site Diagram from Public Info Session Presentation 1



Site Diagram from Public Info Session Presentation 2

**4. What does it look like from a car as you approach the hill coming to the town?**

As the road elevation drops off toward the lighthouse, and the deck is generally built on the existing road, it is generally not visible on approach. The majority of the deck is obscured by the existing rock outcrop and care has been taken to shape the deck to the landscape to minimize impacts.

**5. Hi there. Thank you so much for hosting this information session this evening. As a friend of Peggy's Cove I wonder if the Nova Scotia Minister of Business will pause any further construction until Nova Scotians have a fulsome understanding of the environmental, social, economic and cultural impacts and sustainability of the \$3 million project that is about to be tendered for the construction of a viewing deck?**

It is not our intention to pause construction. We believe the project is well supported. That does not mean that everyone likes every part of the project. There are still elements that are able to be tweaked should there be a compelling reason to do that.

**6. My question is respecting the accessibility standards. Is there a standard or best practice for inclusion in public places that guides design?**

There are basic, universal accessibility standards that were followed in this design. Our work looks to organizations like the [Rick Hansen Foundation](#) who are leading the charge to create and deliver innovative solutions for accessibility in built environments in Canada.

There is a difference between access and accessibility. There has been some reference to the existing paths at Peggy's Cove as accessible but it's important to clarify that a surface that's wide enough for a wheelchair doesn't make it accessible. The slopes near the lighthouse at Peggy's Cove are quite steep and do not meet accessibility standards at their current grade. The standards we're working towards are about more than just access, but ensuring experience is enjoyable, inclusive, easy, and safe for everyone—including wheelchair citizens, caregivers with strollers, people with differing abilities, and folks with varying levels of comfort near the ocean to name a few.

Our design team is using standards that can push the boundaries on accessibility—this project could set an example for a standard of accessibility in public space as we work toward an [accessible Nova Scotia](#) by 2030.

To touch on accessibility throughout the rest of the village area, there are areas where the road is quite steep, and it is challenging to create a fully accessible experience without changing the road or character of the village to achieve those standards. As part of this work, we discussed additional supports to enhance accessibility throughout the village. For example, we discussed alternate forms of transportation to connect folks from the VIC parking lot to the lighthouse area, like a road train or golf cart. There have been a variety of avenues explored to make it accessible while balancing the integrity and character of the Cove. This broader work and additional supports are examples of the kinds of things we will explore in future phases of work. We will continue to engage community—residents, accessibility advocates and

experts, and the general public—for input on these solutions are we move forward with our work together in Peggy's Cove.

Develop Nova Scotia is also engaging a certified professional from the Rick Hansen Foundation to perform an audit on the viewing deck and lighthouse washroom area, specifically. Our next meeting with this consultant and the design team is scheduled for February 18, 2021.

## 7. Will seated or small people be able to see from the Viewing Deck?

Yes, that informed the rationale behind the screen that we're using for that part of the deck. It's a thin, stainless wire screen that is durable and also allows people to look through it—almost seamlessly. It's a better option compared to plexiglass or glass which smudges or breaks, and this is a popular way to create a barrier in the least invasive way.

In terms of how we're approaching design, we definitely want to push the boundaries on accessibility and if there are suggestions and ideas that could enhance the design, there is some room for change and we'd love to hear the ideas.

This is an example of the kinds of things we're going to verify and validate in our audit with the accessibility professional referenced in question 6 above).

Duplicate Questions:

**7.b. The plan's handrail is set at 36" which impacts the downward viewing angle for persons in a wheelchair... I remember reading that balconies designed for wheelchair access are recommended to be 34" high max and possibly lower where desired.**

## 8. Did you consider options like plexiglass?

We did, but there are a lot of disadvantages to the material. For example, the cost, the breakability (especially with strong winds), high upkeep requirements high-tough surface. Plexiglass often discolours over time.

Duplicate Questions:

**8.b. Very informative and should greatly enhance the Peggy Cove experience especially for the disabled with mobility issues. We often take Peggy's cove for granted for able people and it's high time we improved it for them. Thank You! My question is would you consider a change to the viewing deck to allow people with mobility devices (like wheelchairs) to see out as they may have issues**

**seeing out. A possible solution would be impact resistant see-through glass at the front of the deck.**

- 9. It is the size and observable structure of the proposed viewing platform that is the issue. Use the retired loop roadway area for a viewing platform; just lose the cantilevered portion and the concrete & steel look of it.... make it blend in with the surroundings so that it does not look out of place in the natural setting. The old loop roadway is wheelchair accessible right now, add a boardwalk covering for better stability. The loop roadway can hold hundreds of visitors as it is without a cantilevered section and the views are awesome today. Is it possible to scale back the viewing platform to eliminate the cantilevered section and use only natural materials, try to eliminate the visible concrete and steel?**

Yes, we are using natural materials as much as possible. For example, we are using wood as the entire deck surface—it will be a pressure-treated wood like the type you see on boardwalks (meets environmental standards - check with Adam). We are using steel and concrete because it needs to withstand the climate and weight of people. Materials have been selected that will grey and weather with the landscape and the goal is it will eventually look and feel like it grew out of it.

