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***Western Arctic Tourism Strategy, Draft  
Volume 4, Dempster Highway Development  
Plan***

***Date of Report: 1988***

***Author: Maclaren, Plansearch, Pelman  
Associates***

***Catalogue Number: 11-52-7***

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# Western Arctic

## Tourism Strategy

Draft Volume 4

Dempster Highway Development Plan

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Western Arctic Visitors Association  
Economic Development and Tourism

MacLAREN PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
ADDISON TRAVEL MARKETING

8801

40313

**Lavalin**

VOLUME 4: **DEMPSTER** HIGHWAY DEVELOPMENT

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# I. Introduction.

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## 1. INTRODUCTION

The **Dempster** Highway, officially opened in 1979, is one of the unique highways of the world. The 750 km route originates near **Dawson** in the south and extends to **Inuvik** in the north crossing a wide variety of magnificent scenery (see Figure 1.1).

As the most northern highway in North America, the potential for tourism travel on the **Dempster** Highway is immense. However, to ensure that travelers on the highway enjoy the range of cultural and recreational experiences available and have a comfortable and safe trip, a series of facilities should be developed along the route. The purpose of this report is to **recommend** the development of these facilities.

The nature and extent of the proposed facilities vary from a major campground located at Midway Lake to a modest lookout at Peel River. Whether large or small each of the proposed facilities is intended to meet the needs of travelers, capture the special character of the region and extend the visitors stay in the area.

All the proposed development sites along the **Dempster** Highway are environmentally sensitive. The short growing season, limited precipitation, shallow soils, poor drainage and permafrost contribute to the fact that vegetation once disturbed is extremely slow to regenerate. The overriding objective that has influenced the location and extent of the proposed developments is: the minimization and containment of environmental damage. Therefore, to reduce the damage related to the proposed developments the following design and development principles have been maintained:

- o minimize areas to be cleared for development;
- o where possible utilize existing roads, trails and **clearings**;

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- o prevent degradation of the permafrost through the use of gravel fill for road beds, building sites and campsites; and
- o regenerate cleared or damaged areas through the planting of native vegetation.

The following section **contains** descriptions of the proposed developments.

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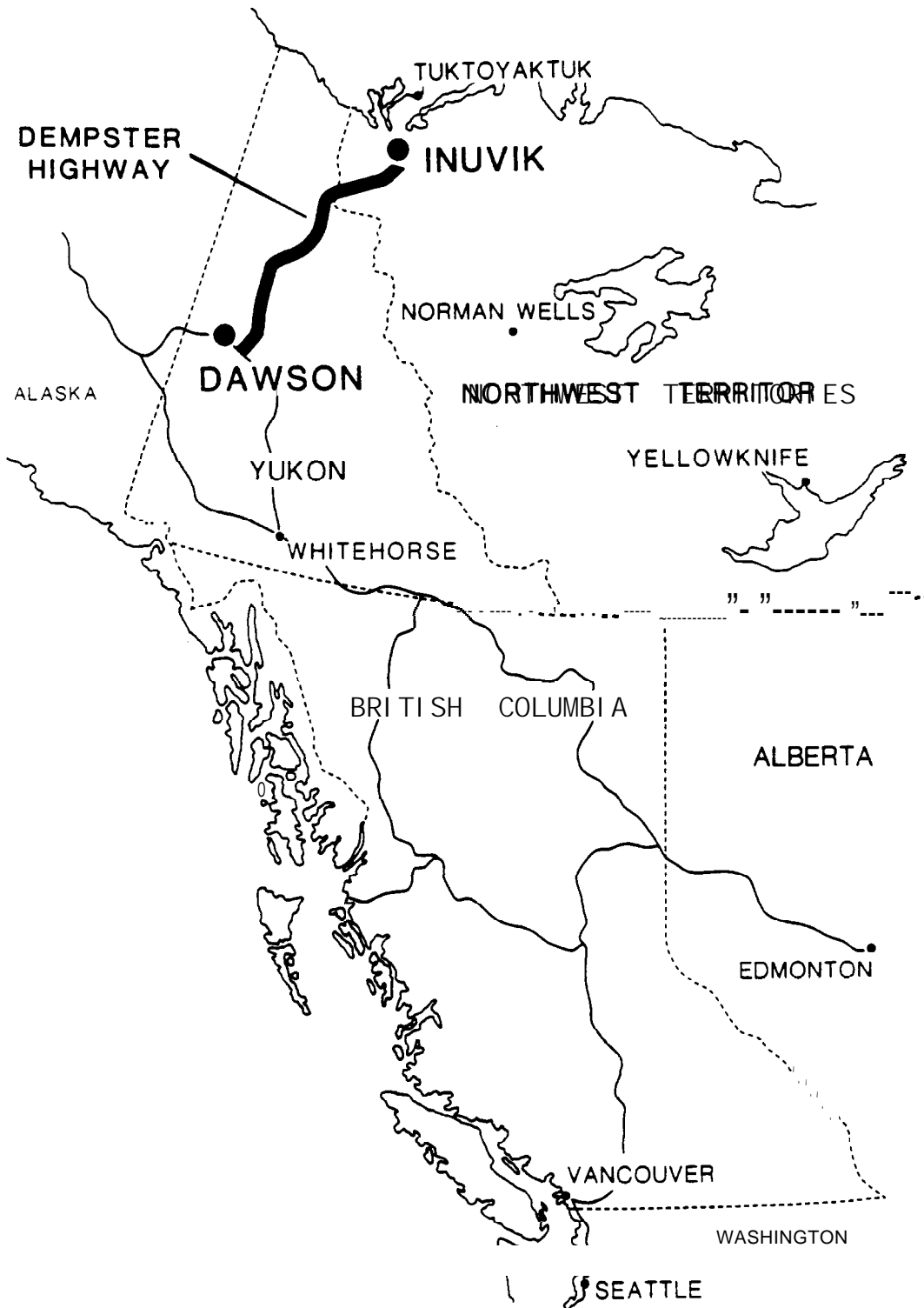


Figure 1.1

Dempster Highway Location Map

## 2. Highway Developments.

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## 20 HIGHWAY DEVELOPMENTS

As indicated on Figure 2.1, a series of eight Highway Developments are proposed, including:

- o Dempster Highway Visitor Centre;
- o Yukon/Northwest Territories Border;
- o Midway Lake Campground;
- o Peel River Lookout;
- o Fort McPherson Visitor Service Area;
- o Deep Water Lake Boat Ramp;
- o Arctic Red River Development; and
- o Campbell Hills Interpretive Stop.

The following sub sections contain detailed written descriptions, order of magnitude cost estimates and conceptual drawings for each of the proposed developments.

20/01/01

# Dempster Highway Visitor Centre & Gateway

## 2.1 DEMPSTER HIGHWAY VISITOR CENTRE

Travelers beginning their journey on the **Dempster** Highway require information on the services and facilities, and the cultural and recreational experiences available along the route. The beginning of the highway, southeast of **Dawson**, provides an opportunity to develop a visitor information **centre**.

### 2.1.1 Proposed Development

As proposed the **Dempster** Highway Visitor **Centre** will be developed in two phases.

Phase One includes the construction of a 1,200 sq. ft. open structure. The heavy timber columns and beams, **colourful** sloped metal roof and fanciful pealed facade of the structure reflect the style of the buildings in **Dawson**. Incorporated into the development will be a display area containing a series of nine 4 x 8 ft. information panels illustrating the tourism opportunities along the **Dempster** Highway and public washrooms. In addition to the structure, an outdoor display area for large scale displays is proposed.

Phase Two includes the enclosure of the structure and the upgrading of the interior to include an enlarged display area, a lounge and a sales outlet. In addition, Phase Two includes the development of the gateway structure over the Highway to mark the beginning of the most northern route in North America.

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2.1.2 Cost Estimates

ITEM	DESCRIPTION	COST
Site Preparation	Building site development	\$ 60,000
Visitor <b>Centre</b> Phase 1	Building construction	210,000
Visitor <b>Centre</b> Phase 2	Building enclosure	120,000
Gateway	Construction	50,000
Miscellaneous	Building furnishings	40,000
TOTAL		\$480,000

Construction of phase one is proposed to begin in 1988 and phase two in 1990. A series of conceptual drawings illustrating phase one and two of the proposed development follow this written description.

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Government of the Northwest Territories

# Dempster Highway.

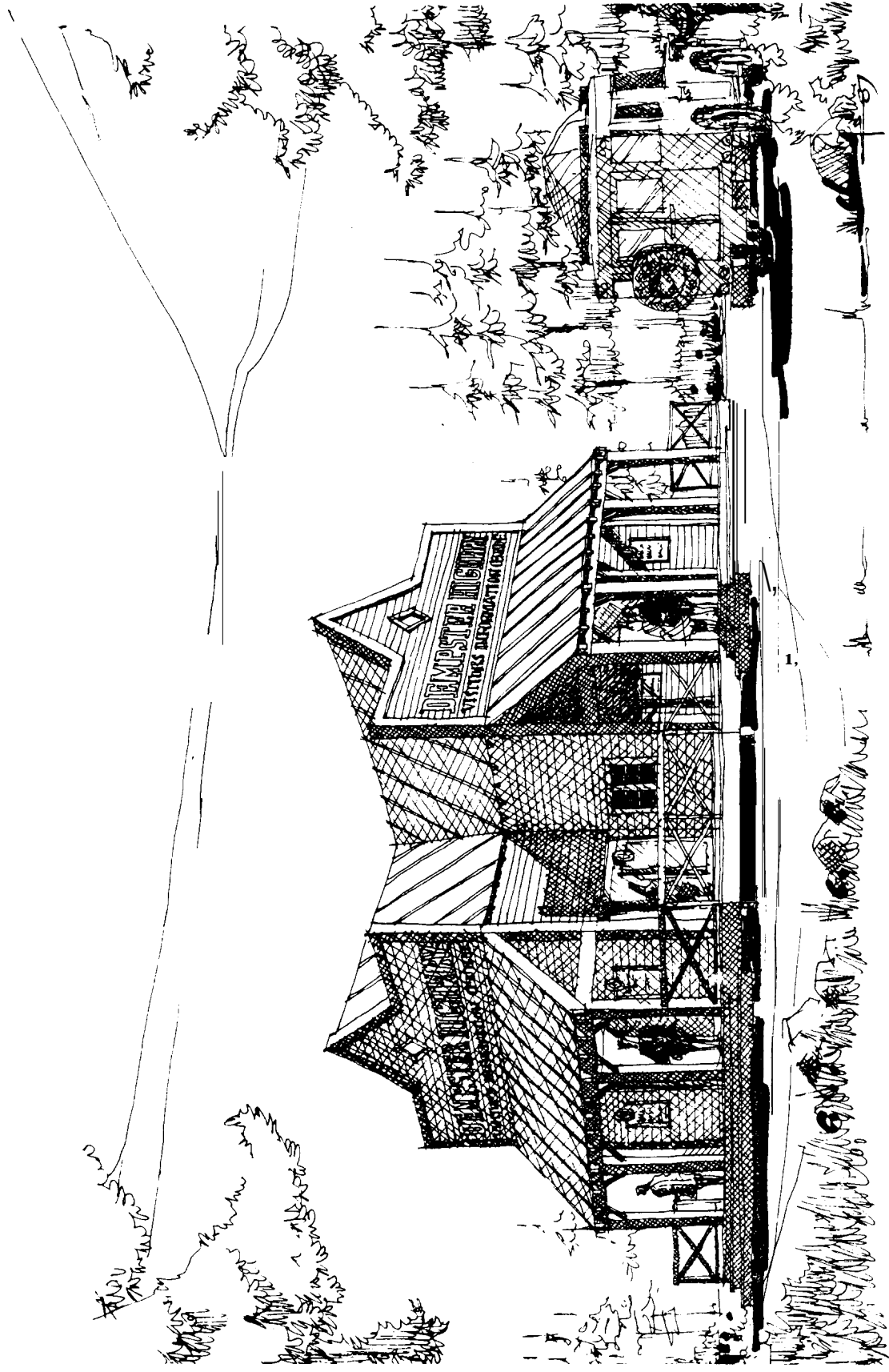
## 2.1 Dempster Highway Visitor Centre

Perspective

date 1987

scale not to scale

LAVALIN  
MARGARET P. ANSELMACH  
PELLERIN ASSOCIATES ARCHITECTS  
ARCHITECTURE, INTERIOR, MARKETING



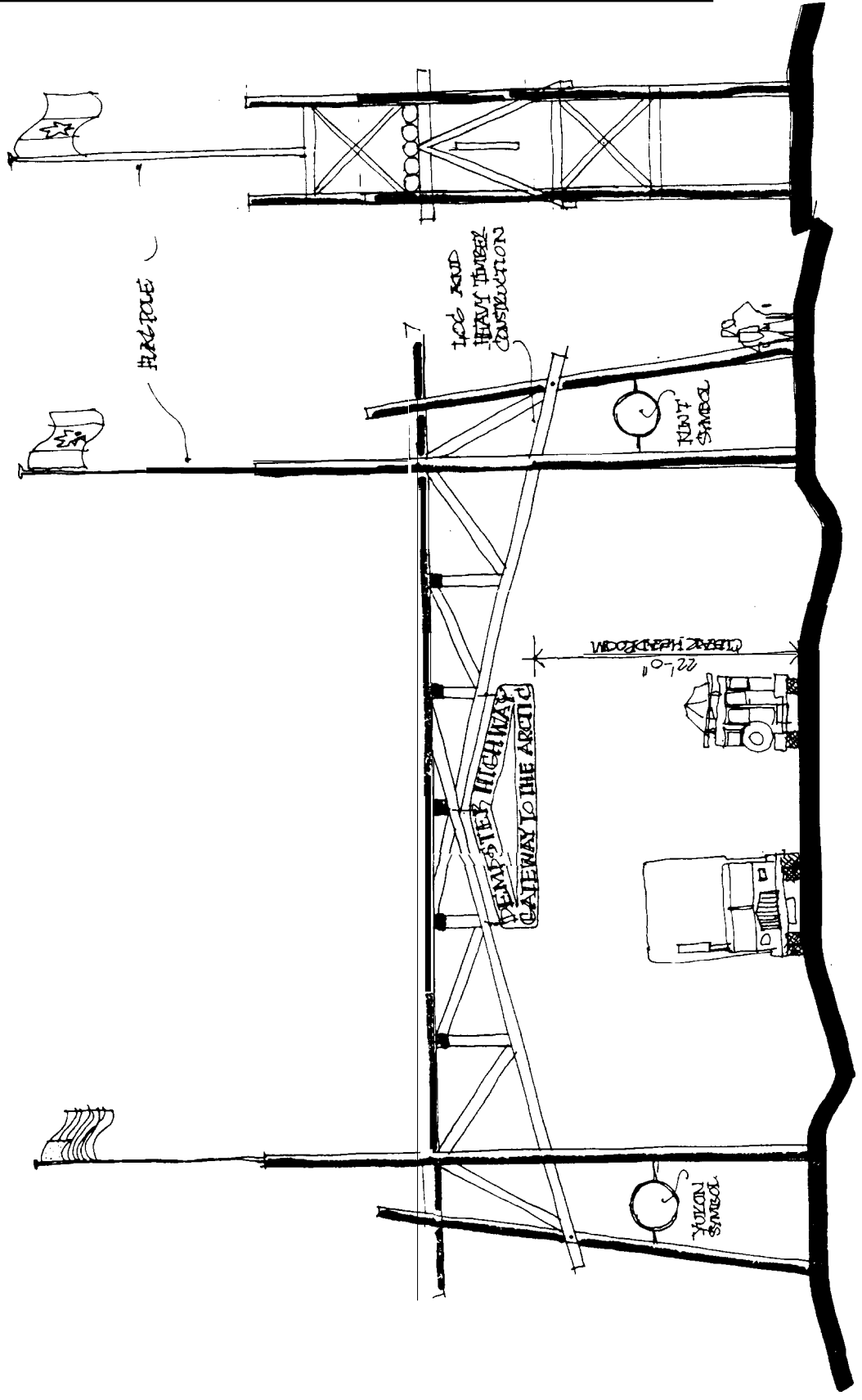
# Dempster Highway Highway

2.1 Dempster Highway  
 Visitor Centre

Gateway

date 1987

scale 1/8" = 1' - 0"



