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***Highway #1 Corridor Study - Technical
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HIGHWAY #1 CORRIDOR STUDY

Technical Document

Prepared by: Avens Associates Ltd.

**For: Department of Economic
Development and Tourism**

Date: March, 1989

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ABSTRACT

This study deals with increasing tourism along Highway #1 (from the Alberta border to the junction to Highway #7). Locations to be upgraded and an outline of interpretive messages to be introduced to tourists are outlined in the executive summary and detailed in the technical document.

The portion of highway in this study should not be considered in isolation from the other highways: this programme is only the first step in generating a unified system of interpretation and development. The initial thrust of the system should be to develop the Highway #1 - Highway #7 loop, anchored at either end with visitor orientation centres.

For this portion of the system, main orientation and welcoming to the Territories and the highway system will be done at the 60th Parallel Border station (which requires some upgrading). Secondary orientation and service information is suggested at private restaurants located near the highway junctions.

Three main core development areas are identified: the Alexandra\Louise\Escarpment corridor; the Lady Evelyn\Kakisa area and Whittaker Falls. Main service, interpretation and recreation facilities will be concentrated in these core zones.

To increase the attractiveness, comfort, and accessibility of interlying areas, minor upgrading of day use sites/highways pull-offs is recommended. An improved signage programme and interpretive programmes are suggested for both the highway and specific sites.

The main development is recommended over a four year time frame. The preliminary capital estimate is \$4,623,000. An increase in O&M will be required including at least 3 additional person years or contract staff.

An increase in non-resident tourist dollars is expected through opening new market segments (e.g. families), expanding existing markets (e.g. retired people) and increasing length of stay in the area. In addition, an increase to resident tourism is expected, as the corridor would provide a more attractive and safer travel product. A full economic benefit study would be required to determine the increase in tourism dollars that could be expected.

1.0 INTRODUCTION

1.1 Study Purpose

In the summer of 1988 the NWT Department of Economic Development and Tourism initiated a study of the corridor along the Mackenzie Highway (Highway #1). The study corridor extends from the Alberta border northward to Enterprise and from there westward to the junction with the Liard Highway (Highway #7).

The purpose of the study was twofold:

- to ascertain locations that might be upgraded to become more attractive and accessible to tourists; and,
- to develop an outline of the interpretive messages that could be introduced and how they might be treated.

1.2 Study Process

The study was undertaken by Avens Associates Ltd. in conjunction with Aldrich/Pears Associates (Vancouver), Beavercroft Consulting (Edmonton) and Renwick Engineering (Hay River). The study commenced in July 1988, with initial community contacts and background research. There were a considerable number of reports and studies relating to this area (see Appendix D) which were reviewed at this time. Community, operator, and government needs assessments were initiated at this time.

During the first week in August, Karen LeGresley (Avens Associates) and Drew Ann Wake (Aldrich/Pears Associates) completed a tour of Highway #1, and continued with the community contacts. Additional needs assessment, and site inventory and analysis were done during this trip. From this work, a communications plan was developed. The communications plan was written to give a vision of the role an interpretive plan can play along the highway corridor and give recommendations concerning the direction the development should take. This plan was presented to the Department of Economic Development and Tourism and to the public at meetings in Hay River and Fort Simpson at the end of September.

During the second field trip additional assessment of the parks and rest stops to develop conceptual development plans was undertaken. Further research was done to develop the ideas in the communications plan. As part of this research, DIAND geologist Carol Ellis accompanied the consultants on this trip. Her comments on the geology of the area are attached as Appendix F.

A draft technical plan (the basis of this document) was presented to the Department of Economic Development and Tourism for review in November. After departmental review, the document was presented to the public at meetings in Fort Simpson, Hay River and Enterprise in January, 1989. Minor changes and additions were made to the report, and a project management plan was developed. The management plan gives roles and a schedule for the development of all of the elements suggested to completed the development along the corridor. The final report was given to the Department in March, 1989.

1.3 Report Organization

This technical document outlines a plan to improve the experience of the public travelling Highway #1. The report contains six sections; the first being the introduction, of which this is a part. The second section contains background information used to develop the plan. Following is a section on policy guidelines. These are recommendations discussed in the communication plan and further refined through public and government consultations.

The fourth section, the corridor plan, gives an overview of development and programmes for the whole corridor; e.g., interpretive programme, operations and maintenance programme. Following this overview are individual plans for each of the sites for which development has been recommended. Some of these plans have been reduced in size for the report; the original versions are with the Department of Economic Development and Tourism. Each plan contains an order of magnitude cost summary and schedule in order to assist the GNWT in producing their five year capital plan.

These individual plan costs are brought together in the sixth and final section of the report, the strategy for development. A summary of roles and schedules form part of this section.

A series of appendices back up the document, giving additional background data.

2.0 BACKGROUND DATA

2.1 User Analysis

An analysis of visitation statistics for the Northwest Territories, Fort Smith Region and road travellers (Appendix B) has provided some details of the existing and potential users of Highway #1. A brief summary of this assessment follows. Please refer to the appendix for details and references.

NUMBERS OF VISITORS

In 1986, about 8,500 pleasure travellers visited the Fort Smith Region by road between June and September. Approximately 80% of these travellers drove Highways #1 and #3. Thus one can infer approximately 6,800 road pleasure travellers drove this corridor in 1986.