Regarding the cantilever portion—this design creates a special place for everyone to experience the magic of Peggy's Cove. Instead of approaching the design with the thinking of "here is where the road ended and here is where you look out", it is designed to create an inclusive and full experience for everyone who comes to visit.

The design work has been carefully developed, iterated, and tested to balance two key guiding questions:

- Is it offensive to the landscape, does it look like it shouldn't be there, or does it block views?
- Do you get a meaningful experience out there?

This site presented an existing opportunity to put people out towards the gully (not over the gully) to a "sweet spot" where you can experience the lighthouse, rocks, coastline, and feel like you are over the water from a single location. When you start to pull it back, you lose the majesty of experience very quickly. The design was informed by a detailed coastal study and designed with data and regular rogue wave distances in mind to ensure safety and mitigate risks associated with the ocean's unpredictability.

We have also been thoughtful in our approach to the natural landscape and would like to clarify some items related to the site of the Viewing Deck. Around the current roadway right now you see a lot of rock, including some that sticks out below the



surface of the road–this is, in fact, not natural but a retaining wall that was put there to protect the roadway. Also the grassy landscape underneath the Viewing Deck is not natural either.

One of the advantages of the cantilever approach is how well it balances the above questions. It's gentle and light on the landscape and the way it extends will help it feel like an extension of the landscape. It's angled in a way that it blocks as little as possible; and although the area under the cantilever is fairly steep as is, it can still be accessed as much as it could previously.

Duplicate Questions:

**9.b. Thank you for all you have done. I do believe the viewing platform is the main issue troubling folks. Can this be improved? It sticks out over the rocks (or it appears to in the pictures I've seen) and that's doesn't seem natural at all!**

**9.c. Why does the viewing deck need to project beyond the current roadway? there may be more support without this intrusive piece.**

## **10. Why can the hill Rock not be used instead of building the platform?**

Thanks for sharing your thoughts. Unfortunately, this is not a design solution that addresses the challenges of pedestrian/vehicle conflict, safety, accessibility, traffic management, or the absence of a point of arrival.

## **11. Do you have a 3D rendering of both lookouts which users can view and rotate to see how everything is planned to look? Currently, you have piecemeal images and images from renderings, but no 3D model being shared with the public.**

From a technical point of view, we always work in 3D (in software and approaches to design and work). Translating those technical drawings into clear 3D moving images or video is a highly complex and timely process.

If there is a model, we'd want to ensure that it can be useful to folks and translate to proper testing and understanding. We will take this away and explore to see what we can do.

**12. Were there a design tender and different design options considered from different parties for the loop other than what has been shown tonight?**

Yes, the design that was shown tonight is the result of ongoing design and iteration with the community. The original content recommended by the consultant extended out further toward the coastline (an early sketch of this was shown in the presentation). The community felt it was a bit too grand for the character of the Cove and the coastal study also raised some flags. Through our work with community and, in particular, the guidance of Project Working Group, the design has been pulled back considerably. It's almost all on the existing roadway and the cantilevered piece finds the balance of integrating in into landscape while striving to provide an inclusive experience of the rocks, lighthouse, and landscape. This area will effectively take space for many to a space for everyone. It also gives residents public space to gather, visitors a greater sense of arrival, and reduced pedestrian/vehicle conflict near the lighthouse.

**13. How is the restaurant accessed with this plan? Will it be negatively affected?**

Access to the restaurant parking lot is via a new driveway. This eliminates the driveway on the lighthouse side of the building where there was a high level of pedestrian/vehicle conflict.

**14. It appears people can still go on the rocks? How does this plan address safety is people still have access to the rocks?**

Yes. Access to the rocks is accommodated in the design. However, the design allows for access to be better managed, more clearly signed, and closed off in times of severe weather. The design also allows for enhanced visual cues related to safety that aren't heavy interventions in the landscape.

**15. Why is the restaurant the focal point, as Omar just noted? Isn't the view the focal point?**

Yes, the view is the focal point.

**16. Have you produced views from the lighthouse looking back towards the village with this large deck in place?**

We have not at this time but will look to see if we can add that view as well.

**17. The plans online versus the plan shown during the presentation had backs on the benches in the online plan and not the presentation view. Are benches going to have backs (or at least a percentage)?**

Thank you for this question. This has been identified by accessibility experts as something that should be considered, and this has been passed on to the design team. Thank you for identifying this as well.

**18. \*In this time of social distancing, is the deck large enough, to support the number of people on it at any one time. It looks to be smaller than the footprint of the loop road.**

This work is focused on community sustainability and visitor experience for the long term, so we've been focused on infrastructure that can support typical visitation in Peggy's Cove.