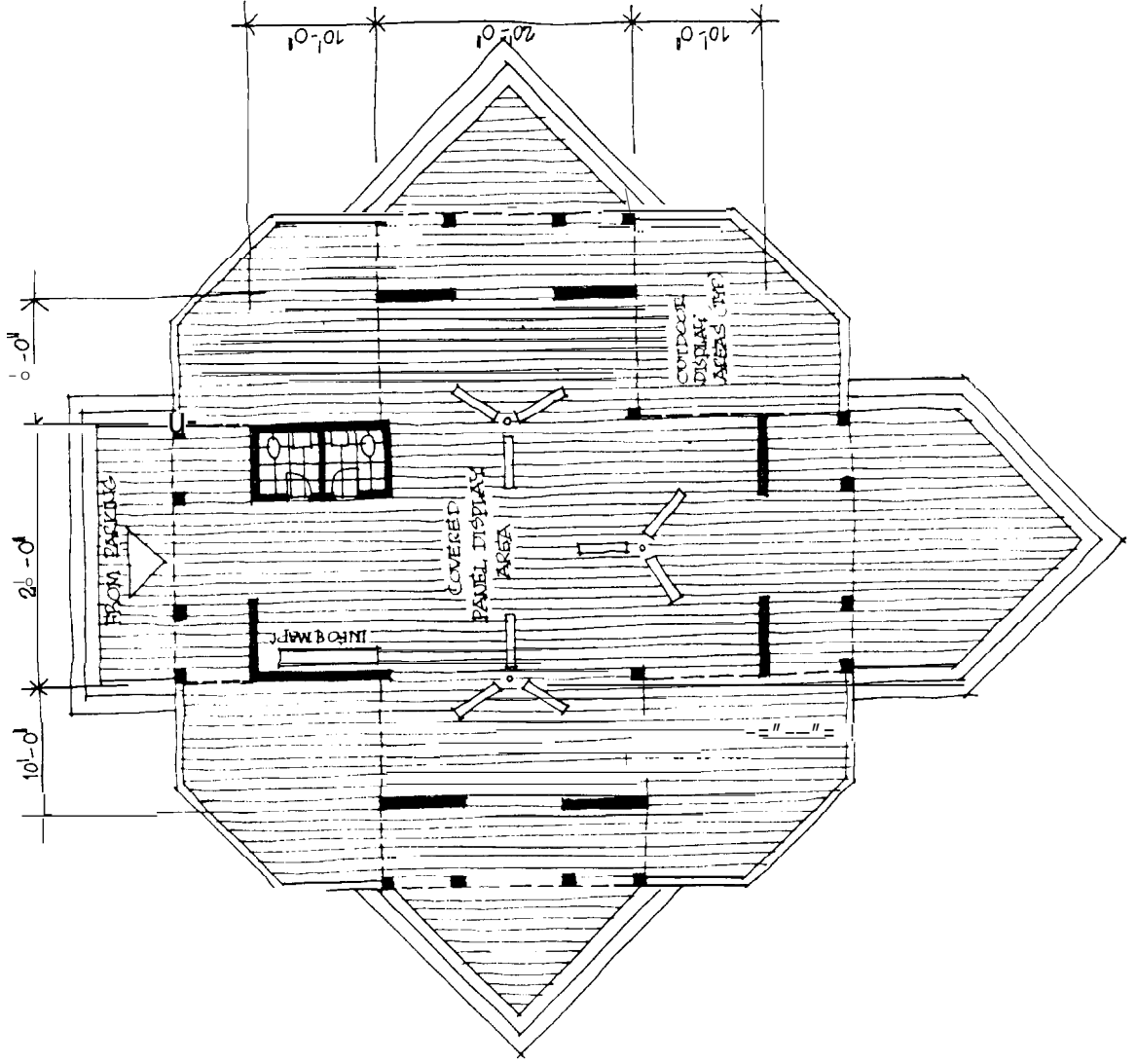
# Dempster Highway

2.1 Dempster Highway  
Visitor Centre

Plan Phase One

date 1987

scale 1" = 8' - 0"



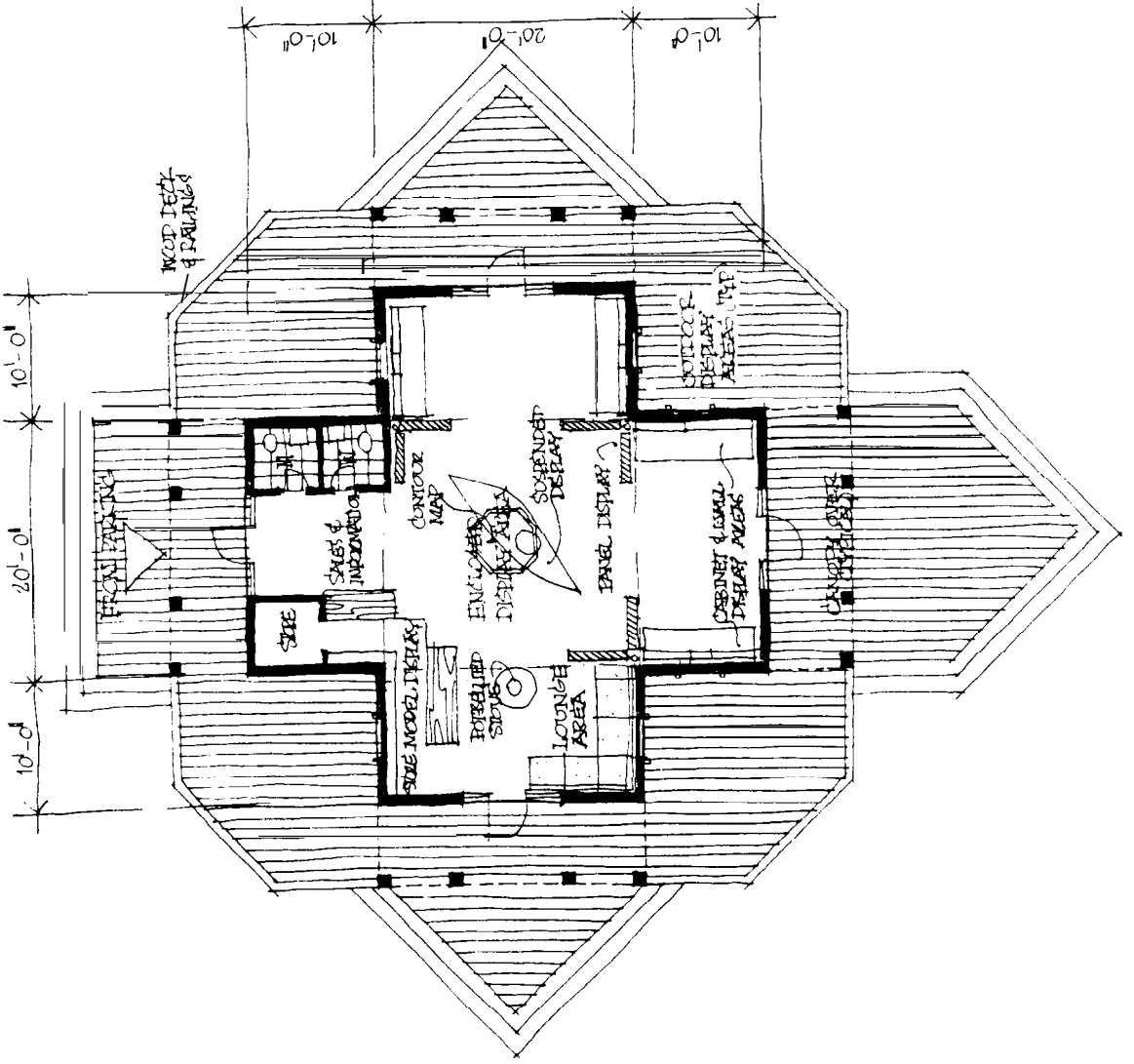
# Dempster Highway.

## 2.1 Dempster Highway Visitor Centre

Plan Phase Two

date 1987

scale 1" = 8' 0"





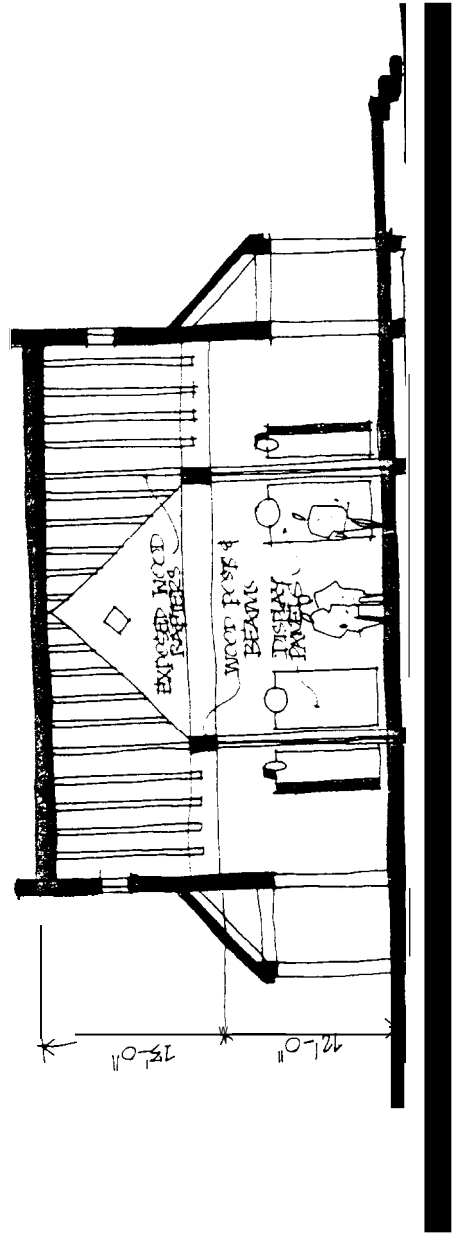
# Dempster Highway

2.1 Dempster Highway Visitor Centre

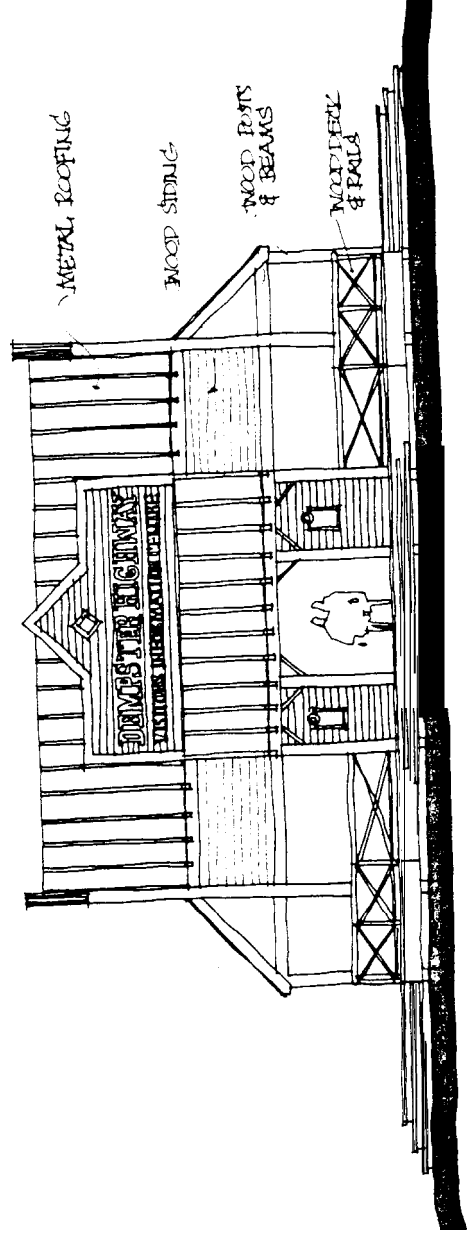
Section and Elevation

date 1987  
scale 1" = 8' - 0"

McLAREN PLANS ARCH.  
PELLMAN ASSOCIATES ARCHITECTS  
ADDRESS TRAVEL MARKETING  
**LAVA**



section



elevation

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Western Arctic Visitors Association  
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Government of the Northwest Territories