In 1987, 12,170 travellers stopped at the 60th Parallel Visitor Centre. This does not represent a doubling of traffic over the 1986 figures. Non-pleasure travellers are also stopping at the centre and there are many return visitors. However, the figures do indicate that this centre receives 6 to 12 times as many visitors as any of the other visitor centres in the region (Hay River, Yellowknife, Fort Smith, Fort Simpson). This centre appears to be an important focal point of visitation.

EXISTING MARKET

Slightly more than half of the road visitors were Albertans. The foreign total (12-13%) is largely American. Approximately equal numbers of travellers (road and air) come to the Fort Smith Region for outdoor adventure products as for general touring. However, most of the general touring is by road.

The typical outdoor adventure traveller who visits the NWT originates from Western Canada, Ontario, Quebec, major American cities and West Germany. Those travelling to the Fort Smith Region originate mainly from Western Canada and Ontario, as well as from the western U.S. The average age is 25 to 44, made up largely of young singles and couples. The average level of income is \$45,000 per year and greater. The average level of education

achieved is at least diploma and more likely university graduation. Most of these travellers are in professional or managerial positions.

The stereotypical traveller involved in general touring is not as easily described due to the shortage of information on this group. However, it is known that general touring travellers visiting the Fort Smith Region are largely from Western Canada, Ontario and the western U.S., particularly Minnesota, Washington and California. Specifics relating to age, income, level of education and occupation are not available. However, it can be assumed that general touring travellers may constitute an older age group than outdoor adventure travellers. It may be that this group has an income below the average for outdoor adventure travellers, as they mostly travel by road. This is by no means certain, since their choice of road travel could be reasons other than financial. It is also possible that this group would include more families with children.

POTENTIAL MARKETS

On a territorial basis, the top three activities desired by potential out of Territories visitors are:

- seeing wilderness/undisturbed nature;
- visiting historic parks; and
- visiting national parks.

Increasing the visitors chances to participate in these activities should generate new markets. Much of the growth in tourism in the Fort Smith Region will likely be from general touring. The outdoor adventure market, particularly the consumptive market, has less potential for growth in the Region. Road travel (tourists and residents) has the potential to increase by about 65,000 visitors.

The Fort Smith Region does not capture a large percentage of the package tour market, and the NWT is only strong in 4 of the top 20 touring activities participated in. However, improvements in the NWT products and amenities could increase the package tour activity.

The resident pleasure traffic has not been identified in market studies. However, as the Yellowknife population is expected to boom, be slightly more stable, and have a large number of children, the potential for family travel along the Fort Smith highways could increase over the next 10 years.

INFRASTRUCTURE AND ATTRACTIONS

Though a potential market of up to 65,000 road pleasure travellers could be drawn to the area, the infrastructure is not available to service such an increase. Additional highway oriented services, along with opportunities to see undisturbed wilderness, visit historic and national parks, purchase local crafts and experience different cultures are important to improving the tourism possibility along the Highway #1 corridor. Also, providing opportunities for naturalist trips, hiking and backpacking as well as boating activities should direct future development initiatives.

ADDITIONAL STUDIES

More details on the markets would assist in developing an appropriate infrastructure. In particular, an assessment of resident pleasure road trips; proper statistics on campground usage; assessment of pleasure tourist (rather than the outdoor adventure market), particularly in determining the strength of the family market; and boating activities would be useful.

2.2 Site Assessments

Site assessments were done during the two field trips along the highway (August and September). Photographs and slides were taken; these are available for reference from Tourism and Parks. Notes on the assessments are shown on the existing conditions plans in Section 5 of the report.

2.3 Community and Operator Priorities

A general notion of the market was obtained through background reading. To gain a more specific look at the use of the sites, their potential, and the perceived problems with the corridor, a number of individuals and group representatives were contacted. We would like to thank these people for their assistance in this project.

PEOPLE CONTACTED

Department of Economic Development and Tourism

Alan Vaughan		Yellowknife
Robin Reilly		Yellowknife
Alexandra Borowiecka		Yellowknife
Ian MacCrae		Fort Smith
Terry Ward		Fort Smith
John Sheehan		Fort Simpson
Ernie Cazon		Fort Simpson
Tracy Hall		Hay River
Eileen Angiers		Hay River
Stoney Burton		Fort Simpson
Chuck Ennis		Fort Liard
Gene Hachey		Hay River

Department of Public Work and Highways

Ann Peters	Architecture	Yellowknife
Larry Purka	Highways	Yellowknife
Fred Lamb	Highways	Hay River
John Bowen	Highways	Yellowknife
Jim Richardson	Highways	Yellowknife
Raymond Michaud	Highways	Fort Simpson

Department of Municipal and Community Affairs

Bruce Gunn		Yellowknife
John McKee		Fort Simpson
Francisco Molina		Fort Smith
Leo Putnik		Fort Smith

Department of Renewable Resources

Brenda Hans		Yellowknife
Cathy Stevenson		Yellowknife
Bill Modsley		Fort Smith
Brian Hoover		Fort Simpson
Ken Davidge		Fort Simpson
Al Halmer	Forestry	Hay River

Kakisa

Margaret Leishman		Sub Chief
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Hay River