Obviously, the operation of the deck and approach to social distancing in public spaces will be informed by public health guidelines in place at any given time in the future. As plans to open the Viewing Deck unfold, we will be working to ensure all of these considerations are covered in its early days of use.

**19. In the design I believe there is gravel in front of the restaurant, waterside? this is accessible?**

Yes, we will use a crushed granite material (more of a crusher dust than coarse gravel) that is a suitable surface for wheelchairs, strollers, etc. This will also allow emergency vehicles to pull up into this area as necessary. Access from The Sou'Wester is also provided directly onto the deck from doors near to the new public washroom building.

**20. Can a person access the proposed deck/platform by coming out of the restaurant and then onto the platform?**

Access from The Sou'Wester is also provided directly onto the deck from doors near to the new public washroom building.

## Community Engagement

**1. Can you talk about how and when surrounding community members were involved in the process?**

The presentation includes a thorough overview of the extensive consultation and collaboration with folks. Design Week was certainly open for anyone to attend, was shared via social media, our website and through posters in community – we did have people attend from well outside the community (including folks from Halifax and around the St. Margarets Bay Loop). Regional Tourism Operators were also invited and participated in a workshop session and a survey was released province wide.

**2. Some residents along Peggy's Cove Road feel blindsided by this proposal. Why were the 648 households on Peggy's Cove Rd not included in the consultation process?**

Develop Nova Scotia's work always focuses most heavily on those who call a community home. However, we engaged further to include tourism operators, businesses and residents in Peggy's Cove and surrounding areas, tourism stakeholders, the Mi'kmaq community, and first responders.

The supplementary presentation digs a little deeper on why we had such intense focus on the community and residents. Folks from the vicinity were invited to participate in Design Week. This was promoted on our website and social media, as through the VIC in Peggy's Cove.

We acknowledge that our outreach efforts did not reach out directly to every address along the Peggy's Cove Road. Develop Nova Scotia made a deliberate effort to focus on the community in this process. People from the surrounding area could (and can) participate, however, we focused on the folks in Peggy's Cove because it is ultimately their community. We recognize that a reliance on digital channels is not ideal for maximizing reach, especially in more rural communities. We have used mailers and more analogue approaches with residents for sure—and we'll look to widen that out further in the future.

We recognize that there is a lot of interest in Peggy's Cove outside of the community. These interests and voices have been embraced and welcomed to participate either through Design Week or otherwise through notes and comments and they will continue to be welcomed. There was not an effort to deliberately exclude anyone, but it was a deliberate effort to really dig into conversations with community members who, again, steward this place for all of us 365 days a year.

Duplicate Questions:

**2.b. How were Why weren't Nova Scotians informed sooner of this plan through an official announcement prior to the commencement of the tendering process, so that ALL Nova Scotians would have been aware, and would have had time to voice their concerns? The media made no reports on this viewing deck until the NS Government chose to make their official announcement on January 15th, 2021, through the media. If there was widespread consultation and awareness within the public sphere, as Develop NS has repeatedly stated in media reports, then why was the media unaware of this plan, or this proposed plan, before January 15, 2021? Wouldn't this have necessitated a communications plan that involved statements to the media on this planning process before it was put out to tender? How were Nova Scotians in Cape Breton or the Annapolis Valley supposed to know of these plans, if the media was not involved or informed?**

**2.c. You say that the development of the most iconic place in Nova Scotia has been ongoing for the last two years and the public has been involved. What public would that be, because most of Nova Scotian 's have no idea what is**

**going on at Peggy's Cove.**

Follow-up Comments:

- This answer was totally unacceptable. How can Peter say that only the residents of Peggy's Cove should have been consulted when so many taxpayers have to be negatively impacted by the thousands of tour buses. Please answer the question.

**3. Can you speak to how the Indigenous community was consulted and have they approved the proposed developments?**

To summarize the slide shown in the presentation that outlined our approach to consultation and engagement with the Mi'kmaq:

- 2018 | Outreach: all NS Chiefs & Band Councils prior to planning
- 2019 | Participation in planning by NS Indigenous Tourism Network
- 2020 | Outreach: all NS Chiefs & Band Councils prior to construction
- 2020 | Formal Consultation process started with KMKNO
- 2021 | Meetings/Site Visit: Mi'kmaw Friendship Centre, botanists, Develop Nova Scotia (Sweetgrass)
- Ongoing collaboration with KMKNO and Chiefs, exploring opportunities related to archeology, sweetgrass, tourism, and site interpretation

The Mi'kmaq community was invited to be to be part of the planning process and also extended invitation during construction for either engagement or consultation. The consultation route was selected, and we've had meetings and will continue to have meetings in order to hear and address any issues but also to advance the storytelling of Mi'kmaq history and presence in Peggy's Cove encompassing traditional and modern uses and perspectives.

This area is rich with the history of the Mi'kmaq people—there are stories of traditional uses and modern perspectives. We will work with community to tell the stores of the Mi'kmaq relationship with Peggy's Cove—Develop Nova Scotia and the agencies and community members we're engaging with are all aligned in that effort.