# Dempster Highway.

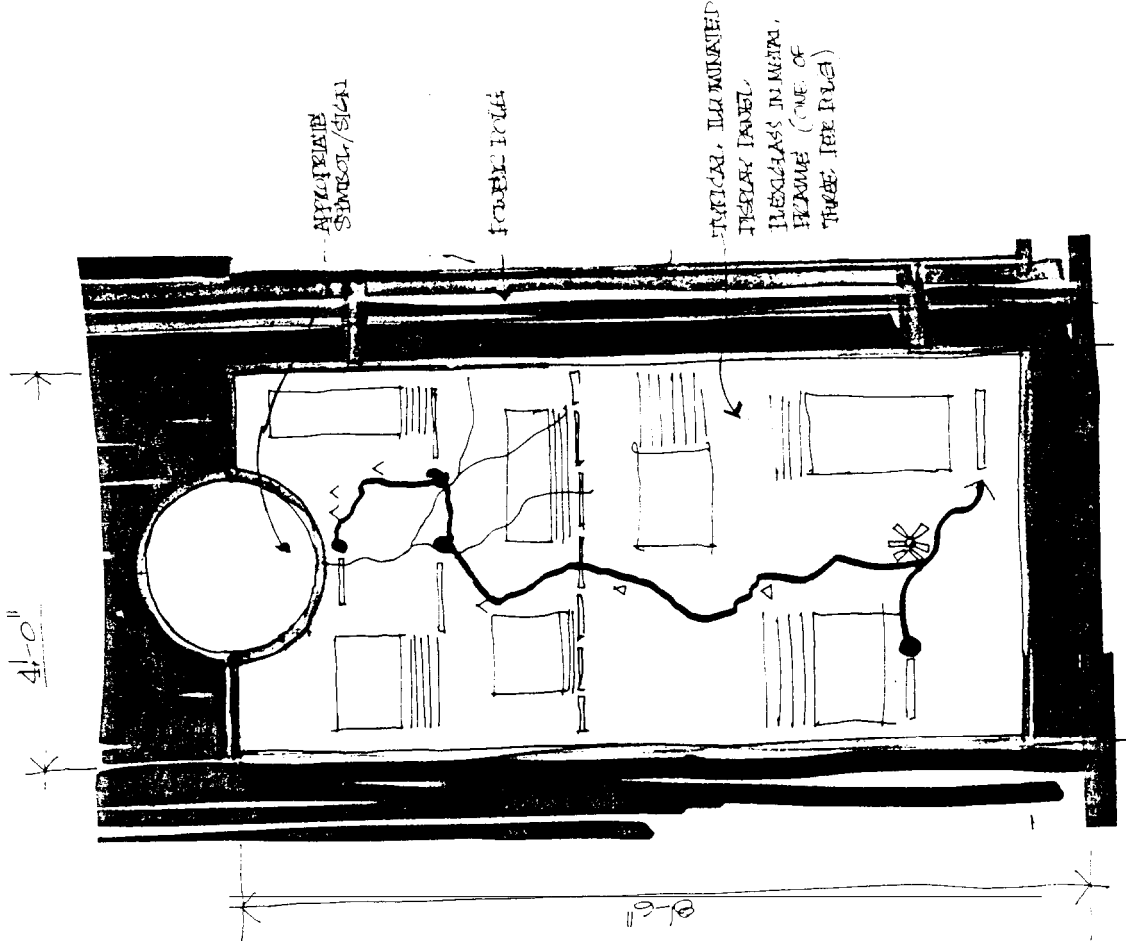
2.1 Dempster Highway  
Visitor Centre

Generic Display Panel

date 1987

scale not to scale

MARLEEN PLUMMER ARCHITECTS  
PELLMAN ASSOCIATES ARCHITECTS  
ADDITION TRAVEL MARKETING  
**Lavalin**



# WESTERN ARCTIC

## Tourism Strategy

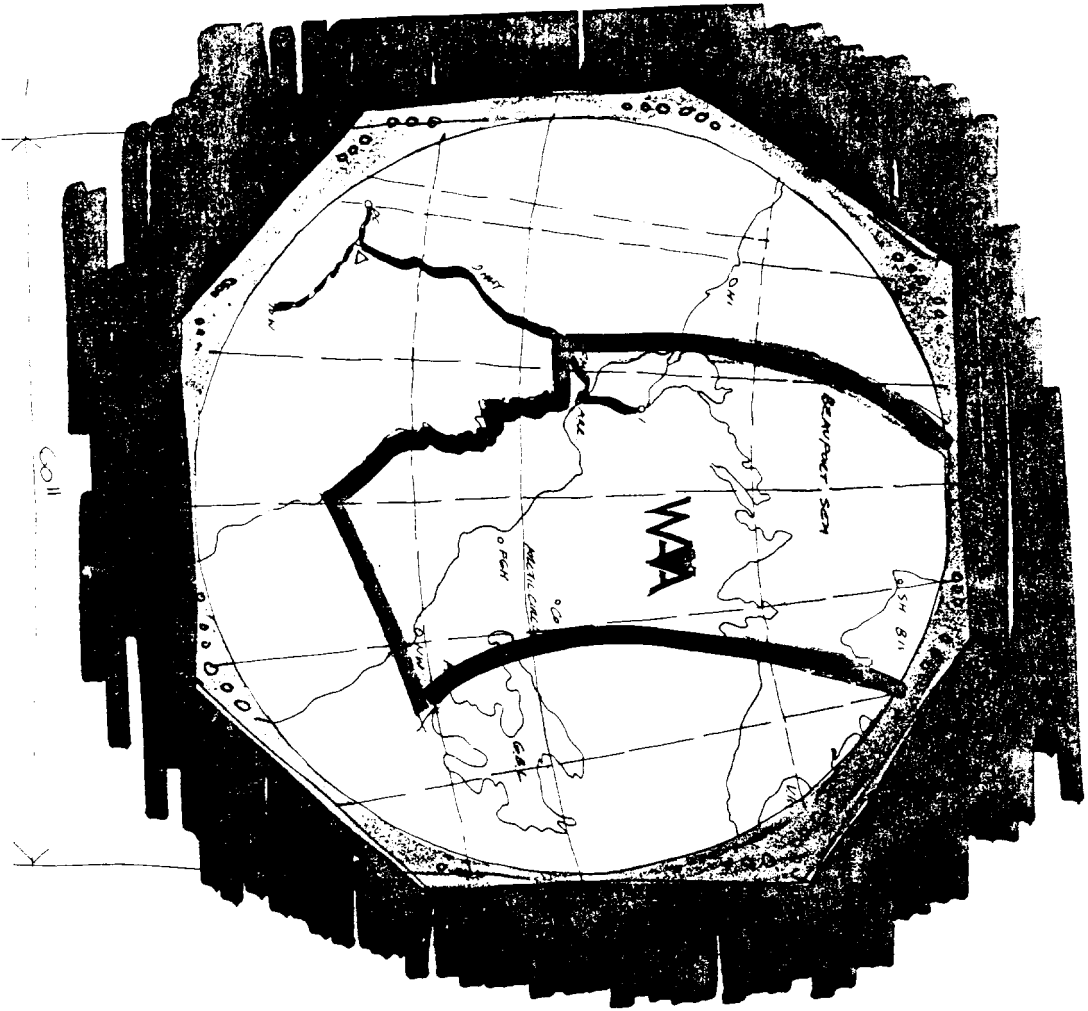
Associate  
Economic Development  
Government Tourism  
Investment

# Dempster Highway.

## 2.1 Dempster Highway Visitor Centre

Display Contour Map

date 1987  
scale not to scale



MAP MADE BY: J. R. ANDERSON  
DESIGNED BY: J. R. ANDERSON  
LAVALLIN ASSOCIATES ARCHITECTS  
ADDRESS: 10000 100th STREET, EDMONTON, ALBERTA, CANADA T5C 1H6

**Lavallin**

# Yukon / Northwest Territories Border

## 2.2 YUKON/NORTHWEST TERRITORIES BORDER

The border between the Yukon and the Northwest Territories is located 465 km from the start of the **Dempster** Highway. Currently, it is marked by a vehicle pull off and sign. The border crossing provides an important opportunity to inform travelers of the many attractions located along the remainder of the **Dempster** Highway.

### 2.2.1 Proposed Development

The existing facilities located at the border crossing will be enhanced to include an information kiosk and a gravel parking area large enough to accommodate both transport trucks and recreation vehicles. To mark the border, additional signs at both the southern and northern approaches and a series of metal flags are proposed.

The information kiosk, a 600 **sq.ft.** open log structure with a metal roof, contains a series of nine 4 x 8 ft. information panels. The panels illustrate the history of the region, the development of the highway, the many cultural and recreational areas on the route, and the location of **traveller** services such as gas, food and accommodation.

The border area experiences extremely high velocity winds in the winter, therefore, the information kiosk will be designed to withstand these forces. In addition, shutters will be installed annually to winterize the kiosk.

If required a pit privy and garbage container can be included in the proposed development. However, if installed the facilities will require frequent maintenance.

01/23/2015

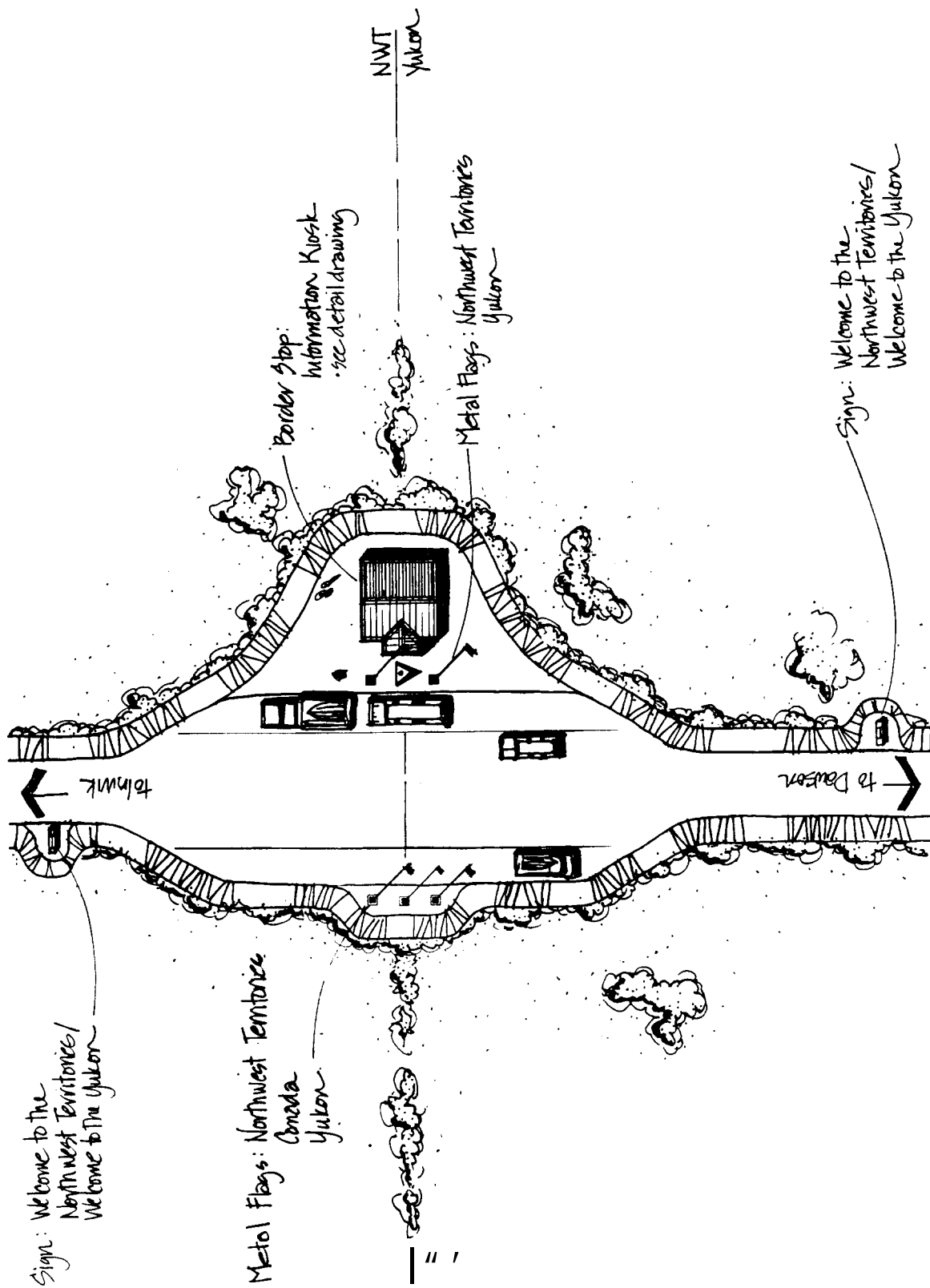
2.2.2 Cost Estimates

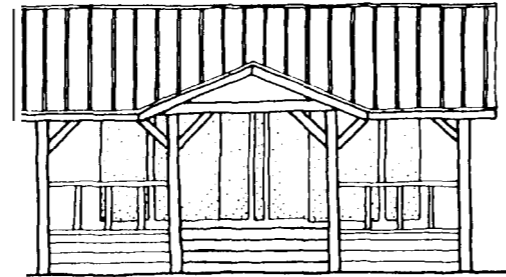
ITEM	DESCRIPTION	COST
Site Preparation	Road widening, <b>revegetating</b>	\$ 25,000
Information Kiosk	700 Sq. ft.	50,000
Site Development	Signs, flags, etc.	25,000
Miscellaneous	Building furnishings	7,500
TOTAL		\$107,500

Construction is proposed to begin in 1991. A series of conceptual drawings illustrating the proposed development follow this written description.

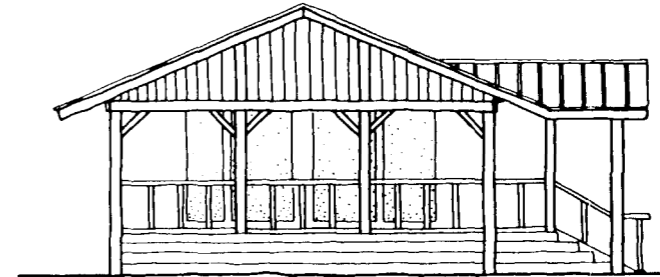
01/11/91

# Dempster Highway.

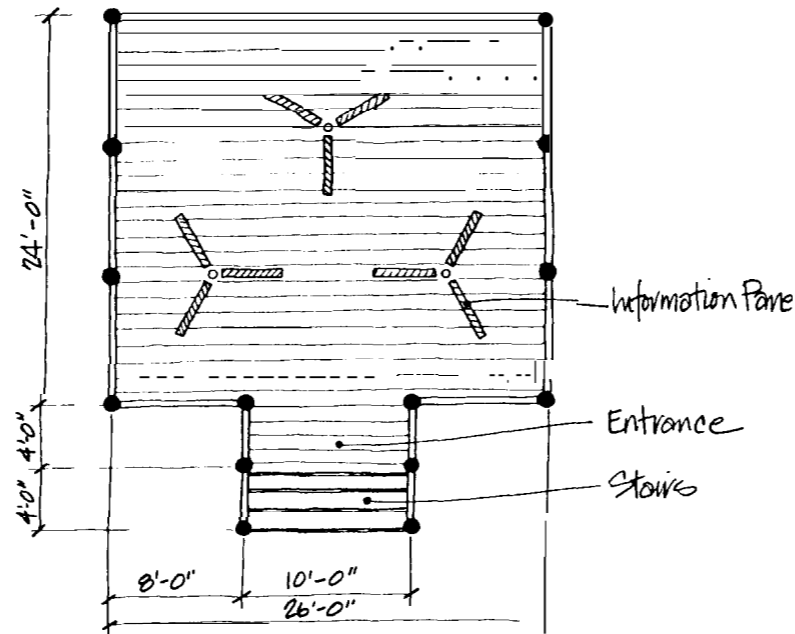




front elevation



side elevation



plan

# WESTERN ARCTIC

## Tourism Strategy

Western Arctic Visitors Association  
Economic Development and Tourism  
Government of the Northwest Territories

# Dempster Highway.

2.2 Yukon / Northwest Territories Border

Interpretive Kiosk

date 1987

scale 1/8" = 1'-0"

MCLAREN PLANNING ARCH  
ELMAN ASSOCIATES ARCHITECTS  
DOBSON TRAVEL MARKETING

**Lavalip**



*Midway Lake Campground*

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## 2.3 MIDWAY LAKE CAMPGROUND

Midway Lake is located approximately halfway between the Yukon/Northwest Territories border and the **community** of Fort McPherson in an area of gently rolling terrain. The picturesque lake is easily accessible from the highway, and provides an ideal opportunity for the development of a campground and recreation area. In the past, the site of the proposed development was used as a construction camp. The road access, boat launching ramp and cleared areas are reminders of this past use. Currently, large native gatherings and festivals are held during the summer on this site.

### 2.3.1 Proposed Development

The development located at Midway Lake includes both camping and recreation facilities for special events held by the Fort McPherson Band.

**CAMPING FACILITIES:** The campground layout is based on two 16 ft. wide gravel access roads with "T" ends to **accommodate** recreational vehicle turning. A series of 10 pull through sites and 22 back in sites are located along the two access roads. Each site is equipped with a picnic table and fire pit. Three pit privies are located in the camping area. Drinking water is provided on site in two storage tanks supplied from Midway Lake.

In addition, the camping facilities includes the following features:

Campground Check-in. A proposed 770 **sq.ft.** building that includes the check-in and staff accommodation is located on the access road into the site.

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Garbage Disposal Area. A single garbage area has been designated just off the main access road. Garbage will be collected regularly and disposed of in the Fort McPherson landfill site.

Group Camping Area. A group camping area complete with parking, pit privy, fire pit and 3 picnic tables will be located opposite the arts and crafts outlet.

RECREATION FACILITIES: The recreation facilities are located on the edge of Midway Lake, adjacent to the existing boat ramp. The facilities include:

An Arts and Crafts Outlet. The 770 **sq.ft.** log building with a metal roof is designed to accommodate the sale of local arts and crafts and camping supplies. The outlet will be equipped with a small diesel powered generator.

Boating Facility. In this area, the existing boat ramp will be upgraded, a dock constructed, and a parking area developed.

Picnic Area. Located on the edge of Midway Lake, the picnic area includes a 700 **sq.ft.** screened shelter complete with 4 picnic tables and a stove. In addition, 5 picnic tables, 3 fire pits, a pit privy, and a water tank are also suggested for this area.