Mary King
Eileen Vail
Jane Groenewegen
Cheryl Hirst
Vicki Latour
Red McBryan
George Bloomstrand Sr.
George Morin
Chuck Davidge
Irene Kudelik
Mr. Benoit
Dale Robinson

Fort Simpson

Ron McCegg
Alfred Hardisty
Ted Grant
Joe Mercredi
Daniel LaPierre
Peter Shaw
Graham Davis
Jerry Antoine
Pat Scott
Rita Cazon

Enterprise

Winnie Cadieux
Evelyn Coleman
Ann Lesquiw
John Pollard
Karl Mueller
Cliff Kimble
Ellen Kimble
Anna Anderson

Others

Chris Hanks
Barbara Winter
Robert Keilly
Jim Green
Margaret Thom

Mayor
Economic Development Planner
Chamber of Commerce
Big River Travel

Town Councillor
Hunters and Trappers Association
Metis Association
Ptarmigan Inn
Tucho Tours
Lions Campground
Town Councillor

Former Mayor
Band
Chamber of Commerce
Mackenzie Times
Nahanni Inn
Chamber of Commerce
Maroda Motel
Mayor
Craft Shop, Nogah Enterprises

Former Mayor
Councillor
Mayor
MLA
Councillor
Councillor

Northern Heritage Centre
Northern Heritage Centre
Health Officer, Hay River
Big River Tourist Association
Slavey Research Project, Fort Providence

COMMUNITY AND OPERATOR PRIORITIES

Though there were some differences in opinion concerning the development of sites along Highway #1, many points of agreement were common to virtually all of the operators and community representatives. These are:

- need to improve signage;
- need to have more facilities/rest areas; improve the facilities at the existing turnoffs in particular;
- need to have increased staffing, both at sites and generally along the highway; the staff must be well trained;
- need increased level of safety along the highway (variety of methods were discussed);
- need increased level of interpretation along the highway from a variety of means (brochures, signs, videos, radio stations, cassettes, personal tours, etc.);
- should treat the area south of Enterprise to Alexandra Falls as one park, not a series of small stops;
- need to let people know what lies ahead (better orientation to public and private facilities as well as non-developed areas);
- need more trails and recreational/cultural activities (especially for kids);
- improve level of maintenance on all sites;
- the highway itself needs improvement (dust free zones; paving); and,
- need to get the development of this highway done now, not stretch it over a 10 year plan ("start yesterday").

There were also a number of site specific suggestions and interpretive information given which were taken into consideration in the development of the recommendations and plans. A more detailed listing of comments from the public meetings is contained in Appendix A.

2.4 Signage Standards

There is no Highway sign manual specific for the Northwest Territories. Present Department of Public Works and Highways standards for signs follow the Canadian Uniform Traffic Devices Sign Manual. Standards are:

- signs placed 3.5 metres off shoulder of road;
- white lettering on green background for destinations; and,
- white on brown for services.

DPW Highways is looking at other signage options to improve their programme. They would like to work with the Department of Economic

Development and Tourism so that the tourism aspects of the signage programme are adequately addressed.

Tourism and Parks has a draft sign manual for Territorial Parks. Most signage in Territorial Parks follows standards from the early 1970s.

Signage is generally considered inadequate by the Tourist Associations, particularly with respect to commercial signage and indicating tourist attractions. Distance markers are unsatisfactory from a tourism perspective. They sometimes give only two destinations, one within and one outside of the NWT. The provincial destination can be over 1,000 km away. These signs do not encourage stops within the Territories.

3.0 POLICY GUIDELINES

3.1 Opportunities

A road trip along Highway #1 offers a few extraordinary opportunities that cannot be found in other parts of Canada.

THE ROMANTIC IMAGE

For decades, the North has been perceived as an exciting, adventurous place to be. Visitors who come to the North are self selected; they have chosen a vacation that is different and special. This gives tourism specialists the opportunity to enhance the most dramatic aspects of the North, to define visitor experiences that are more exciting or unusual than those offered in the south.

MEETING NORTHERNERS

Southern highways offer a wide range of facilities for solving tourists problems: hotels, motels, gas stations, and a variety of cultural and recreational facilities line the freeways. Consequently, vacationers in the south may never visit a tourism office. In the North, by contrast, visitors are dependent not only on tourism facilities but on the warmth and helpfulness of the northerners they encounter there. The human element, contact with "real" northerners from a variety of walks of life, can become one of the principal features of a vacation along the Mackenzie highway.

AN INTEGRATED CIRCUIT

Unlike the highway systems of the south, where visitors can choose any one of hundreds of routes, this highway system functions as a series of three branches (see Diagram 1). The first branch takes travellers to Fort Smith; the second goes up to Yellowknife; and the third branch goes to the British Columbia border. All three branches are linked to the first leg of Highway #1 from the Alberta border to Enterprise. This is a rare bonus for interpretive planners and designers, since the opportunity exists to

"choreograph" a coherent group of visitor experiences for the entire highway.

AN EXPANDABLE AUDIENCE

Visitor studies show that the visitors currently driving into the NWT fit into principal categories: young singles/couples interested in outdoor adventure and older general tourists. This skewed visitor profile offers the possibility of targeting new audience groups and developing the interpretive plan in conjunction with the long term development strategy. Bus tours, couples with children, and the general touring market are some of the sectors that can be addressed.