**4. I love that you listened to people in the community. How many residents did you listen to, was it before COVID, and how have you consulted with all of them since about the viewing platform, the work on the heritage structures, the digging, blasting and construction?**

We really enjoyed working with the community—it was an amazing experience. We've had many meetings and have had a tremendous turnout from the community. A lot of

the work that we do often involves more breakout conversations with smaller groups in the community and with individuals/landowners.

We did have a lot of face-to-face meetings pre-COVID. We also convened a Project Working Group in Fall 2019 that worked with us through Spring 2020 to help steer the work. This group ensured representative community voices continue to be actively engaged in the work and that community feedback and perspectives continued to guide it.

During COVID we pivoted to Zoom sessions with phone-in options. In light of gathering limits and public health restrictions, we relied heavily on Zoom and email for immediate communications but also capture all information and mail it out to the community monthly. As public health regulations loosened Summer and Fall 2020 we did host some outdoor, walkabout-style meetings but have reverted back to Zoom/phone/mail since as public health guidelines shifted in Fall/Winter 2020-2021.

To address the Viewing Deck specifically, we did host a walkabout in October 2020 with community and others. We had staked out the site and did a walkabout with the preliminary design renderings released Jan 15 (that have since been further updated).

For a full summary of our work with the community, [click here](#).



Community Engagement Continues



Feasibility studies, testing, and design work • Jan-Jun, 2020

*Peggy's Cove Master Plan: Moving to Design | 2019-2020, developns.ca*

As we move to construction, we have a few channels in place for continued communication and coordination with the community:

- Establish a direct point of contact and feedback loop for community via the contractor
- Construction meetings with community every ~2 weeks
- Regular construction updates published on our website and also posted publicly in the village (as weather allows)
- Monthly mailouts of all emails, meeting summaries, and information to community
- Informal emails, phone calls, and conversations with the Develop Nova Scotia Project Team.

**5. You just stated that you consulted with tourism operators about the 333? What about the residents who have to dodge these large tour buses. I believe you really dropped the ball on this one. (respectfully). Absolutely no consultation.**

Our consultation focused heavily on the residents most impacted by high visitation to Peggy's Cove and, this phase of work is focused on infrastructure improvements in the Cove proper. There are significant impacts from both car and bus traffic in Peggy's Cove and this plan aims to address them in an incremental manner, with continued monitoring of conditions and input from residents and business owners in the Cove.



We know this is something the Province is looking at—not directly through Develop Nova Scotia's work but our colleagues at NSTIR are always looking at highway capacity and feeder roads.

- 6. I was surprised when the construction of the viewing platform was announced on January 15. It was the first I had heard of it. I do not routinely visit Develop Nova Scotia's website and am not active on social media and I am sure there are many people like me. I agree the community of Peggy's Cove views and concerns should receive disproportionate weight but all Nova Scotians have a stake in Peggy's. It does not seem that there was adequate well publicized opportunity for Nova Scotians in general to provide their input into this project. Could this opportunity now be provided. Could construction be delayed until there is such a consultation?**

Thanks for your comments. We certainly could have shared the news of Design Week where we welcomed all to learn more about the plans and projects more widely and through different channels. We will definitely do that better next time.

That said, the consultation and engagement we completed surrounding this project was extensive. Throughout this project, we invited the community, stakeholders, and the public to participate. Most of the community engaged and worked with us and each other to create a common vision. To be clear, not everyone engaged and not everyone who did engage likes everything about the plan. But we believe most of the community and other stakeholders supported the overall plan. And we believe they still do.

- 7. Hi there, can you just let me know how many people you met with in the community in 2020 and what you told them about the viewing platform?**

We meet regularly, I believe bi-weekly, with residents. And we have a liaison from our team that spends a lot of time in the Cove. The residents have been involved in how the design of the Viewing Deck has changed from preliminary plans proposed last year to the final design released in 2021. We also send info to all residents and answer all phone calls from residents.

The idea for the Viewing Deck emerged out of design week in February 2019, and a

basic concept was presented to the community in May 2019 as part of the draft master plan. From there, a wide range of options were considered during our detailed design phase with input from residents obtained through our Project Working Group. Design iterations were presented back to residents at the 30%, 60% and 90% design stages. Substantial changes were made throughout the process based on this feedback. A site walkabout was also held in October 2020 to review the 90% design.

**Addition:** meetings have been monthly with email communications and website updates supplementing in between. All meeting summaries and communications are also mailed out to the community mailing list on a monthly basis. The community also has a direct feedback loop through the contractor and direct lines of contact to the entire Project Team at Develop Nova Scotia.