Amphitheatre. One unique feature of the area is the 60 ft. diameter **amphitheatre.** The **amphitheatre** is constructed of 3 rows of timber seating with a gravel floor and facing the lake, a level performance platform. The **amphitheatre** is designed to **accommodate** native performances and festivals as well as presentations to **tourists.**

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2.3.2 Cost Estimates

ITEM	DESCRIPTION	COST
CAMPING FACILITIES		
Site Preparation	Road widening, <b>revegetation</b>	\$ 60,000
Campsite Development	32 sites	50,000
Campground Check-in	770 sq. ft.	77,000
Campsite Equipment	privies, fire pits, picnic tables	60,000
Miscellaneous		20,000
SUBTOTAL		\$267,000
RECREATION FACILITIES		
Site Preparation	Road widening, <b>revegetation</b>	60,000
Arts & Crafts Outlet	770 sq. ft.	77,000
Picnic Shelter	700 sq. ft.	50,000
Amphitheatre	60 ft. diameter	60,000
Dock Construction	6 ft. wide x 15 ft. long	3,000
Trail Development	4 ft. wide x 1,500 ft. long	3,000
Site Embellishments	privies, signs, generator, etc.	40,000
Miscellaneous		30,000
SUBTOTAL		\$323,000
TOTAL		\$590,000

Planning of the development is proposed to begin in 1989 and construction in 1991. A series of conceptual drawings illustrating the proposed development follow this written description.

draft

# Dempster Highway.

2.3 Midway Lake  
Campground

Site Plan

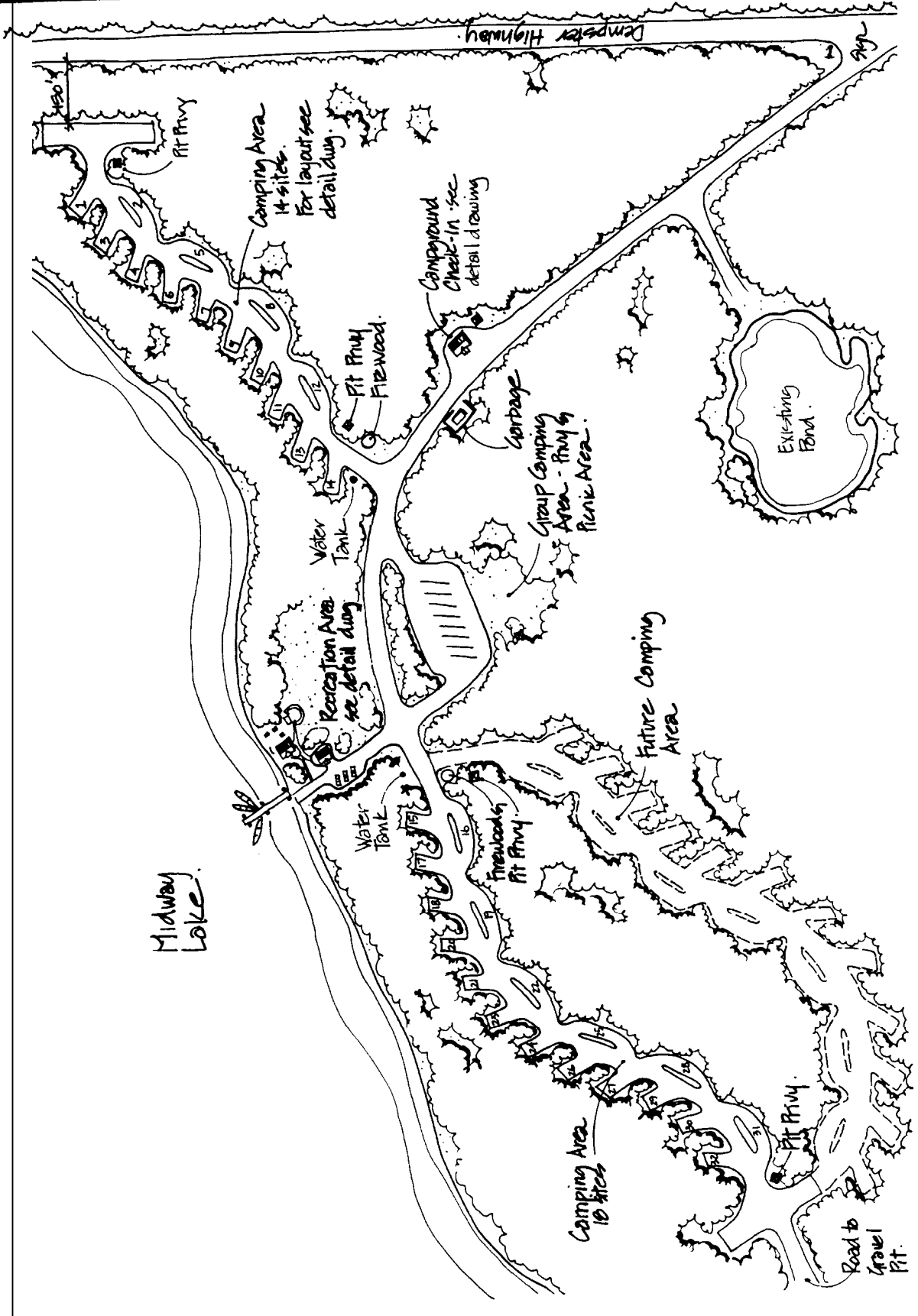
date 1987

scale 1" = 200'



MICHAEL P. ANSAROU  
MELHAM ASSOCIATES ARCHITECTS  
ADDISON TRAVEL MARKETING

Lavalin



# Dempster Highway.

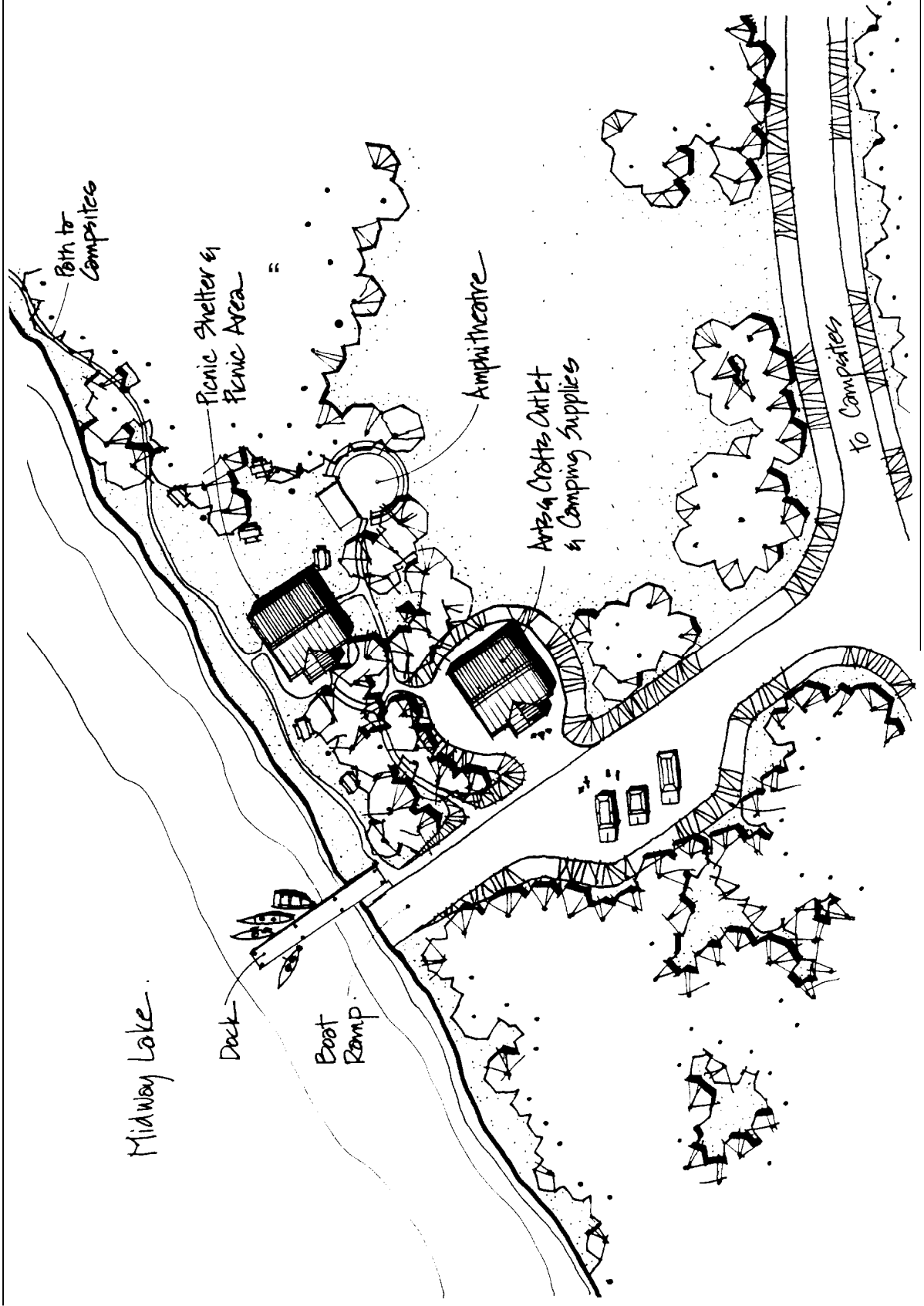
2.3 Midway Lake  
Campground

Recreation Area



date 1987

scale 1" = 40'



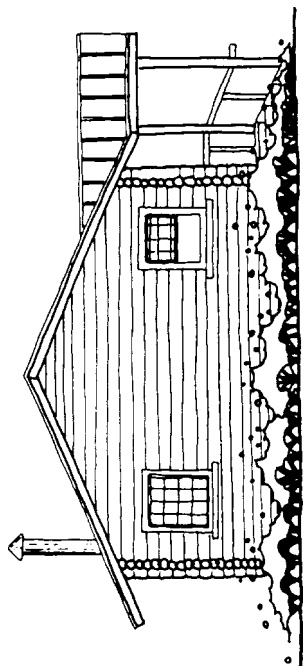
# Dempster Highway.

2.3 Midway Lake  
Campground

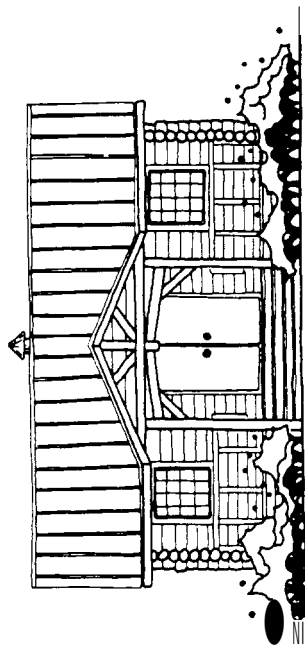
Arts and Crafts Centre

date 1987

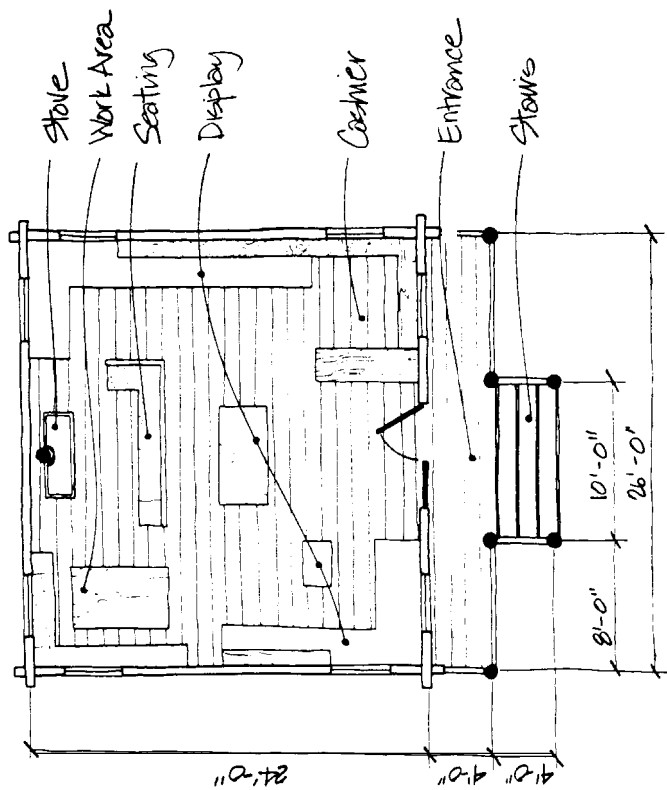
scale 1/8" = 1'-0"



side elevation



front elevation



plan

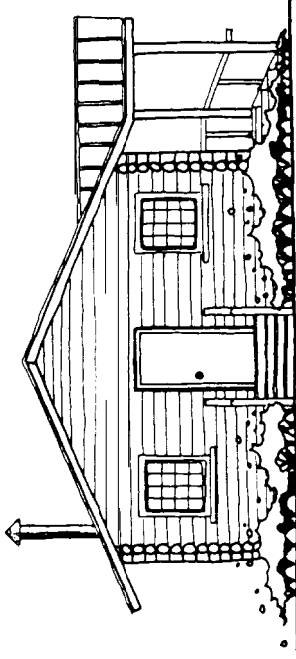
# Dempster Highway.

2.3 Midway Lake  
Campground

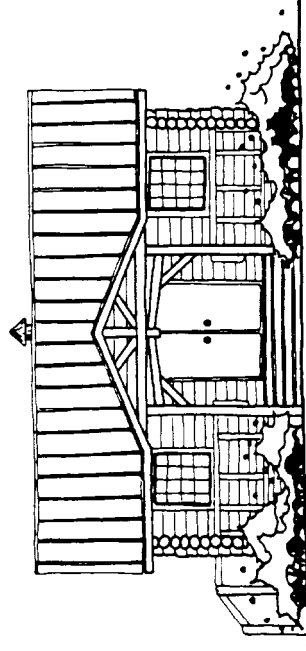
Campground Check-in  
and Staff Accommodation

date 1987

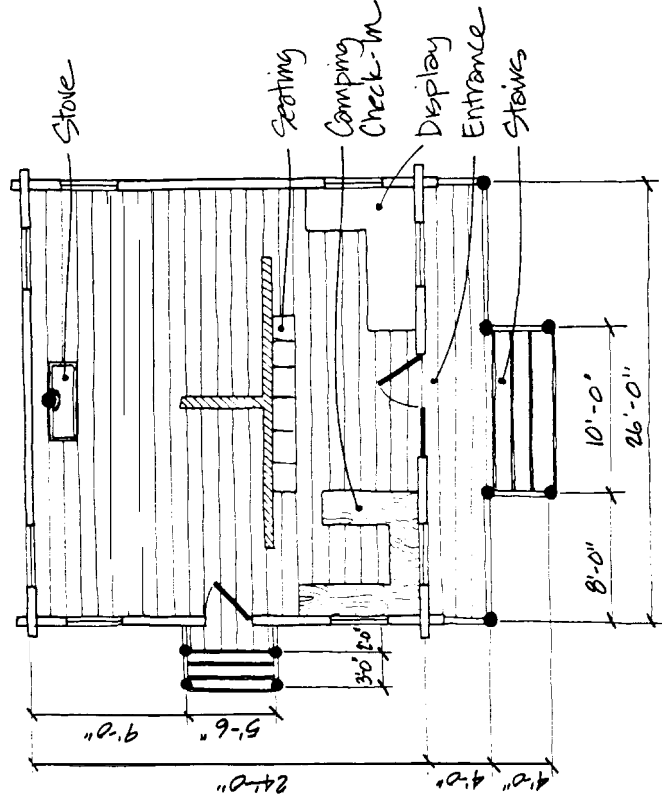
scale 1/8" = 1' - 0"



side elevation



front elevation



plan



# Dempster Highway.

2.3 Midway Lake  
Campground

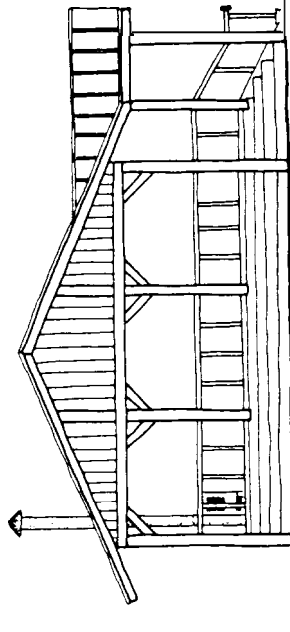
Picnic Shelter

date 1987

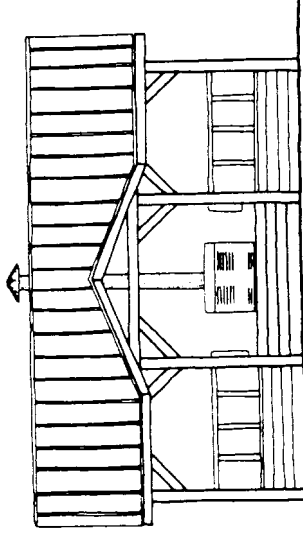
scale 1/8" = 1'-0"