3.2 Constraints

Unfortunately, there are some limiting factors that have had a negative effect in the level of highway tourism in the Northwest Territories.

LIMITED VIEWS

The Mackenzie Highway was developed as a transportation corridor not as a tourism route. As a consequence, the road often passes at some distance from the most exciting features of the district. In other places, the verge of trees along the highway forms a green curtain, obscuring any sense of the land and the rivers.

LONG DISTANCE TRAVEL

Visitors to the NWT often complain that there is "too much highway". The lack of tourist and public facilities along the Mackenzie Highway forces visitors to leapfrog their way from community to community. Since communities often lie a day's drive from one another, a road trip to the NWT becomes a marathon road race along long and dusty highways.

BITING INSECTS

The tourist comment books unfailingly reflect visitors' irritation with the mosquitoes and black flies that are a part of a summers' day in the North. If some of the new visitor facilities are developed to give travellers some respite from the bug population, particularly in the evenings, visitor satisfaction would probably increase markedly.

POOR SIGNAGE

In the past signage in the North has taken two separate approaches, neither of them entirely satisfactory. Some signage systems emulate the dignified but somewhat dull highway signage systems of the south: small metal signs that delineate a single feature of interest. Other signs take the "woody" approach of wilderness parks: wooden signs painted in natural colours. These two kinds of signs may be adequate for the south, where they are but one of a number of interpretive features but here they are lost in the vastness and power of the northern landscape.

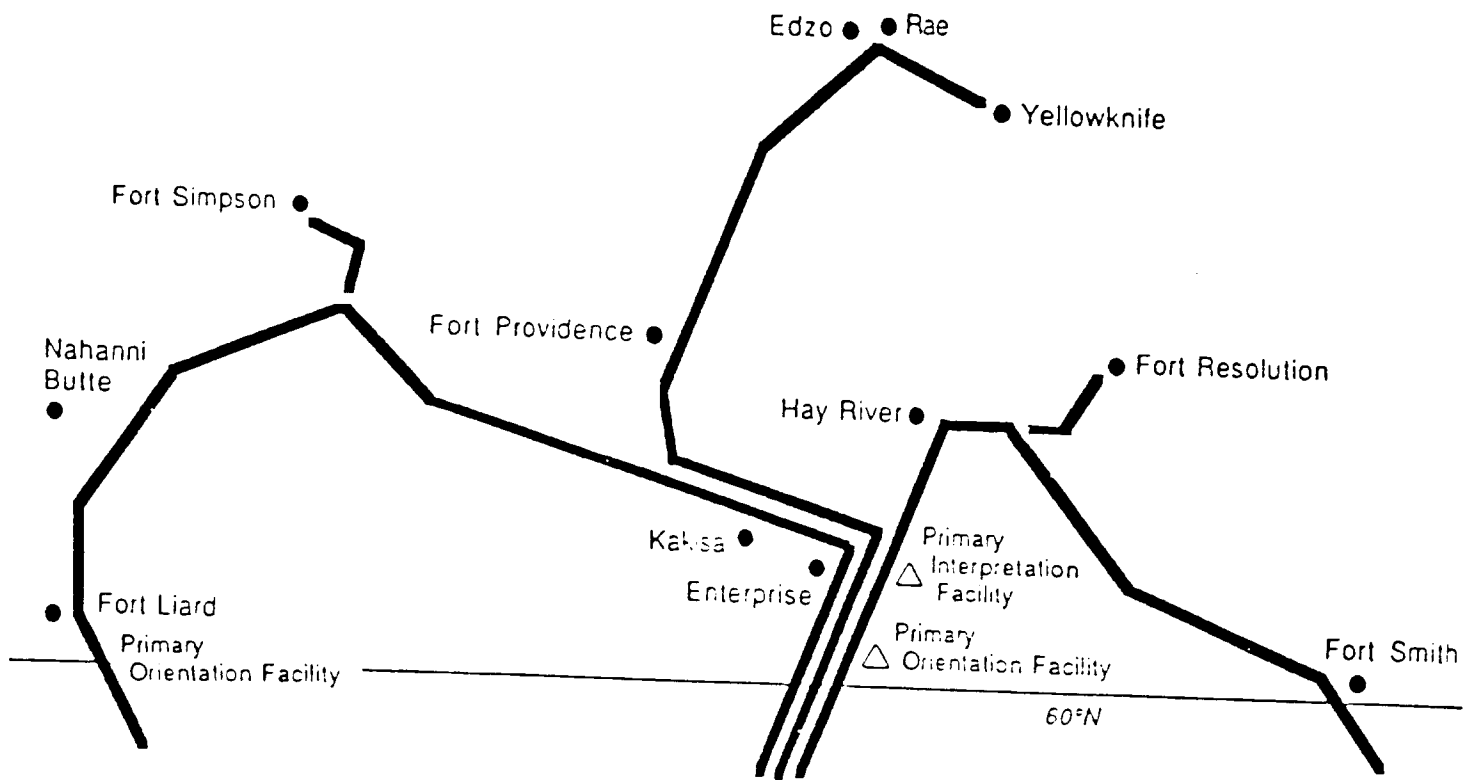
3.3 Policy Guidelines

As a result of the study, the consultants have seven general recommendations for the development of an interpretive approach for the Highway #1 corridor. These policy guideline follow:

RECOMMENDATION 1: Develop the Subarctic Highways as a System

It is recommended that any plans to develop an interpretive plan for the area should take all three branches of the road network into account (see Diagram 1). The emphasis should be on developing a coherent set of themes and a single aesthetic approach for the entire area. In this way information available at any point along the system will carry complementary messages, couched in a coherent voice.