**8. There are several of the locals from the village who state they do not agree with the viewing deck as it is designed. So it seems the focus still did not consider their perspectives on the project. Did you have a vote, or was there a plebiscite done within the community on the final design plan, broken down by the various pieces of the project?**

The residents of Peggy's Cove were integrally involved in the planning process for their community. They expressed a desire to be able to welcome and host visitors with pride and confidence in their safety and quality of experience. The work with the community was very hands on, and didn't stop with planning work. Residents and business owners and operators remained engaged in the concept design process for the infrastructure as well through a Project Working Group. As with any community engagement process, there are a range of perspectives that we worked to balance. Along the way we have remained open to feedback and made changes all the way along. Most of the community engaged and worked with us and each other to create a common vision. To be clear, not everyone engaged and not everyone who did engage likes everything about the plan. But we believe most of the community and other stakeholders supported the overall plan. And we believe they still do.

We recognize that not everyone fully agrees with the Viewing Deck as designed and, unfortunately, it is impossible to design infrastructure by consensus but we worked hard to hear concerns and bring back thoughtful solutions that balance the many unique considerations at play in Peggy's Cove. Throughout this process, we have maintained a continuous input/feedback channel with residents for all aspects of planning, design and construction. We have also committed to continuing this approach into our operations planning this spring and summer.

Duplicate Questions:

**8.b.** I talked to a number of residents that I talked to and they told me that they are not happy. Are you getting any pushback from them?

- 9. Understand those that live in the village are most impacted so most consultation was with them. Both those of us that live on the Bay were not informed these discussions were going on and therefore unable to attend. Most development on the Bay invites resident from the entire Bay to participate. why were the broader community members not formally informed and invited?**

Thanks for your comments. We certainly could have shared the news of Design Week where we welcomed all to learn more about the plans and projects more widely and through different channels. We will definitely do that better next time.

- 10. Can there be continued community consultation that is accessible for residents? Almost all meetings- both in person and on zoom were during the day. Anyone working wouldn't have been able to attend.**

Thanks for this suggestion—we'll look to see if we can change up the times or offer alternative meeting options.

- 11. Suggestion again for future NS public notification/process improvement: in this type of a rural community the internet infrastructure does not exist like it does in an urban center. In fact, if you researched this you will find that many do not have the service. I suggest using AAN addresses futuristically and choose to send a mailer. This is not the only local in NS that is in this lack of digital age**

Hi there, we're actually the organization responsible for the recently announced projects that will reach 99% of Nova Scotians over the next several years. So, we're very aware of where internet is available and where it is not. We have used mailers with residents for sure—and we'll look to widen that out further in the future.

## Maintenance & Operations

- 1. Will there be maintenance and repair funding allocated to this project annually, and if so, how much? What contingency planning is in place if this viewing deck is severely damaged by the elements? What funding will be made available if there is catastrophic damage to the structure?**

The infrastructure will be maintained by the Province. The operational plan is being built and is not final at this time. We intend to engage the community and broader

public in those plans as they are developed.

Duplicate Questions:

**1.b. Will it cost to walk the new deck? Who will manage the upkeep and maintenance, will it be open all year?**

**1.c. What is the plan for upkeep of the new infrastructure? A couple years ago, they couldn't even come up with the money to paint the lighthouse**

**2. What money is going into maintaining the lighthouse**

The community identified maintenance of the lighthouse as needing to be addressed. We believe the investment in infrastructure and improvements in Peggy's Cove presents an opportunity for to find a longer-term solution to manage the lighthouse. We'll assist all interested parties in that objective however we are able. This is also an example of something that will require attention and planning in future phases of the Master Planning work.

**3. Will there be outside seating for the restaurant with your deck?**

The restaurant is a private space and the Viewing Deck will be a public space. There will be seating available on the Viewing Deck but it will not be specific to the restaurant.

**4. Have you allowed for small tour vehicles a spot to drop passengers at the viewing area where a lot of their passengers are disabled?**

Yes, the new roadway and entrance to The Sou'Wester parking lot includes a new drop-off/pick-up area to support safety, access, and efficiency.

## Traffic Management & Route 333

**1. Now, on a busy day, there are cars parked on Peggy's Cove Road. This is very dangerous. Will the plan address this?**

The existing VIC parking area is not efficient in design. The modest expansion of this parking area allows for a doubling of spaces from approximately 80 spaces to about 160 spaces. This should alleviate some demand. A traffic monitoring system will allow us to better monitor demand and make adjustments in the future in consultation with

community if required.

**2. How is Route 333 being improved to sustain the additional increase in traffic?**

We know this is something the Province is looking at—not directly through Develop Nova Scotia's work but our colleagues at Transportation & Infrastructure Renewal are always looking at highway capacity and feeder roads.

We can check in on the status of that with our colleagues and report back with more information as it becomes available. However, the infrastructure improvements are not focused on increasing visitation to Peggy's Cove. These improvements are about better accommodating the high numbers that are already there and that put strain on the community due to the challenges of pedestrian safety, car and bus congestion, removal of garbage, access to washrooms, etc.