MICHAEL P. JENSEN ARCHITECTS  
PRELIMINARY ARCHITECTS  
ACCESS, TRAVEL, MARKETING

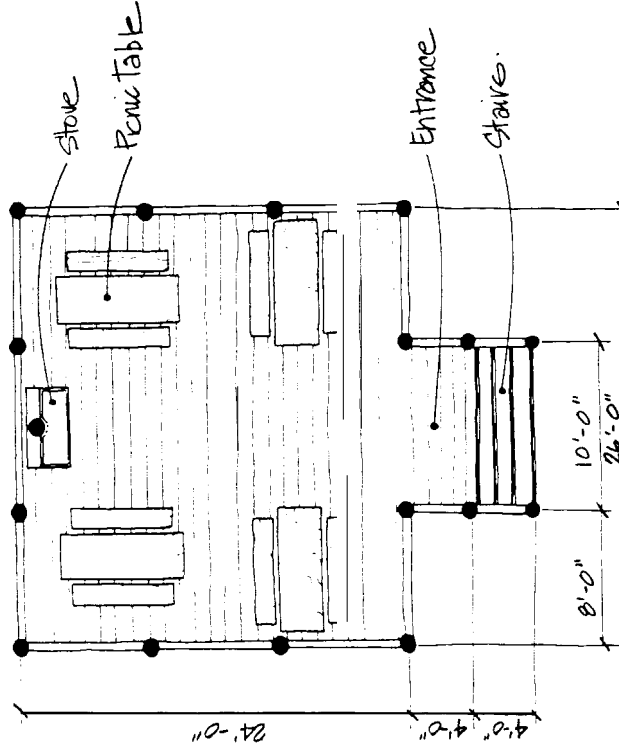
Lavalin



side elevation



front elevation



# Peel River Lookout

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## 2.4 PEEL RIVER LOOKOUT

The Peel River is one of the major rivers that joins the Mackenzie and flows into the Arctic Ocean. Approximately 65 km north of the Yukon/Northwest Territory border, the rising topography provides an ideal opportunity to view the expansive delta area.

### 2.4.1 Proposed Development

At present no off-road facilities exist at this location, therefore, a gravel highway **pulloff** large enough to **accommodate** both transport trucks and recreational vehicles is proposed. In order to maximize the viewing potential from the lookout, the exact location of the structure will be determined on site. As proposed, the 230 **sq.ft.** viewing platform is 8 ft. above grade and accessed via a stairway. A gravel pathway joins the parking area and the **look** out.

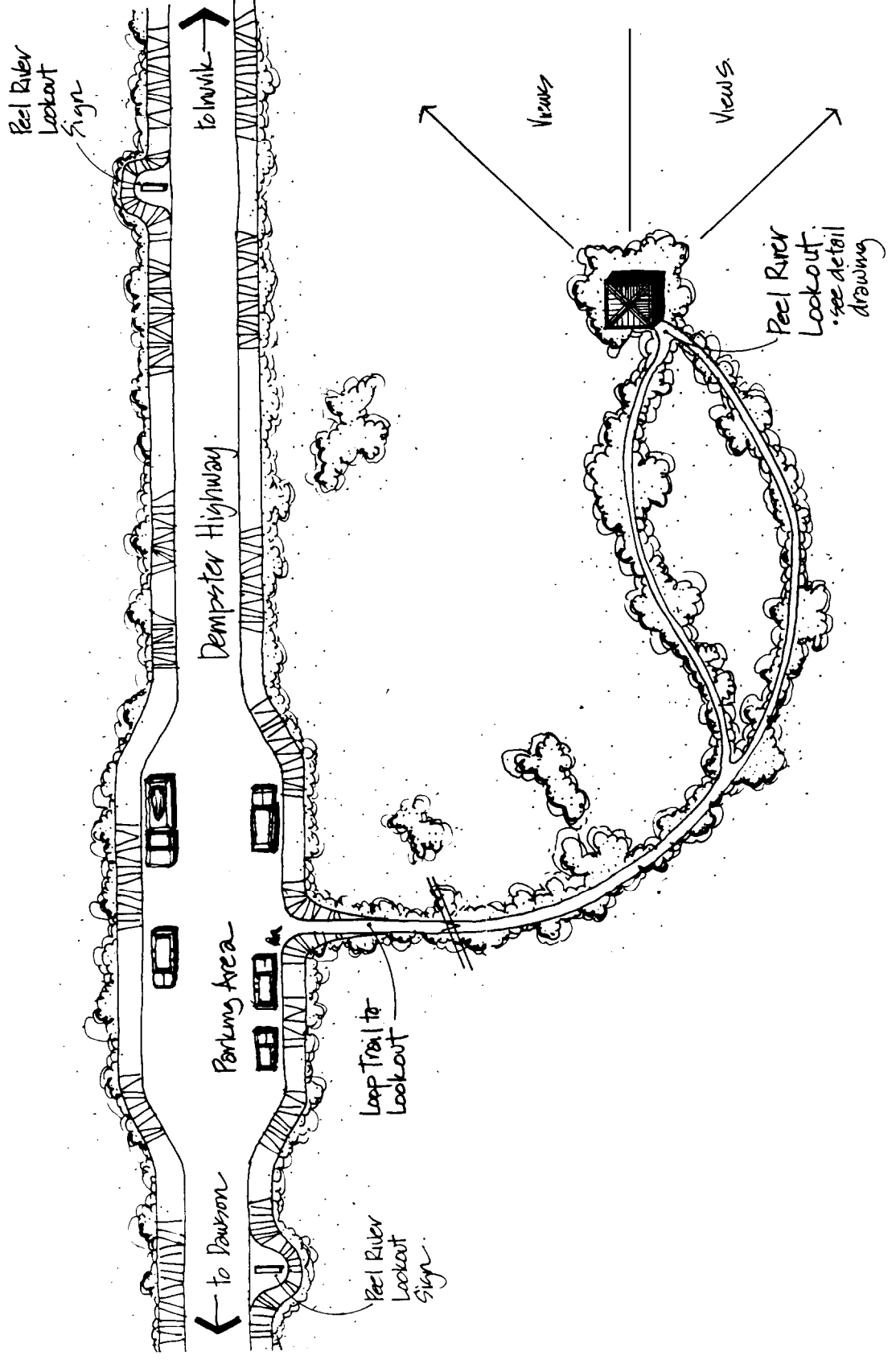
If required, a garbage container and pit privy can be included in the proposed development. However, if installed the facilities will require frequent maintenance.

### 2.4.2 Cost Estimates

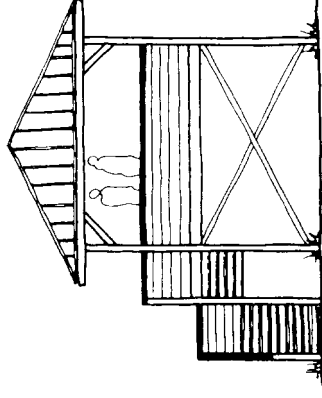
ITEM	DESCRIPTION	COST
Site Preparation	Road widening, development site	\$ 15,000
Lookout	230 sq. ft.	30,000
Trail Development	5 ft. wide x 600 ft. long	1,000
Site Embellishment	Signs	10,000
Miscellaneous		5,000
TOTAL		\$ 61,000

Proposed Construction will be in 1990. Conceptual drawings illustrating the site plan and proposed lookout follow **this** written description.

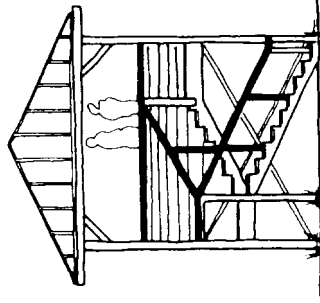
# Dempster Highway.



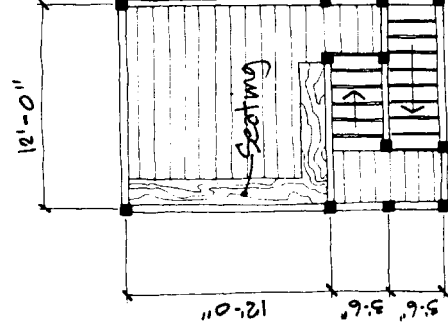
# Dempster Highway.



side elevation



front elevation



plan

## 2.4 Peel River Lookout

Lookout

date 1987

scale 1/8" = 1'-0"

Fort McPherson Visitor Service Area

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## 2.5 FORT MCPHERSON VISITOR SERVICE AREA

Fort McPherson situated on the east bank of the Peel River 85 km north of the Yukon/Northwest Territories border is the first Western Arctic community visitors encounter when traveling the **Dempster** Highway to **Inuvik**. Therefore, Fort McPherson is an ideal location for the development of a visitor service centre.

### 2.5.1 Proposed Development

The proposed Fort McPherson Visitor Service Area includes: visitor information, arts and crafts sales, food and visitor supply sales, vehicle repairs and gas bar. The majority of these services are incorporated into the proposed 2,340 **sq.ft.** building. The structure combines rustic and modern characteristics; rough hewn log columns and beams create the entrance canopy and standard wood frame construction covered with **colourful** metal siding create the foodmart and repair facility. The building is constructed on a gravel pad with a concrete floor slab and includes:

Repair Bay. A 20 x 60 ft. repair bay for servicing buses and recreational vehicles.

Staff Washroom.

Workshop/Parts Storage Area.

Entry Deck/Display Area. The area will be used for advertising the services of the attractions of Fort McPherson and the tourism attractions of the **Dempster** Highway.

Foodmart/Arts and Crafts. The area provides the **traveller** with food supplies and arts and crafts made in Fort McPherson and the region.

Storage and Public Washrooms.

draft

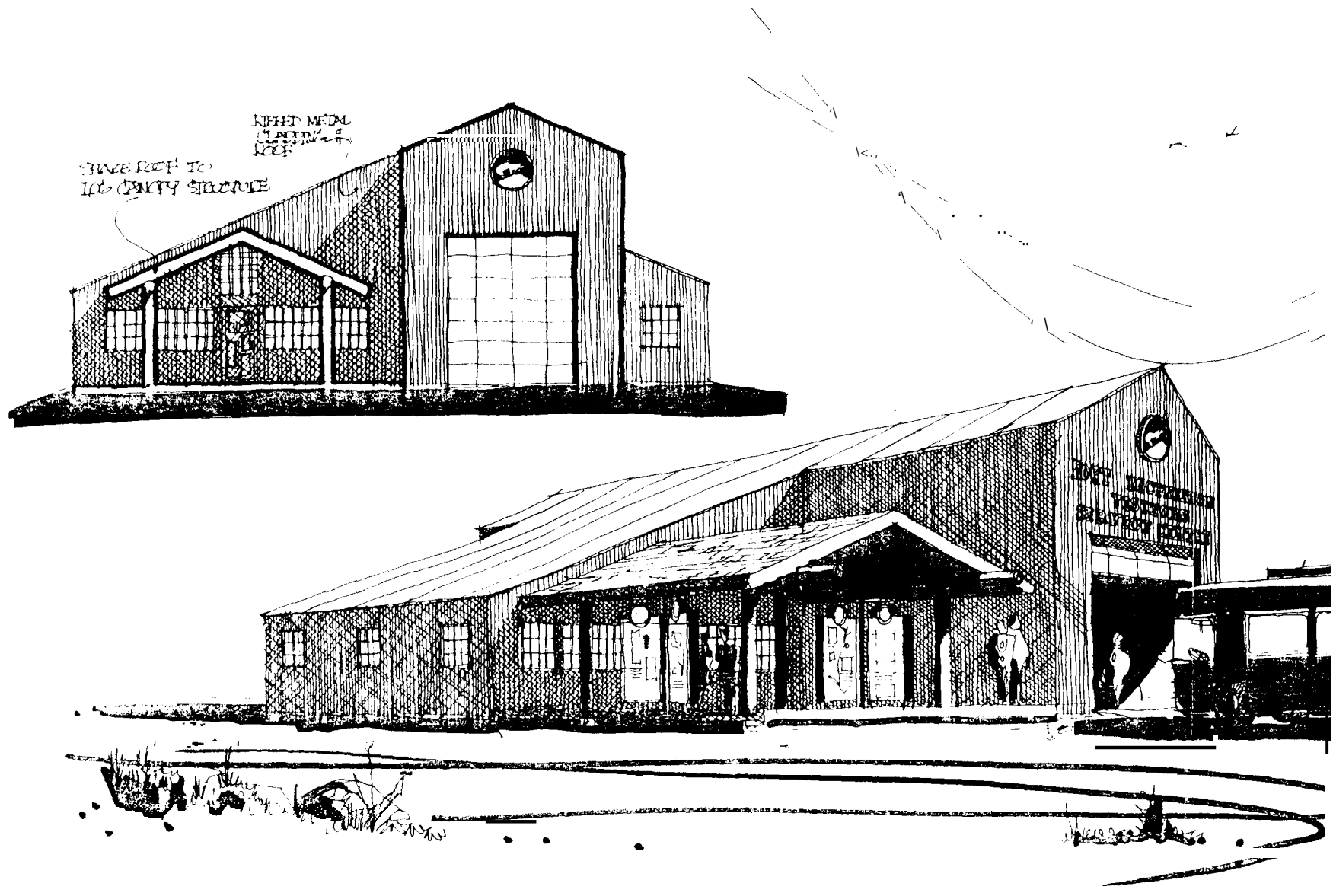
## 2.5.2 Cost Estimates

ITEM	DESCRIPTION	COST
Site Preparation	Building site development	\$ 50,000
Visitor Service Area	Building construction	338,000
Miscellaneous	Interior furnishings	67,000
TOTAL		<b>\$455,000</b>

Construction is proposed to begin in 1990. A series of conceptual drawings illustrating the proposed development follow.

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# WESTERN ARCTIC

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## Dempster Highway.