The zone from the Alberta border to Enterprise should be given particular attention, since it will serve to welcome most road visitors to the Northwest Territories. Soon after crossing into the NWT, visitors should be introduced to the major messages they will be encountering all along the highway system.



Highway #1 - The Highway System

DIAGRAM 1

In order to achieve this aim, the Department should consider developing two facilities along this stretch of highway: a primary orientation facility and a primary interpretation facility (see Diagram 2). The present border station would be upgraded for the primary orientation facility; it would serve to make visitors feel welcome and provide them with a wide variety of materials to help them plan their vacations.

The primary interpretive facility would be developed in the Waterfalls Core Zone, likely at Louise Falls. The facility would introduce the thematic messages that will be referred to throughout the subarctic highway system and link them to outdoor interpretive experiences.

This type of facility is quite distinct from an orientation centre. It should be developed at a major attraction that warrants interpretation; in this case, the series of waterfalls on the Hay River.

RECOMMENDATION 2: Develop Core Zones

A drive along Highway #1 is usually interrupted only by stops in the communities, which are often several hundred miles apart. In order to break up the long drives, it is recommended that core interest areas be developed between communities.

Core zones, containing recreation, interpretation and services, would be developed around the most dramatic natural feature. Each of the core zones would be staffed and tourists would be encouraged to stay at least a day at the core zones.

The first of these core zone could be created around the primary interpretive facility of the area linking Alexandra Falls, Louise Falls, Escarpment Creek, to the community of Enterprise. Another might be developed in the area surrounding Lady Evelyn Falls, the Hart Fire Tower, Kakisa River Bridge and McNallie Creek. The third core zone would be created around Whittaker Falls Park.

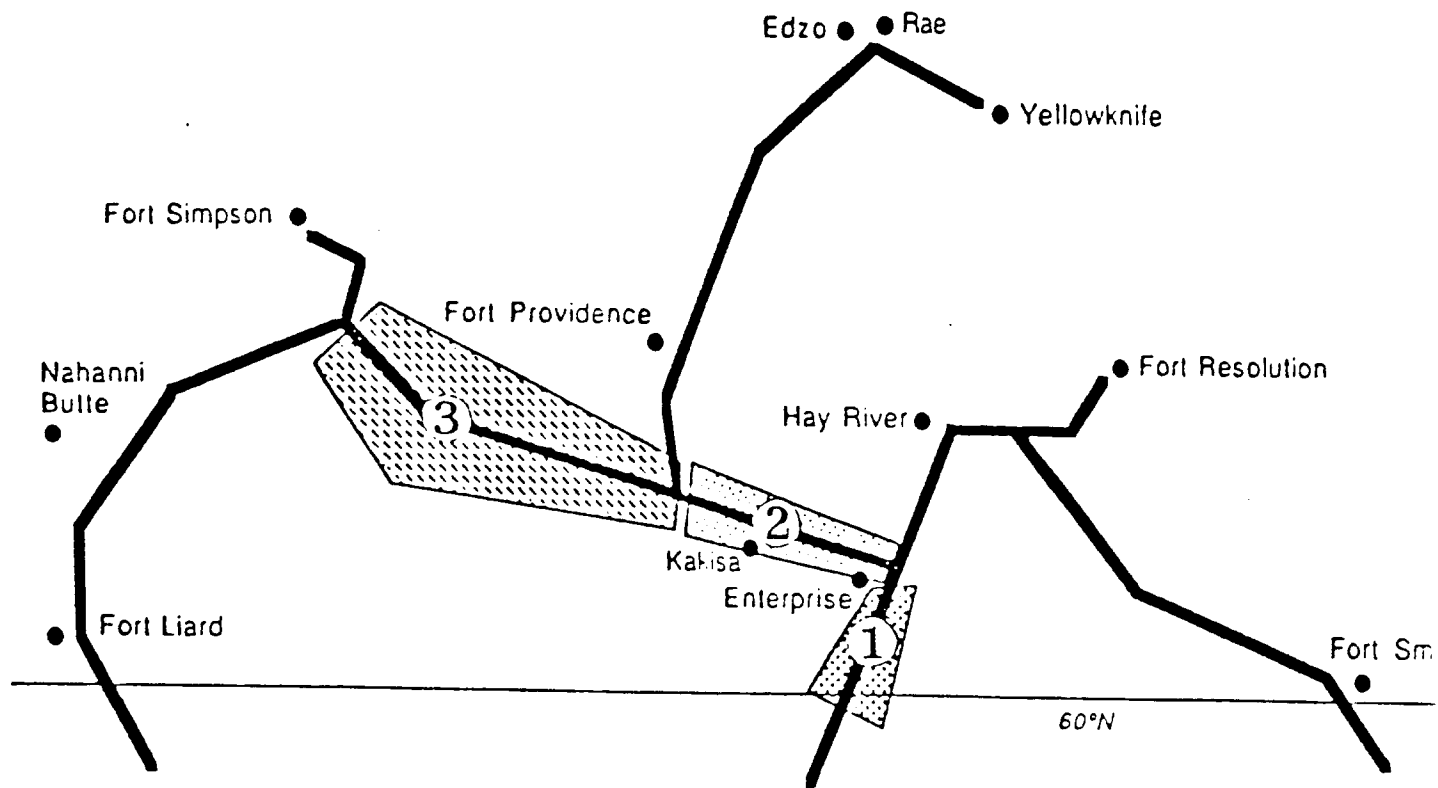
These core zones should have names to assist in establishing their identity, e.g., Waterfalls Tourist Zone; Kakisa Tourist Zone; and Samba Tu Tourist Zone. In this way, the core zones will act as destination points where tourists will be able to break up the lengthy journeys between communities. Highway signage would reflect the importance of the core zones, helping to create tourist "subregions" around these main ideas. For instance, instead of signage giving only mileage to the next communities, the core zones would be listed.