For clarity, this was certainly raised as a broader challenge throughout our many meetings and discussions about the work. Our Master Plan was intentionally focused on the Peggy's Cove village first, but certainly everyone we talked to touched on the issues, constraints, and opportunities along the Peggy's Cove loop. We think that our work in Peggy's Cove can help to be a catalyst for some of these other improvements that are desired by the community.

**3. As Peter mentioned earlier there are many traffic challenges throughout the cove. Can you speak to how large vehicles will have better trafficking with the improvements.**

Better parking information will reduce unnecessary trips through the Cove when parking is not available at The Sou'Wester lot near the lighthouse. The new roadway near the lighthouse will allow for better traffic flow and safety. The VIC expansion includes a revamped turnaround area for larger vehicles.

**4. In the new plan when a bus departs the parking lot of the Sou'Wester restaurant is there a right hand turn back onto Peggys road? If so, large vehicles such as a bus or RV will have to make a WIDE right turn to get onto the road thus stopping traffic. That's unfortunate.**

No, it is a one-way loop that should allow for seamless flow of all traffic from the lighthouse through onto Peggys Point Road.



*Detail of aerial site map focusing in on new one-way road loop*

## 5. How are bike lanes being incorporated in this plan?

NSTIR has made recent improvements along the 333 towards Prospect with the addition of paved shoulders and we understand they are reviewing options for other improvements when repaving occurs.

On Peggys Point Road, traffic already moves at a slow pace, with an average speed of 26 km/h. Road improvements, such as the addition of a 3-way stop at the VIC parking lot and new crosswalks is also expected to reduce speed on the road. The traffic management, parking, and road-use components of this work are complex, which is why we are taking the time to monitor the impact of improvements as they are brought online. We are prepared to make or advocate for adjustments as needed, which may include additional improvements to support safer cycling routes.

## Safety

### 1. Can you tell us more about how safety concerns will be addressed? How will this plan help stop people from going out on the black rocks?

It addresses safety in a number of ways. The viewing deck will act as a bit of an official welcome, which will allow for better focus for visitors on safety signage. The viewing

deck will provide a safer option for people to view waves and water - we've done calculations to ensure deck is safe from wave action. In the event of severe weather events, the deck can be closed—a further indicator that people should not be on the rocks.

But the deck does not block access from the rocks, as this is part of the experience as well. In addition, new public washrooms will have rooms where safety and rescue equipment will be stored. We engaged with first responders as part of the planning process. Thanks for your question.

## Climate Mitigation

### **1. How long does the town have in that location with sea level rise? People everywhere are moving more inland...(sorry, elephant in the room)**

Sustainability and liveability of the community are the primary goals driving this work. That's why the projects such as raising the road and rebuilding the breakwater were undertaken as part of this project. Storm and climate change modeling considered a wide variety of scenarios over the next 100 years. Infrastructure design was based on the anticipated and specific design lifecycle of each element.

## Tourism & Visitation

### **1. With the additional parking, lanes, walkways, services, and facilities, what is the estimate of the total number of visitors at any given time that could be accommodated? Is growing visitation an objective?**

We had a lot of conversations around growth with every group we talked to. This work is striving to solve the challenges that currently exist in Peggy's Cove.

When we did traffic studies we found some really unique insights.

For example, some days 50% of the traffic in Peggy's Cove is people looking for parking—they make two trips through the Cove to find parking and some leave without getting out of their car (which isn't quite a visitor experience we want to see). We want to introduce a traffic management system that addresses a number of challenges: slowing things down, reducing unnecessary traffic/trips through the village, reducing pedestrian/vehicle conflict (as you saw in the video), and experimenting with non-invasive ways to manage traffic and parking challenges.

Our traffic studies showed roughly 50 fail days a year—that's 50 days that the demand for parking in Peggy's Cove is more than is available with current spaces available. By our calculations, we have reduced that fail-day rate down to about 20.

The community was okay with that approach.

In an earlier iteration of the Master Plan, the consultant recommended a new parking lot elsewhere in the plan. When we brought that back to the community, they challenged us to work with the parking lots that already exist and see what we can do to address traffic management and parking challenges with that existing infrastructure. This feedback also encouraged us to take a more incremental approach to traffic and parking management instead of a new intervention in the landscape (i.e. a new parking lot).

The proposed parking lot has not been advanced at this time and, instead we are working with community to approach interventions for traffic management in an incremental and informed way. In the current phase of work, we are expanding the existing VIC parking lot to add 153 new parking spaces parking spaces, including 4 accessible spots (this effectively doubles the capacity of the lot and reduces the fail days to the ~20 estimated above).

We are also installing a parking inventory system to help track usage. This will provide existing traffic information to visitors in a manner that reduces unnecessary traffic on Peggys Point Road. This will also provide data that can inform additional management strategies to address future parking demand. We will continue to work closely with the community as this longer-term work unfolds.

Again, current work strives to accommodate current visitation numbers (700,000 per year prior to COVID-19 public health and travel restrictions). Growth and capacity is a conversation that we will continue to have with the community as we go forward.



Obviously there are some unknowns right now and some time before we see how the cruise industry builds back, for example.