2.5 Fort McPherson  
Visitor Service Area

Perspective

date 1987  
scale not to scale

WILAHEN PLANSERACH  
ELMAN ASSOCIATES ARCHITECTS  
JOHNSON TRAVEL MARKETING



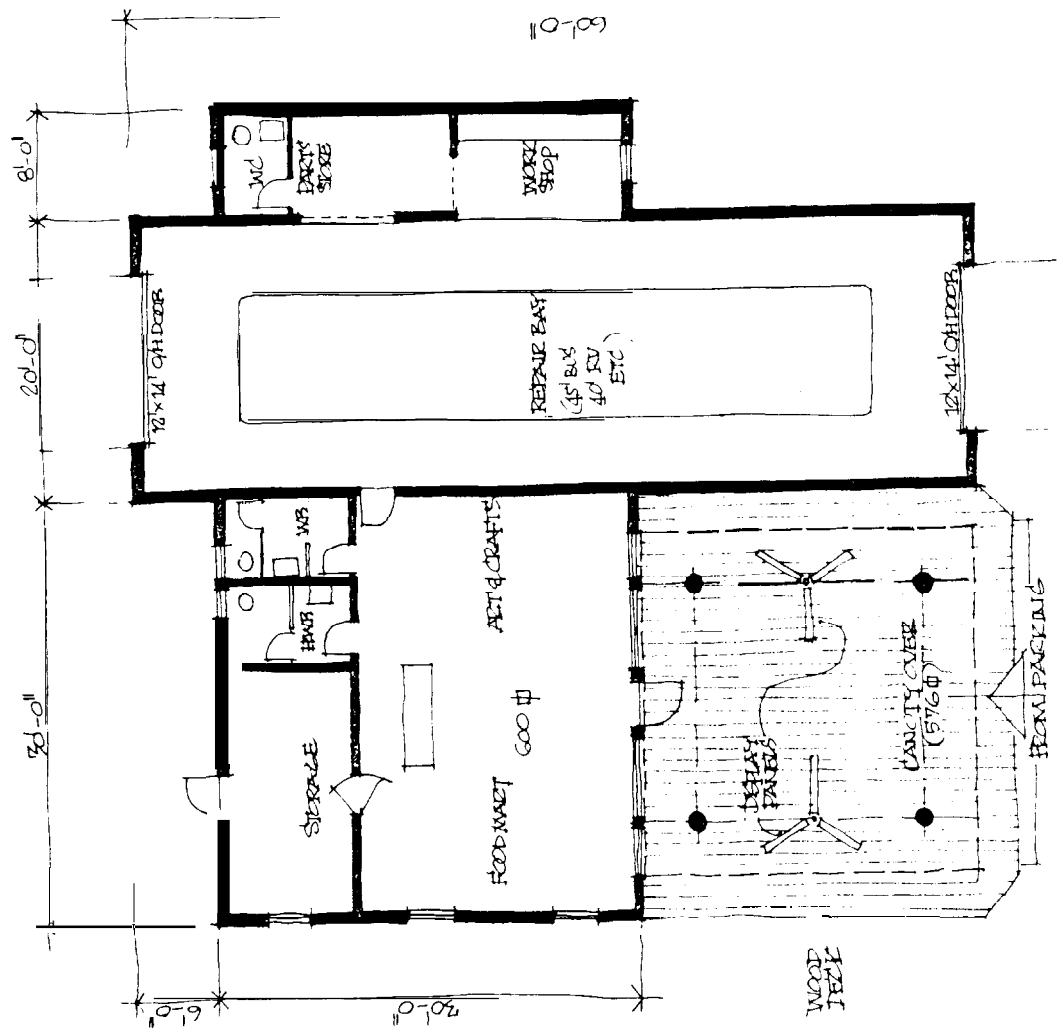
# Dempster Highway.

2.5 Fort McPherson  
Visitor Service Area

Plan

date 1987

scale 1" = 8' - 0"



# Deep Water Lake Boat Ramp

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## 2.6 DEEP WATER LAKE BOAT RAMP

Deep Water Lake situated 94 km from the Yukon/Northwest Territories border is easily accessible from the Dempster Highway. The development proposed at Deep Water Lake is intended to provide an opportunity for travelers to break their journey and enjoy fishing or **picnicing** at the lake. The facility also responds to the increasing number of tourists that are bringing their canoes and kayaks to the region.

### 2.6.1 Proposed Development

A 20 ft. wide access road is proposed to connect the highway and Deep Water Lake. At the lake a boat launching ramp, log timber dock and gravel parking area will be constructed. To allow travelers the opportunity to picnic by the lake, a picnic area complete with 6 picnic tables and 3 fire pits will also be provided.

A pit privy and garbage container can be included in the proposed development. However, if installed, the facilities will require frequent maintenance.

### 2.6.2 Cost Estimates

ITEM	DESCRIPTION	COST
Site Preparation	Road widening, parking	\$ 45,000
Site Development	Dock, picnic tables, fire pits, etc.	8,000
Site Embellishments	Signs	10,000
Miscellaneous		5,000
TOTAL		\$ 68,000

Construction is proposed to start in 1990. A **conceptual** plan illustrating the proposed development follows this **written** description.

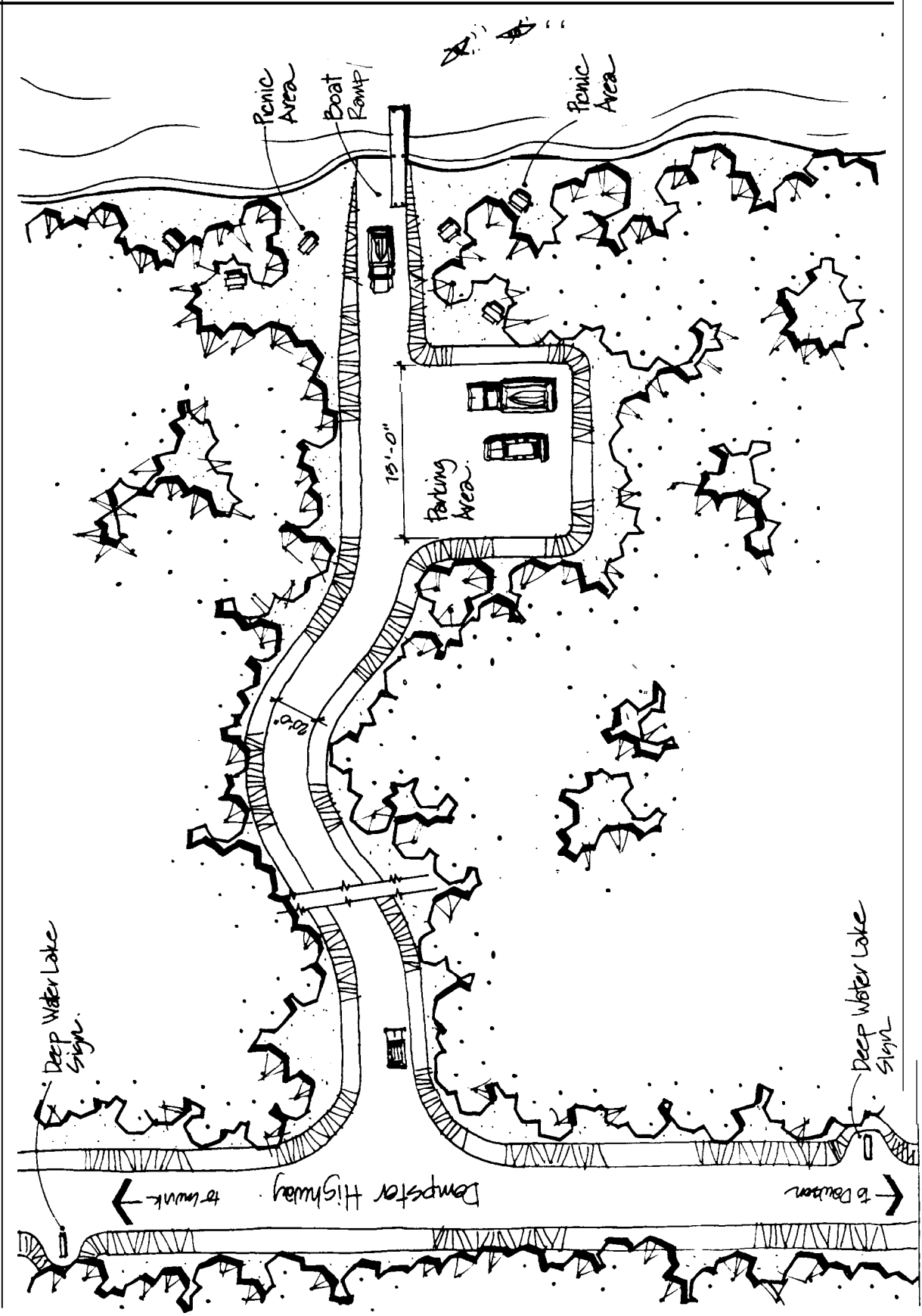
# Dempster Highway.

2.6 Deep Water Lake  
Boat Ramp

Site Plan

date 1987

scale 1" = 40'



# Arctic Red River Development

---

## 2.7 ARCTIC RED RIVER DEVELOPMENT

The proposed location for the Arctic Red River Development is at the junction of the **Arctic** Red and Mackenzie Rivers. Here, in summer, a ferry carries highway traffic across the Mackenzie River over to the small native **community** of Arctic Red River. The junction of the rivers and the location of the **community** combine to create a unique vista. In addition, all travelers on the highway must stop and wait for the ferry. Therefore, this location offers a unique opportunity for the development of tourist facilities.

### 2.7.1 Proposed Development

The proposed development contains the ferry waiting area, a campground and picnic area.

The proposed location of this development has been subject to flooding during **spring** breakup in the past. Therefore, prior to the construction of any permanent structures, investigations into the severity of the flooding must be undertaken. If the investigations reveal that a typical breakup would damage the proposed structures, the design of the structures must be modified to allow their removal and relocation annually.

FERRY WAITING AREA: All facilities proposed for this area are located on a gravel pad on the east side of the highway adjacent to the ferry landing ramp. The facilities include.

- o the ferry parking area capable of **accommodating** transport trucks and recreational vehicles;
- o a 770 **sq.ft.** building designed to accommodate local arts and crafts display and sales, dry fish sales, tourist information and **traveller** supply sales. As proposed, the facility will be

draft

staffed by people from **Arctic** Red River, and the campground administration handled from this location; and  
 o two pit privies and garbage cans.

THE CAMPGROUND: The proposed campground will be located across the highway from the ferry waiting area near the existing fish camps. The facility is based on a 16 ft. wide loop road system along which 5 sites with tent frames, 5 pull through sites and 16 back in sites are located.

Each site is equipped with a picnic table and fire pit. Two pit privies are located in the campground. Drinking water is provided on site in a storage tank supplied from Arctic Red River. In addition, fire wood is provided and garbage regularly collected and disposed of in the Arctic Red River landfill site.

THE PICNIC AREA: As proposed, the picnic area located near the banks of the Mackenzie River is intended to provide both the people waiting for the **ferry** and those staying in the campsite with the opportunity to picnic at the edge of the Mackenzie. The area contains a 700 **sq.ft.** screened picnic shelter complete with 4 picnic tables and stove on a gravel pad. In addition, 5 picnic tables and 3 fire pits are located in the area.

#### 2.7.2 Cost Estimates

ITEM	DESCRIPTION	COST
FERRY WAITING AREA		
Site Preparation	Road widening, development site	\$48,000
Arts & Crafts <b>Centre</b>	770 Sq. ft.	77,000
Site Embellishments	Privies, generator, sign	20,000
Miscellaneous		7,500
	SUBTOTAL	\$152,500

draft



ITEM	DESCRIPTION	COST
CAMPGROUND		
Site Preparation	Roadway	\$ 45,000
Campsite Development	26 sites	40,000
Campsite Equipment	Privies, picnic tables, water tank	30,000
Site Embellishments	Sign	5,000
Miscellaneous		7,500
	SUBTOTAL	\$127,500
PICNIC AREA		
Site Preparation	Development site	\$ 10,000
Picnic Shelter	700 Sq. ft.	50,000
Site Embellishments	Picnic tables, fire pits	5,000
Miscellaneous		5,000
	SUBTOTAL	\$ 70,000
	TOTAL	\$350,000

Proposed construction will start in 1989. A series of conceptual drawings illustrating the proposed development follow this written description.

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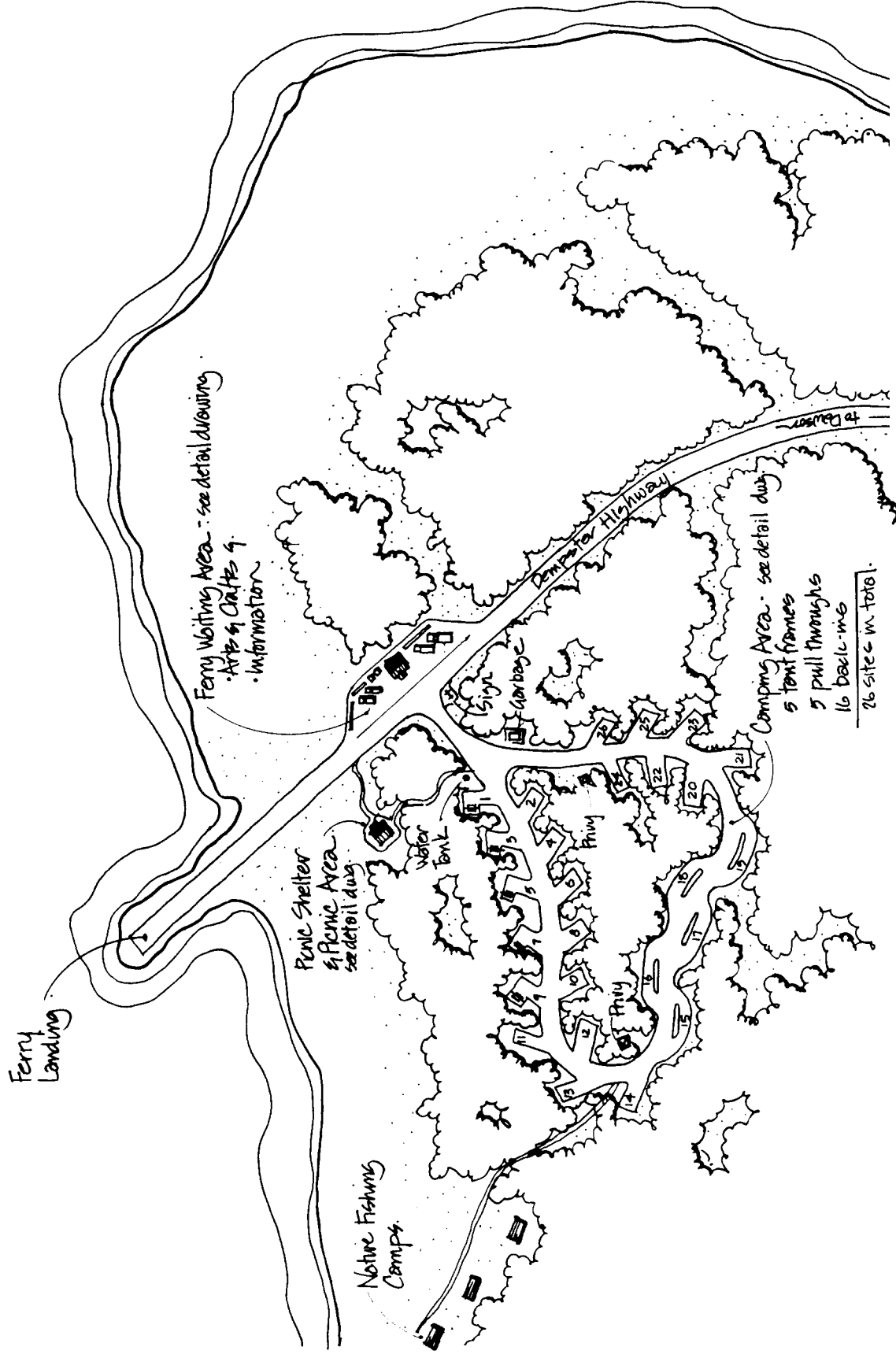
# Dempster Highway.