Two other levels of servicing are suggested: secondary orientation facilities and tertiary sites. Secondary sites would concentrate on

1 - ALEXANDRA/LOUISE/ESCARPMENT

2 - LADY EVELYN FALLS

3 - WHITTAKER FALLS



Highway #1 - Core Zones

DIAGRAM 2

orientation and service information at privately owned sites (see below). The tertiary sites would be similar to the core zones by containing some elements of services, interpretation, recreation and orientation. However, the level of all these would be greatly reduced from core zones. For the most part, services would be minimal (e.g., outhouses, litter containers), and interpretation/orientation would be through site signage and off-site information rather than personalized staff programmes.

RECOMMENDATION 3: Orientation and Service Information

In addition to interpretive messages, visitors travelling along Highway #1 need two very specific kinds of assistance: orientation information to explain where they are; and service information explaining the condition of roads, ice bridge weather, availability of private services, etc. It is possible to institute two sets of facilities through which this information can be delivered to the public in a consistent manner (see Diagram 3).

a) Secondary Orientation Facilities

Along the Highway #1 corridor there are three places where the highways branch: at Enterprise, near the junction of Highway #1 and #3, and at Checkpoint. A restaurant is located at each of these points. These restaurants are ideal for giving travellers information about each of the adjacent highways. Moreover, because these restaurants are staffed year round they can be used to give out information about highway and weather conditions.

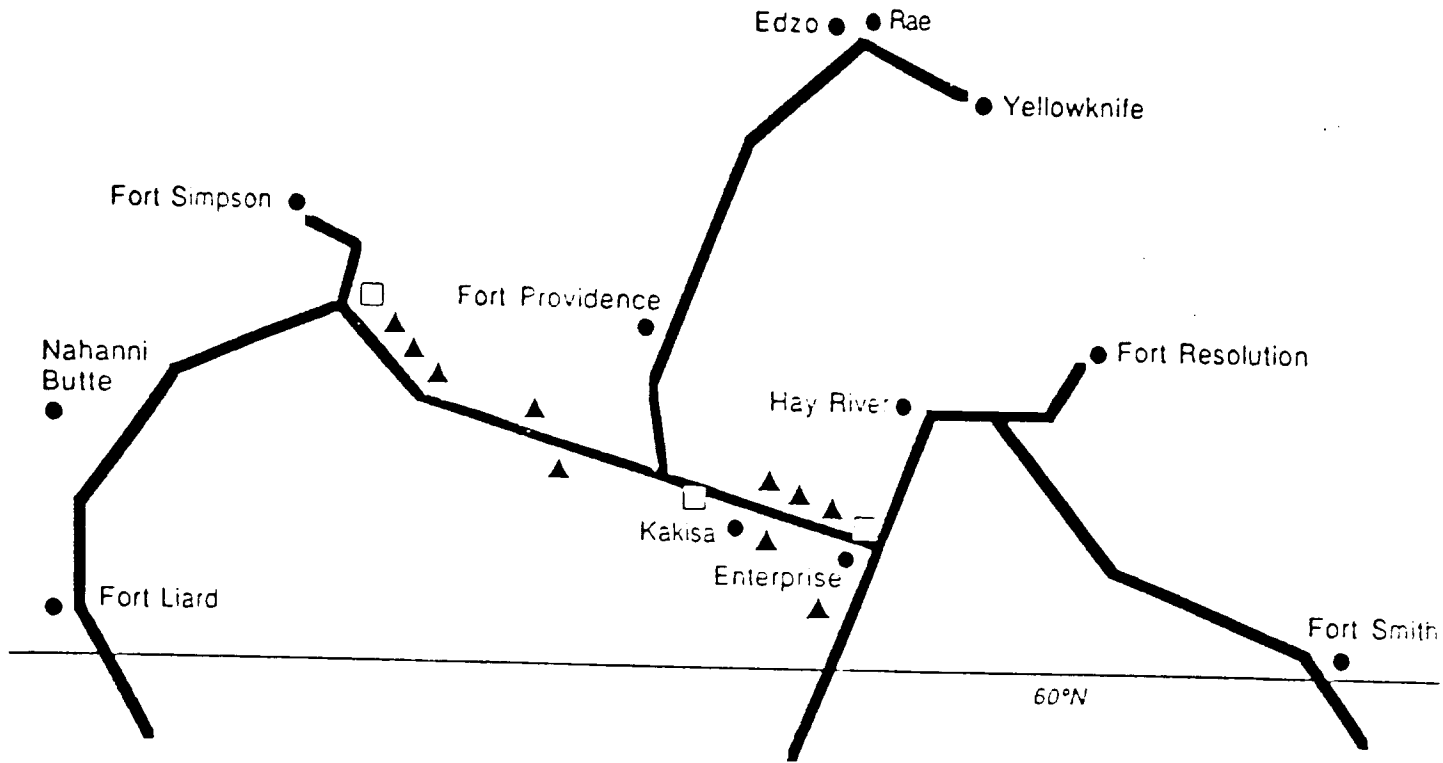
Since Enterprise is the first community that visitors will encounter as they come north, the facilities in this community might be singled out for special attention. Special orientation and service information possibilities are suggested later in the report and should be further investigated.