Duplicate Questions:

**1.b. Have you considered that there is a max capacity for visitors at Peggy's Cove?**

- 2. I appreciate the thoughtfulness of the consultation, planning and design. I have a couple of questions that I have already sent to Develop NS. 1. It seems that the infrastructure and redevelopment response assumes that 700,000 people +/- is acceptable. COVID has punched hole in our assumptions about tourism, meaning that over-tourism, and site carrying capacity should be assessed carefully. I am a small tourism operator in NS, and my sense is that we need to start thinking that smaller is better, not larger. How has or will carrying capacity be assessed? 2. My read is that renewable energy must be considered as part of any design solution. Is renewable energy generation and preparation for an ev auto/bus arrival been considered? 3. One of the most important aspects of our economy is the need to shift to a more circular economy involving a shift to a zero waste tourism industry. How is this being designed into the redevelopment and supply chains for the next 25 years?**

This response nodded to Discover Halifax and the work that they've been doing around tourism and visitation numbers. They've also consulted broadly on their new [Integrated Tourism Master Plan](#) and part of their strategy is about the sustainability of growth and quality of experience. So, not just growth for growth's sake but how do you really ensure that the quality of the experience is not eroded. And how do we move and disperse people in places like Peggy's Cove to create more space for an enjoyable experience.

*Ross Jefferson (CEO of Discover Halifax) joined the call to contributed to the response:*

We know that tourism is one of the fastest growing industries in the world. In Discover Halifax's consultation to inform their Integrated Tourism Master Plan, we heard the concerns around sustainability, safety, etc. Really think the designs have considered and adjusted for these concerns.

More holistically, we need to be looking at growth overall. We have an opportunity for continued growth in tourism, but we need to be very careful about where we're placing our focus. For example, one of Discover Halifax's strategies is around the dispersal of visitors that would see future growth going to other parts of the community and working in tandem with the development of other tourism icons. The question is a key one as we look to the future. DH's approach in the new master plan

approach is a community-first approach that bears similarity to the one in Peggy's Cove: if you build great places for the local community, this will make it an attractive destination for visitors—but it is community first.

## Communication

- 1. Could signage be placed at Peggy's Cove as soon as possible to ensure the public knows what this viewing deck will look like, from different viewing planes, particularly for those who do not follow the mainstream media?**

Yes, we can create signage to inform and educate about all of the work in Peggy's

Cove. Signage is currently in development and we will coordinate with our partners at Tourism Nova Scotia and aim to have it installed in the village by the end of February/early March.

Duplicates:

**1b. Installing signage at the construction would help alleviate some of the confusion as to the ongoing work taking place. Could Develop Nova Scotia install information placards to help people understand this provincial and federally funded project?**

*We'll be happy to do this.*

**2. Could we also please have a direct link to the Project Lead for those in the Village? Perhaps a Community Liaison?**

This is already taken care of. Contact information for all key team members is sent out to village residents with each update and has been for the duration of the project. Updates are sent frequently by email and generally monthly by mail. Community members have also been provided contact information for the project supervisor for the contractor on site as well.

## General/Comments

**1. I think the viewing platform should not be built but instead where the benches are on the hill that has the same view as the platform view would be should be modified to accommodate both the benches and wheelchairs. I grew up in Peggy's Cove, my parents started the restaurant.**

Can you clarify the question, please? This is a comment and I will ensure it is captured and shared. Thanks.

**2. Hi again. In the spirit of transparency can you please show all the respectful questions in the chat room?**

Sorry about that. Once I type an answer they move to "answered" and I cannot move them back. We will share a full record.

**3. My opinion, as long as the families of Peggy's Cove were consulted I fine with it. Having 700,000 people yearly has taken its toll on the area. It also generates millions of dollars for Nova Scotia. Not everyone will like it but, to improve the area as you are doing is wonderful! Resident of Peggy's Cove Road.**

**4. \*The first slide of the walkway was nice—great visual. The second view with the lighthouse - sorry but not nice - move bathrooms to the other side and make this last slide a simple lookout.**

Hi there, moving the washrooms would impact their accessibility.

**5. Are the bathrooms design modern in nature? Was there any thought to make them complement the style of the homes in the area? Like outhouses? this syle would not compete with the style of the deck if they were moved from their present proposed location in site of the lighthouse.**

The public washrooms are designed to be complementary in both form and materials to traditional buildings in the village. Washrooms buildings are designed and sited in accordance with the bylaw requirements and based on the cultural landscape and architecture analysis completed for the village.

**6. A lot of great work has been done here...we are trying to understand and don't have all the visual information we need. The last development by the light was a disaster in visual scale that has a bearing on our interest.**

**7. I can really see the infrastructure resiliency this accomplishes from my visits and viewing the plan. I was concerned with the crumbling infrastructure and find the investment good value for taxpayers.**

**8. many national parks etc. are capable of design solutions that do not compete with the landscape...**

This is a great point although not quite a straight comparison. Unlike a National Park or Historic Site, Peggy's Cove is a living community first and largely privately-owned land. The work and solutions worked to ensure community liveability and

sustainability were balanced in infrastructure design and decisions.