2.7 Arctic Red River  
Development

Site Plan

date 1987

scale 1" = 200'



Ferry Waiting Area - see detail drawing  
• Arts & Crafts  
• Information

Picnic Shelter  
& Picnic Area  
see detail drawing

Native Fishing  
Camps

Sign  
Garbage

Camping Area - see detail drawing  
5 tent frames  
5 pull throughs  
16 back-in sites  
26 sites in total

To Dawson

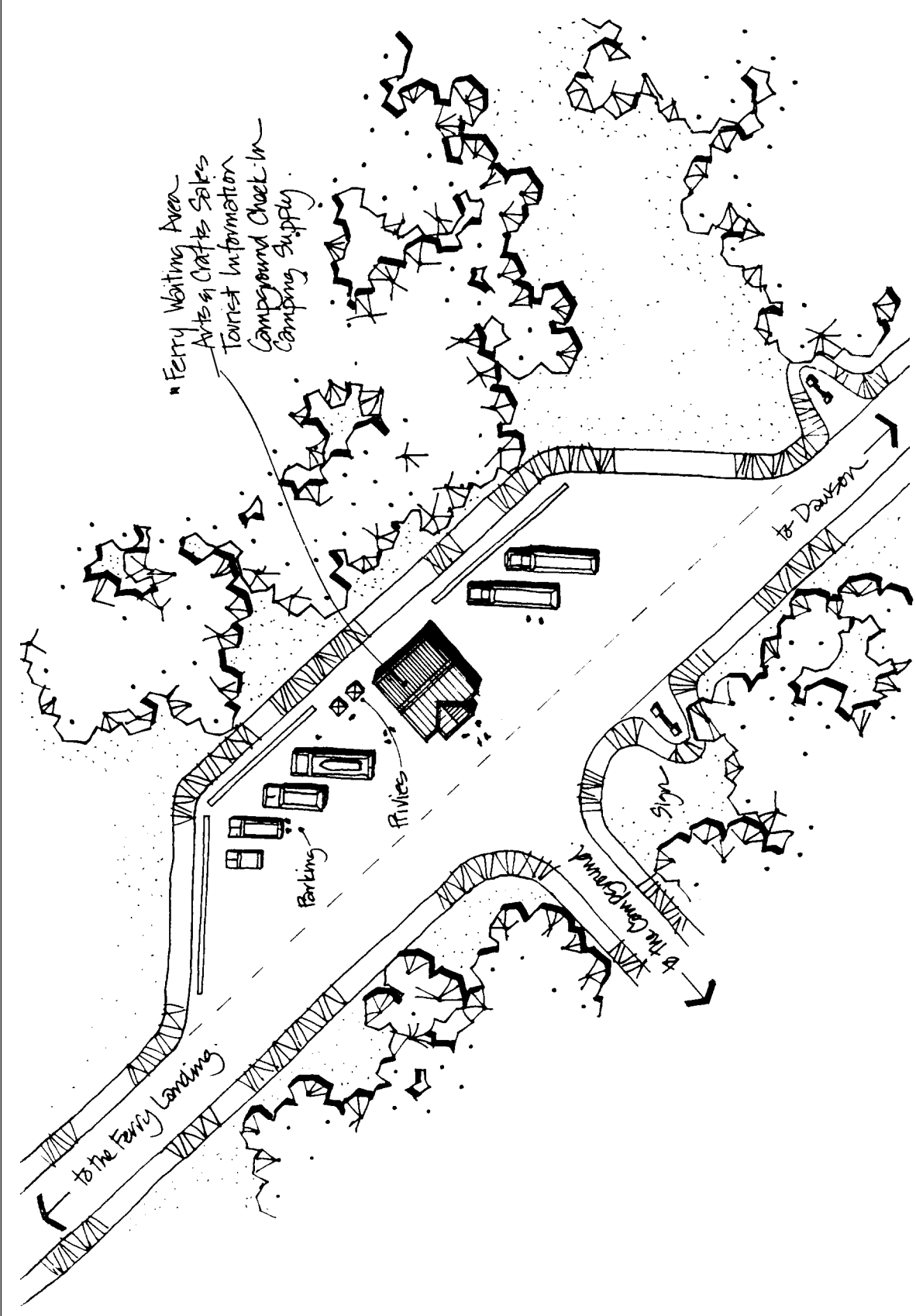
# Dempster Highway.

2.7 Arctic Red River  
Development

Ferry Waiting Area

date 1987

scale 1" = 40'



# Dempster Highway.

## 2.7 Arctic Red River Development

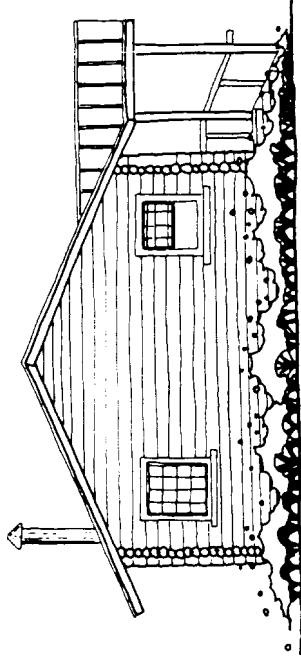
Arts and Crafts Centre  
and Information Kiosk

date 1987

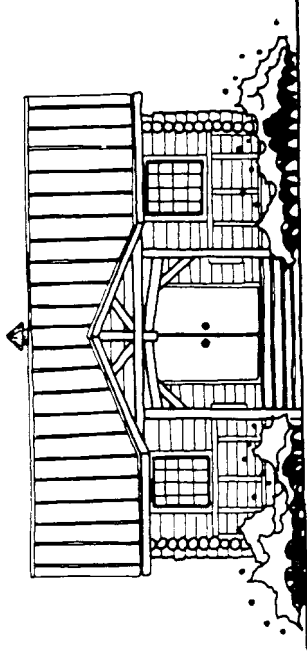
scale 1/8" = 1' 0"

MELANIE PLAMSE ARCH.  
PELLMAN ASSOCIATES ARCHITECTS  
ADKINSON TRAVEL MARKETING

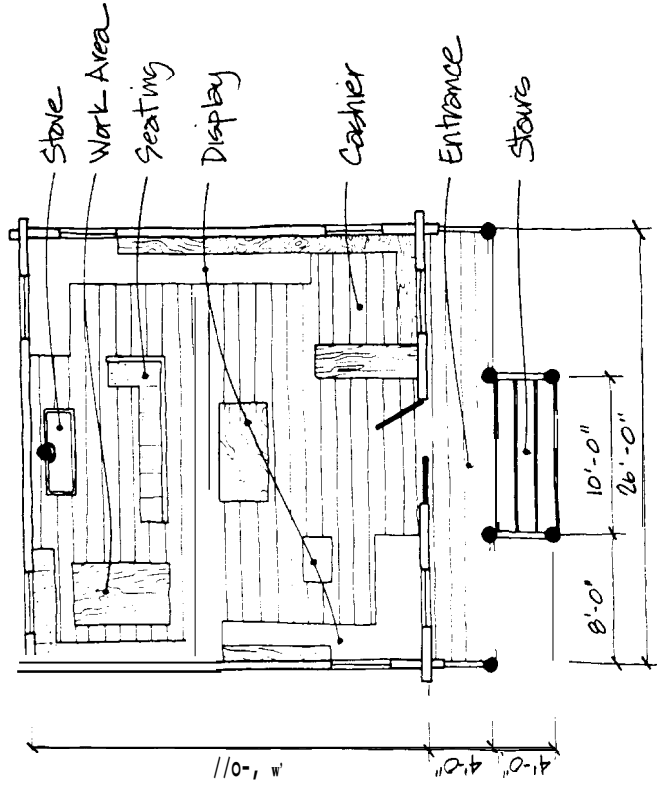
Lavalin



side elevation



front elevation



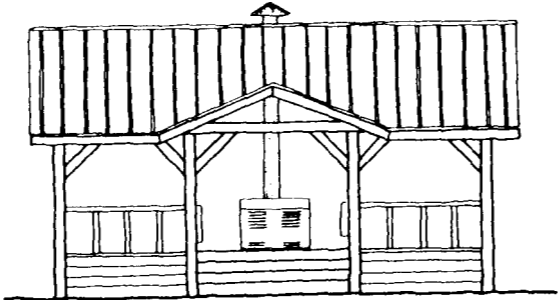
plan

# WESTERN ARCTIC

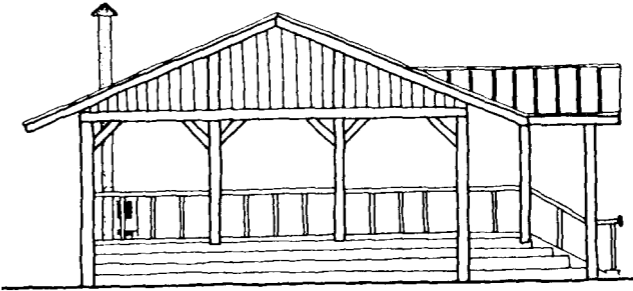
## Tourism Strategy

Western Arctic Visitors Association  
Economic Development and Tourism  
Government of the Northwest Territories

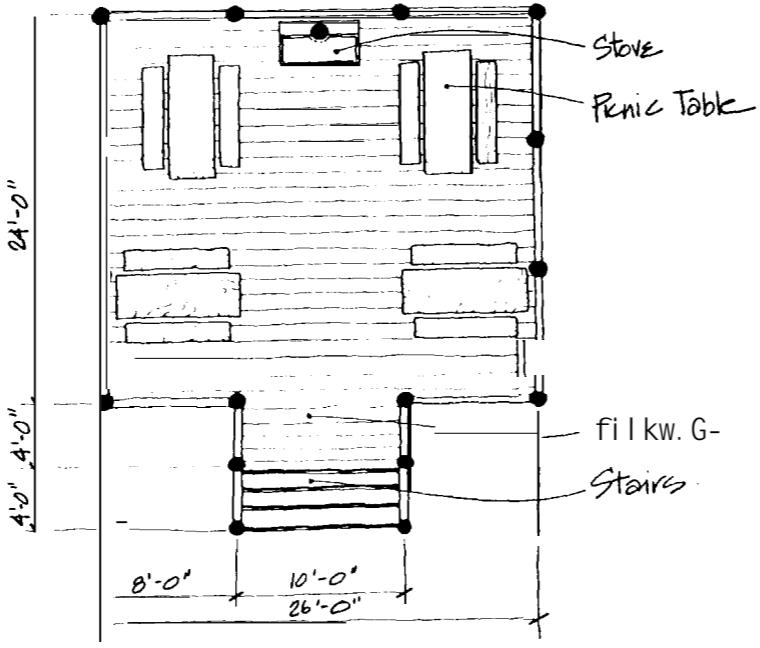
# Dempster Highway.



front elevation



side elevation



plan

2.7 Arctic Red River Development

Picnic Shelter

date 1987

scale 1/8" = 1' - 0"

MILLER PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
ADGOSON TRAVEL MARKETING



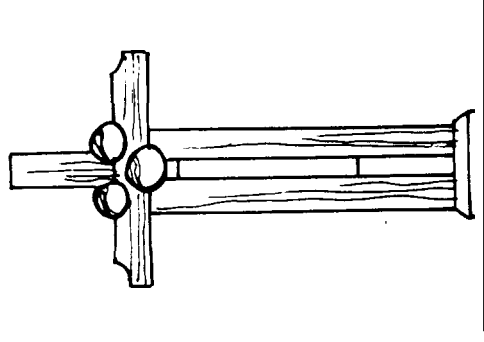
# Dempster Highway.

2.7 Arctic Red River  
Development

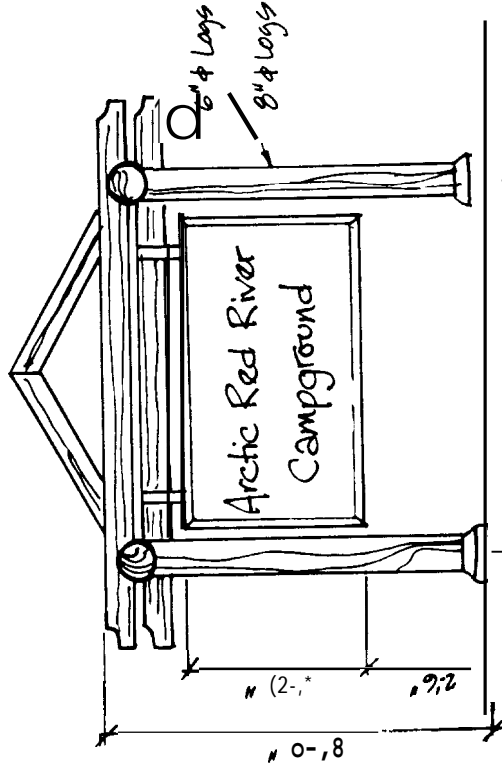
Signage

date 1987

scale 1/4" :: 1'-0"



Elevation.



Plan

# Campbell Hill Interpretive Stop

## 2.8 CAMPBELL HILLS INTERPRETIVE STOP

The Campbell Hills area, approximately 30 km from **Inuvik**, is an area of spectacular topography **and** views. Near the highway is a major escarpment, from this escarpment the visitor can enjoy scenic views of Campbell Lake and the hills beyond.

### 2.8.1 Proposed Development

A gravel highway pull off large enough to **accommodate** recreational vehicles is proposed. The 500 **sq.ft.** open log structure with a metal roof will contain a series of six 4 x 8 ft. information panels. The panels present information on the natural history of the area, and the many attractions of the highway. To withstand the winter, the information kiosk will be enclosed annually with shutters. The proposed loop trail to the escarpment and includes a series of 4 benches located at natural view points.

If required, a pit privy and garbage container can be included in the proposed development. However, if installed, the facilities will require frequent maintenance.

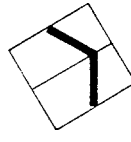
### 2.8.2 Cost Estimates

ITEM	DESCRIPTION	COST
Site Preparation	Road widening, development site	\$ 18,000
Information Kiosk	500 <b>sq.</b> ft.	25,000
Trails	5 ft. wide x 1,500 foot long	3,000
Site <b>Embellishments</b>	signs, benches	15,000
Miscellaneous		5,000
	TOTAL	\$ 66,000

As proposed construction will begin in 1991. The conceptual drawings illustrating the proposed development follow this **written** description.