b) Tertiary Sites

At the present time, there are eight Highway rest areas and several minor park facilities along the highway where travellers can stop for basic services. In most cases the rest areas include garbage cans, an outhouse, and an emergency shelter. It is recommended that more minor facilities be added so that visitors will not have to travel more than about 50 kilometres without services. Though daily changing information

□ Secondary Orientation Facility (private)

▲ Tertiary Orientation/Interpretation/Service Facility



Highway #1 - Orientation and Service Facilities

DIAGRAM 3

(e.g., weather conditions) is not possible, these areas provide an excellent opportunity for ongoing "reinforcement" of orientation information - how far the traveller has come, what they will see ahead, and so on.

Although these facilities are developed primarily to meet a specific need for services, they can also play a role in making the tourist's visit to the North more enjoyable. It is recommended that a recreation/interpretation component be added at each of the rest areas, encouraging the visitors to take a brief, interpreted walk around the immediate area. However, services and facilities would be minimal, in order that activities are concentrated at the core zones. Most of the minor facilities/highway rest areas would be designed for stops of approximately 1/2 hour.

RECOMMENDATION 4: Highway Signage Programme

Many signage systems currently in use in the North employ a wood structure and muted colours so that signs that are "visually harmonious with the environment".

This signage approach was developed for southern provincial and national parks where an unobtrusive signage programme stood apart from the commercial signage along the highway. Such a subdued signage programme may not be the best alternative to employ in the Northwest Territories. It tends to blend into the landscape and can be obscured by the twilight of winter and the dust of the roads.

We would recommend a signage programme that has more punch, so that it stands out from the surrounding landscape and serves as a visual break from the monotony of the road. Such a programme would have the following features:

a) Visual Strength

It would employ strong colours, rather than blues and greys, so that the signs can be seen from a distance, particularly in winter.

b) Visual Coherence

All of the signs, from small to large, for both interpretive and orientation functions, should be a part of the same modular system. A catalogue of sign types should be developed with interrelated typefaces, materials, layout, colours, etc.

c) Combinations of Materials

The system might combine a natural element, like wood, with more industrial elements like enamel signs and steel tubing, to give a

contrast in texture and colour. Signage would then stand out from the surroundings.

In effect these signs, and the recreation and interpretive opportunities that surround them, will become an important visual break offered to tourists along Highway #1.

RECOMMENDATION 5: Exhibit Strategy

Exhibit strategies for remote areas are often hampered by serious constraints: the lack of electricity and a long winter season in which the exhibits must be removed or stand unattended. As a result, exhibits have sometimes been designed to a minimum standard, with materials that are more admired for their solidity than for their drama or beauty.

But technical and stylistic devices at the leading edge of the design discipline can be as easily adapted to the North. It is recommended that the exhibit style for Highway #1 create an image of the North as modern and dynamic.

As with the signage, exhibits should employ contemporary materials, textures and colours. The graphic style should aim for a high standard of effectiveness: clarity of line and strength of image. Indoor and outdoor signage should have the same graphic styles for best visual coherence.

Exhibits should also exploit up to date technology when possible. Some example might be:

- short, snappy video programmes could replace the longer documentary style;
- computer games that use humour and illusion; and,
- hands on exhibits that allow the visitor to become a participant as well as an observer.

This will be balanced by using existing structures whenever possible. For example, rather than creating completely new structures for interpretation and orientation exhibits, exhibits will be placed in and around existing emergency shelters, park shelters, etc. whenever possible.

RECOMMENDATION 6: People and Programmes

The barriers to northern tourism, are considerable: long distances, unpaved roads, a dearth of services. Exhibitions and visitor centres

cannot overcome these barriers alone. Visitors will not travel these distances to see an exhibit, no matter how powerful. They travel to have adventures, to meet "real northerners".

In order to become a destination point for visitors to the North, the new tourism facilities must offer exciting programmes that will give visitors the adventures they crave. These activities can be directed toward the segments of the tourist market that are not presently coming to this area in large numbers: caravans of R/V owners, parents with young children, adults with specialized, northern interest. Some of the programmes should appeal particularly to Northwest Territories residents who may have decided on a northern holiday or local residents making a one day excursion to a park.