- 9. Not a question, please note, the aging population of NS is not digitally in tune. We really should do better than advertising on websites and social media for our citizens. It would seem the ball was dropped perhaps by design which isn't acceptable. Saying sorry isn't enough, learning and not repeating mistakes in the future would be better. This is upsetting for all of us and shouldn't be this way.**

Thanks for this feedback. We hear you loud and clear and will certainly explore other avenues and channels for communication and publicity—including more analogue channels.

- 10. No question, just a comment, I am a wheelchair user and love the design and opportunity to enjoy Peggy's Cove again! Thank you.**
- 11. glass/plexiglass would be a problem in the salt...so will metal**
- 12. Comment, not a question: the design is a sensitive and stunning enhancement of the site. The work is sorely needed and will go a long way to improving the visuals and quality of life for locals and visitors. So many people are impressed and supportive. Looking forward to seeing it completed.**
- 13. The cantilever will make a new environment in the shade**
- 14. So it sure sounds like you are not open to altering the extension on the deck.**
- 15. Are you going to publish the questions and answers from this evening? All of the questions, especially those only marked answered live, do not help members of the public who were not able to attend this evening.**

Yes - we will be.

- 16. \*\*700,000 tourists visit Peggy's Cove every year, reaching this destination in vehicles and tour buses via the Peggy's Cove Road. This is a winding and narrow road. On our local stretch in Upper Tantallon, the speed limit is 80 km/hour. A steady flow of tour buses and vehicles make it almost impossible to ride a bike or even cross the road to walk to our mailbox. When driving home, the volume and speed of traffic is often such that we feel at risk of being rear-ended when turning into our driveway.**

**With the newly planned Peggy's Cove Project we expect higher traffic volumes, further impacting our ability to safely access our property. We all pay substantial**

**property taxes and would place a much higher priority on seeing investments in making our road safer, not even more dangerous.**

**17. I stood on the road today and the view is awesome, I do not see how the expensive cantilever section justifies the additional cost. The roadway is good enough for viewing. What I see here is an effort to protect the design work done, rather than truly accept the offered criticism. Everyone's questions should be answered individually. Rather than lumping them is as if it was only one question... there are a number of questions that point to viewing platform concerns... there is not just one question. Treating it as one question makes it seem like there is less interest.**

**18. I see this presentation is being recorded. Will the presentation be available for viewing for folks who were unable to attend this info session?**

It is indeed and we'll be looking at best ways to share. We are currently having closed captions added to supplement for the live ASL interpretation.

**19. Thanks for hosting this. Have a good rest of your evening.**

**20. Just to put it in perspective, there are over 1600 people who joined the Facebook page about the Peggy's Cove upgrades in about a one-week period and almost all of them are concerned that the cantilevered section does not look like a "natural" structure in keeping with the look and feel of the natural**

**21.**

**22. Peggy's Cove. Many people do not raise their voice, when they see that someone has already voiced an issue... so to be clear there is significant opposition to the cantilevered section.**

**23. Why restrooms right there by the light at all? Use good signage and put the bathrooms near businesses in the village. Hauling everyone to the light and all services there bypasses economic opportunities for the town.**

The location of the washrooms is relevant to accessibility of them.

**24. #333 has received upgrades, including paved shoulders, on the Prospect side, but not St. Margaret's Bay. TIR must prioritize increasing safety on this roadway with increasing tour buses, cyclists, pedestrians, etc.**

Thanks for sharing. We will certainly pass this along to our colleagues at TIR but also recommend that you contact them directly with any thoughts and input on their

business and project plans.

- 25. Thank you Develop Nova Scotia, for a plan that considered the community that has hosted the world for decades, with a growing number of visitors, with attention focused on the concerns of the residents, as well as, the needs and solutions focused on all those who come to enjoy the Cove.**

**Thank you Omar Ghandi, for a viewing platform that considered the least impact to the land, provides an amazing experience for those who found it challenging previously, and using a design and materials that initially, and more so over time, will blend in with the landscape.**

- 26. Would like a link to the presentation and questions please...they can be emailed. Thanks a lot for taking the time...a lot of the developments and needed, but wow. Gobsmailed by this.**

- 27. I think zoom calls is not an appropriate thing to lead such an important development process with the Community in Peggys Cove and the public. I would love to see more public meetings.**

Thanks for your feedback. Zoom meetings were only selected as an alternative that allowed us to meet under public health guidelines. There were dial-by-phone options for these meetings and all summaries were distributed by email and mail to all community members.

When possible, we have hosted in-person events and walkabouts and look forward to getting back to this as public health guidelines surrounding events and formal meetings begin to shift.

- 28. Very well done, everyone! Thank you so much for your patience, time, and energy!**

- 29. Thank you for this.**