# Dempster Highway.

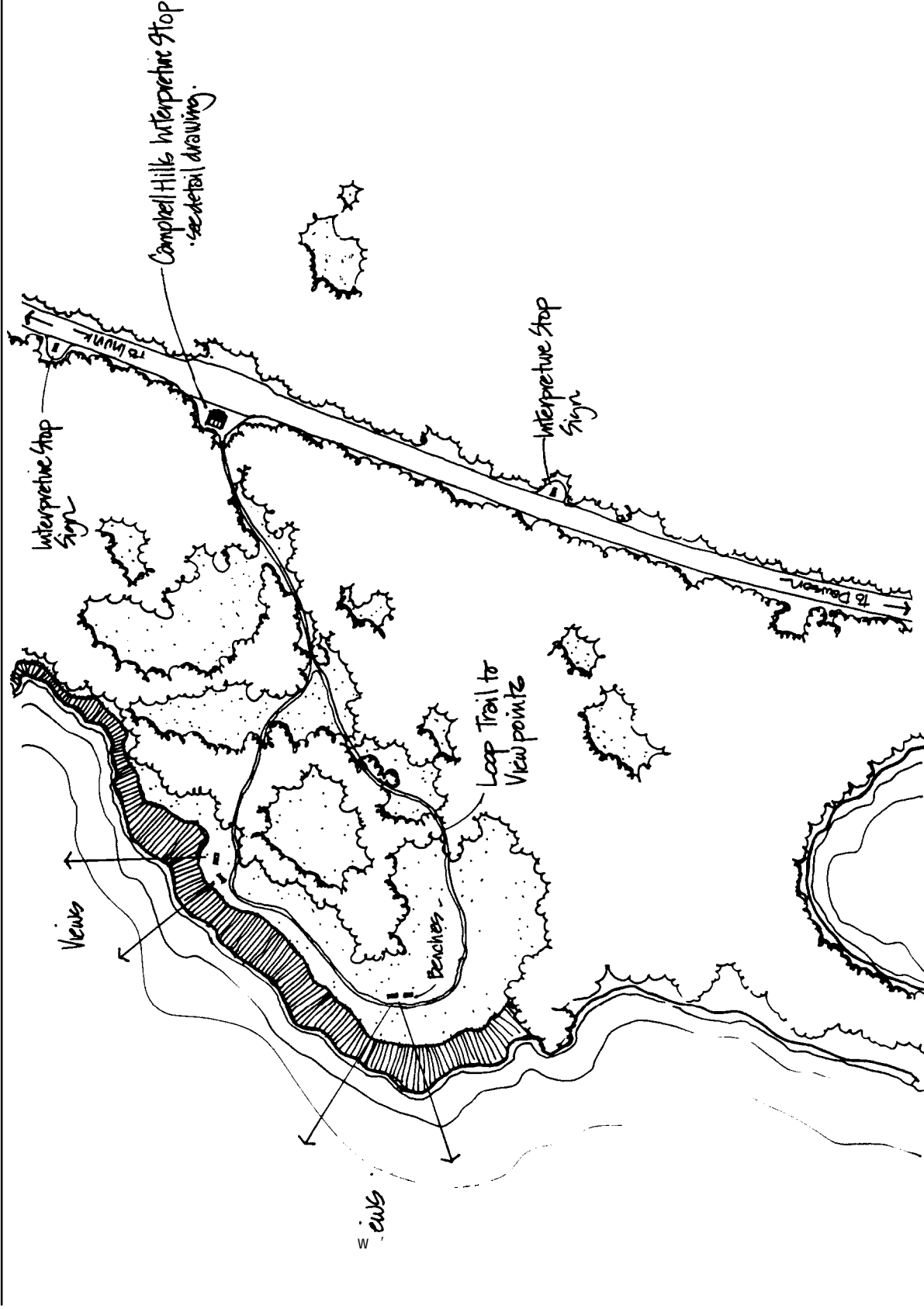


## 2.8 Campbell Hills Interpretive Stop

Site Plan

date 1987

scale 1" = 200'



# Dempster Highway.

2.8 Campbell Hills  
Interpretive Stop

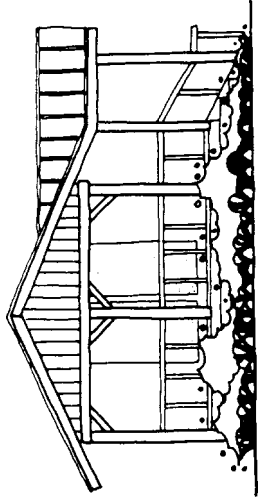
Interpretive Kiosk

date 1987

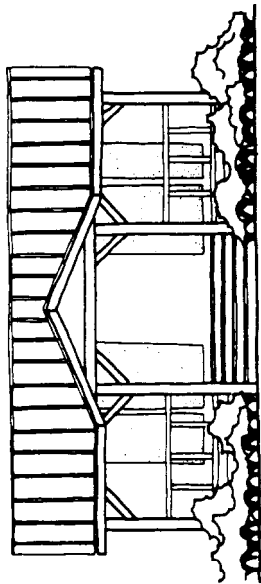
scale 1/8" = 1'-0"

McLAREN P. JENSEN ARCH.  
PELHAM ASSOCIATES ARCHITECTS  
ADDITION TRAVEL MARKETING

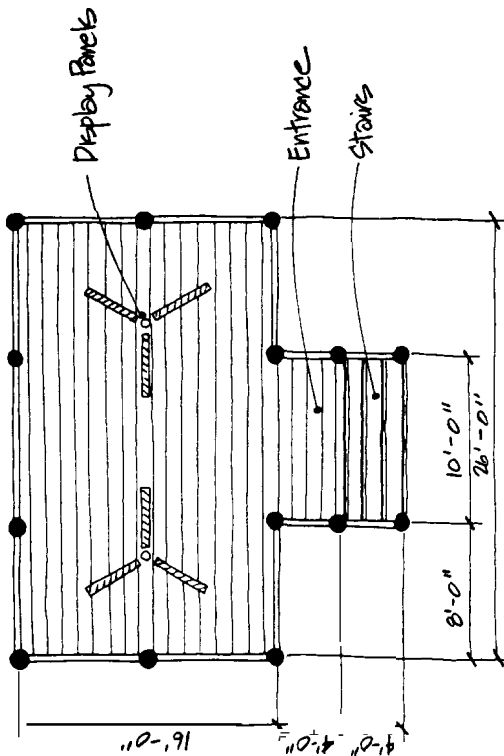
LAVA



side elevation



front elevation



plan



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Northwest Territories Economic Development and Tourism

January 29, 1988

Marketing Section,  
Product/Parks Section,  
Erik Val,  
Planning and Program Development.

**Review of Western Arctic Tourism Strategy**

Please find attached the WAVA agenda for Friday, February 5th in Norman Wells and the "Table of Contents" for each of the six volumes of the strategy.

We currently have in circulation around the office, all six volumes.

Using the Tables of Contents as a guide, please review all sections relative to your areas of responsibility, interest or expertise.

I would appreciate constructive comments and direction/tasks for the consultant by Wednesday, February 3rd. Could the comments be in an 8½' X 11' format suitable for presentation to the consultant at the Norman Well's meeting. As these are working draft documents, margin notes are also encouraged.

Please be aware that this is our primary opportunity for substantive input and direction to this planning process. I would appreciate as thorough a review as Your schedule permit.

Jo Ann Ingram will co-ordinate receipt of your comments and circulation of Volumes 1 - 6 from her work station"

Thank you in advance for your co-operation.

Peter Neugebauer,  
Director, Planning and  
Program Development,  
Tourism and Parks.

Attachment

Government of the Northwest Territories Yellowknife NW1 Canada X1A 2L9 / Telex 034-45528

**Proposed Schedule and Draft Agenda  
WAVA Board & WATS Steering Committee Meeting**

Meeting scheduled for Norman Wells Council Chambers

Thu, Feb 4 - 4:00 pm Meeting Starts  
7:00 pm Working Dinner at Mackenzie/Valley Hotel with invited  
guests involved in Bear Area tourism  
Fri, Feb 5 - 9:00 am Meeting reconvenes  
1:30 am Meeting concludes  
1:00 pm Study workshop on Western Arctic Tourism Strategy  
4:00 pm Norman Wells visitors tour  
Sat, Feb 6 - 9:00 am Study Workshop on Western Arctic Tourism Strategy

All WAVA directors or representatives are expected with full travel and accommodation expenses. Please make your own travel and accommodation arrangements

Contact Dick Hill or Lyla Reid at the WAVA office at for information,

**Draft Agenda**

1. Approval of agenda
2. Review minutes of previous meeting, 19 November 1987, Inuvik
3. Business arising from minutes of previous meeting
4. Western Arctic Tourism Strategy Study review.
  - Vol 1 Executive Summary ✓
  - Vol 2 Tourism Strategy ✓
  - Vol 3 Background Report ✓
  - Vol 4 Dempster Highway Development Plan ✓
  - Vol 5 Western Arctic Visitor's Centre Development Plan ✓
  - Vol 6 Feasibility Studies ✓
5. Action Program for WATS Study
6. EDA Tourism Support Programs
7. NWT Tourism Initiatives-WAVA Hospitality Program
8. WAVA Financial Statements
9. TIA-NWT Directors Meeting, 26-27 February, Yellowknife
10. WAVA Membership Program
11. WAVA Law Review
12. Arrangements for WAVA Annual Meeting, Tuktoyaktuk, 15-16 March 1987
13. Bear Area Tourism Developments-13]xk Feather Tours, Canal Trail Program
14. New Business
15. Adjournment

# Western Arctic

Tourism Strategy

Volume 1

Executive Summary

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Western Arctic Visitors Association  
Economic Development and Tourism

MacLAREN PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
ADDISON TRAVEL MARKETING

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# Western Arctic

## Tourism Strategy

Draft Volume 2  
Tourism Strategy

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Western Arctic Visitors Association  
Economic Development and Tourism

MacLAREN PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
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# Western **Arctic**

## Tourism Strategy

Draft Volume 3

Background Report

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### Western Arctic Visitors Association Economic Development and Tourism

MacLAREN PLANSEARCH  
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# Western Arctic

Tourism Strategy

Draft Volume 4

Dempster Highway Development Plan

Western Arctic Visitors Association  
Economic Development and Tourism

MacLAREN PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
ADDISON TRAVEL MARKETING

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# Western **Arctic**

## Tourism Strategy

Draft Volume 5

Western Arctic **Visitor's Centre** Development Plan

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### Western Arctic Visitors Association Economic Development and Tourism

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Tourism Strategy

Draft Volume 6  
Prefeasibility Studies

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Northwest  
Territories Economic Development and Tourism

61 505 011

January 29, 1988

Marketing Section,  
Product/Parks Section,  
Erik Val,  
Planning and Program Development.

**Review of Western Arctic Tourism Strategy.**

Please find attached the WAVA agenda for Friday, February 5th in Norman Wells and the "Table of Contents" for each of the six volumes of the strategy.

We currently have in circulation around the office, all six volumes.

Using the Tables of Contents as a guide, please review all sections relative to your areas of responsibility, interest or expertise.

I would appreciate constructive comments and direction/task for the consultant by Wednesday, February 3rd. Could the comments be in an 8 1/2" x 11" format suitable for presentation to the consultant at the Norman Wells meeting. As these are working draft documents, margin notes are also encouraged.

Please be aware that this is our primary opportunity for substantive input and direction to this planning process. I would appreciate as thorough a review as your schedules permit.

Jo Ann Ingram will co-ordinate receipt of your comments and circulation of Volumes 1-6 from her work station.

Thank you in advance for your co-operation"

Peter Neugebauer,  
Director, Planning and  
Program Development,  
Tourism and Parks.

# WESTERN ARCTIC VISITORS ASSOCIATION

P.O. Box 1525, Ft. W., UWTXOE010 403-979-3756 FAX 403-979-3757

Peter Newgeb  
Travel Arct

## Proposed Schedule and Draft Agenda

### WAVA Board & WATS Steering Committee Meeting

Meeting scheduled for Norman Wells Council Chambers

- Thu, Feb 4 - 4:00 pm Meeting Starts  
7:00 pm Working Dinner at Mackenzie Valley Hotel with invited guests involved in Bear Area tourism
- Fri, Feb 5 - 9:00 am Meeting reconvenes  
1:30 am Meeting concludes  
1:00 pm Study workshop on Western Arctic Tourism Strategy  
4:00 pm Norman Wells Visitors tour
- Sat, Feb 6 - 9:00 am Study Workshop on Western Arctic Tourism Strategy

All WAVA Directors or representatives are expected with full travel and accommodation expenses. Please make your own travel and accommodation arrangements.

Contact Dic Hill or Lyla Reid at the WAVA office at for information.

### Draft Agenda

1. Approval of agenda
2. Review minutes of previous meeting, 19 November 1987, Inuvik
3. Business arising from minutes of previous meeting
4. Western Arctic Tourism Strategy Study review,
  - Vol. 1 Executive Summary ✓
  - Vol. 2 Tourism Strategy ✓
  - Vol. 3 Background Report ✓
  - Vol. 4 Dempster Highway Development Plan ✓
  - Vol. 5 Western Arctic Visitor's Centre Development Plan ✓
  - Vol. 6 Feasibility Studies ✓
5. Action Program for WATS Study
6. EDA Tourism Support Programs
7. NWT Tourism Initiatives - WAVA Hospitality Program
8. WAVA Financial Statements
9. TIA-NWT Directors Meeting, 26-27 February, Yellowknife
10. WAVA Membership Program
11. WAVA Bylaw Review
12. Arrangements for WAVA Annual Meeting, Tuktoyaktuk, 15-16 March 1987
13. Bear Area Tourism Developments - Black Feather Tours, canoe] Trail Program
14. New Business
15. Adjournment

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# Western Arctic

Tourism Strategy

Volume 1

Executive Summary

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Western Arctic Visitors Association  
Economic Development and Tourism

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# Western Arctic

## Tourism Strategy

Draft Volume 2  
Tourism Strategy

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Western Arctic Visitors Association  
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# Western Arctic

## Tourism Strategy

Draft Volume 3

Background Report

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### Western Arctic Visitors Association Economic Development and Tourism

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## Tourism Strategy

Draft Volume 4

Dempster Highway Development Plan

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Western Arctic Visitors Association  
Economic Development and Tourism

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Tourism Strategy

Draft Volume 5

Western Arctic Visitor's Centre Development Plan

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Economic Development and Tourism

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Prefeasibility Studies

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Western Arctic Visitors Association  
Economic Development and Tourism

MacLAREN PLANSEARCH  
PELMAN ASSOCIATES ARCHITECTS  
ADDISON TRAVEL MARKETING

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# WESTERN ARCTIC VISITORS ASSOCIATION

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Peter Neugebauer  
Travel Arctic

## Proposed Schedule and Draft Agenda

### WAVA Board & WATS Steering Committee Meeting

Meeting scheduled for Norman Wells Council Chambers

- Thu, Feb 4 - 4:00 pm Meeting Starts  
7:00 pm Working Dinner at Mackenzie Valley Hotel with invited guests involved in Bear Area tourism
- Fri, Feb 5 - 9:00 am Meeting reconvenes  
1:30 am Meeting concludes  
1:00 pm Study workshop on Western Arctic Tourism Strategy  
4:00 pm Norman Wells Visitors tour
- Sat, Feb 6 - 9:00 am Study Workshop on Western Arctic Tourism Strategy

All WAVA Directors or representatives are expected with full travel and accommodation expenses. Please make your own travel and accommodation arrangements.

Contact Dick Hill or Lyla Reid at the WAVA office at for information.

### Draft Agenda

1. Approval of agenda
2. Review minutes of previous meeting, 19 November 1987, Inuvik
3. Business arising from minutes of previous meeting
4. Western Arctic Tourism Strategy Study review.
  - Vol 1 Executive Summary ✓
  - Vol 2 Tourism Strategy ✓
  - Vol 3 Background Report ✓
  - Vol 4 Dempster Highway Development Plan ✓
  - Vol 5 Western Arctic Visitor's Centre Development Plan ✓
  - Vol 6 Prefeasibility Studies ✓
5. Action Program for WATS Study
6. EDA Tourism Support Programs
7. NWT Tourism Initiatives-WAVA Hospitality Program
8. WAVA Financial Statements
9. TIA-NWT Directors Meeting, 26-27 February, Yellowknife
10. WAVA Membership Program
11. WAVA Bylaw Review
12. Arrangements for WAVA Annual Meeting, Tuktoyaktuk, 15-16 March 1987
13. Bear Area Tourism Developments-Black Feather Tours, Canol Trail Program
14. New Business
15. Adjournment

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# Western **Arctic**

Tourism Strategy

Volume 1

Executive Summary

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Western Arctic Visitors Association  
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# Western Arctic

Tourism Strategy

Draft Volume 2  
Tourism Strategy

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## Tourism Strategy

Draft Volume 3  
Background Report

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## Tourism Strategy

Draft Volume 4

Dempster Highway Development Plan

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## Tourism Strategy

Draft Volume 5

Western Arctic Visitor's Centre Development Plan

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