It is our recommendation that the exhibits for the new visitor facilities develop in conjunction with staffing and programming possibilities, so that they offer tourists to the North a comprehensive vacation package. These programmes would require well trained visitor centre/interpretive staff. Such an approach could take the following form:

a) Programme Variety

A new interpretation centre in the Alexandra Falls area could offer short programmes for road tourists as well as longer programmes for people who come to the park specifically to spend several intensive days in the area. These programmes could tap a variety of audiences by offering special activities related to recreation, science and culture.

b) Demonstrations

The exhibit base for the visitor centre could be supported by demonstrations of northern skills: hunting, trapping, needlework and so on. These workshops could be run by local residents on a contract basis.

c) Fireside Chats

Facilities in the core zones could be provided with screened "pavilions" that could be used for evening interpretive talks by staff.

d) Interpretive Walks

Short interpretive walks can be integrated into each of the parks along the highway system. These parks could include experiences that are a little less protected than those in similar parks in the South. For example, the walk at Whittaker Falls might include a suspension bridge that lets visitors walk above the chasm.

These interpretive possibilities, developed in conjunction with local people with particular skills, would give tourists their dreamed of Northern adventure.

RECOMMENDATION 7: Enterprise as a Service Centre

Enterprise is the first community to greet many travellers arriving into the NWT, as well as the last community to visit when leaving the Territories. As such, it is an important service centre, a role which should be strengthened and enhanced. For instance:

- a focal display should be considered, centred on a transportation theme. The former Tundra Steak House could be developed as a small centre, with the lot beside it used as both a play area and display area for various vehicles;
- if the private sector chooses to build a new facility, a restaurant looking out over the gorge (e.g., second floor of a building) should be encouraged;
- the building could include a rental/concession for the park (e.g., bicycles, canoes); and,
- a visual upgrading programme should be implemented for the community. For example, the "island" outside the gas station could be landscaped (a common feature of many gas stations).

4.0 CORRIDOR PLAN

This study recommends the development of the subarctic highways as one system. As such, there are a number of programmes and criteria for the corridor as a whole which should be considered. These guidelines should also be considered in developing the other branches of the system, e.g., Highway #5, Highway #7.

4.1 Selection and Development Priority Criteria

The following factors were used when considering the potential for developing a site and determining the priority a site should receive.

RECREATIONAL ACTIVITIES

- a) Picnicking, hiking, swimming, nature appreciation, and photographic opportunities are highly desirable. Sites which provided these opportunities are being given high development priority.
- b) Camping is considered a desirable activity, but existing facilities are not yet fully utilized. The improvement of the main existing camping areas (Louise, Lady Evelyn and Whittaker) is considered a higher priority than developing any new campsites.
- c) Fishing is a sought-after activity, but it is not as high a priority along the highway. (The fly-in market for fishing is more important.) As an adjunct to other activities, fishing should be encouraged, but it is not seen as the major reason for any particular site.
- d) At present boating is not seen as a high priority away from most of the communities since few visitors would be bringing boats along (Hay River may be an exception). However, possibilities for canoeing and other boating have been considered particularly from the viewpoint of possible private business opportunities.
- e) Other activities (skiing and other winter sports, organized sports such as tennis, etc.) are not a priority at this time. However, consideration should be given in the designs to allow for winter activities.

SAFETY

- a) Sites must be able to be accessed safely from the highway (sight lines etc.). Proposed development occurs at existing sites or where there is at least a pull-out from the highway. These will be further checked with Department of Public Works and Highways for sight line safety.
- b) Various on-site safety factors have been considered. For example, Hart Lake is easily accessed from the highway (entrance road exists) and potentially providing good recreational opportunities in conjunction with the fire tower. However, due to it's poor water quality (unsuitable for drinking or bathing), this site is not recommended for development.

Most of the sites are associated with limestone, sandstone and shales formations. These rock formations are easily eroded and unstable in comparison with the Shield formations around Yellowknife. In addition, the sites proposed are mostly around water. Therefore there are inherent risks for anyone using these sites, not matter how "safe" the site design is. We must ask how safe we can try to make these areas. Given these inherent risks, and simply the curiosity of people when confronted with spectacular features they wish to explore, it is impossible to make these areas "risk free". We feel that cautioning people about the hazards of the site, and indicating the most dangerous areas (as at the Alexandra Falls lookout) is an acceptable approach to site safety.

We take Hart Lake Tower as an example of this approach. The edge of the escarpment itself is not fenced off, though there is fencing which demarcates a chasm (while allowing access to the edge). This is considered acceptable in terms of safety.

CAPITAL COSTS

There has been no specific capital cost limit for one site or for the development of the whole corridor. However if two sites are roughly equivalent in potential, though one is more capital intensive to develop, we will assume the least costly option should be pursued.

OPERATIONS AND MAINTENANCE COSTS

- a) Sites with low operations and maintenance costs are preferable. Consideration will be given to splitting costs with highways or other departments (various O & M interdepartmental options will be addressed later in the study).

- b) Developments that do not need to be reworked/checked frequently are higher priority than difficult to maintain sites/options.

COMMUNITY PRIORITIES

Much of the development suggested will be for tourists, since a main goal is to increase the visitors' enjoyment along the highway. However, this needs to be balanced by some local priorities (which can be different from these of the visitors).

In some cases, development of sites should be beneficial to both residents and tourists. For instance, Louise Falls is now used by local campers as well as tourists. The development of interpretive facilities and programmes there will not only increase the enjoyment of use by the tourists, but should help encourage local and other NWT residents to take advantage of this park.

In other cases, use by locals is concentrated in the spring (early May), before most tourists have arrived. In particular, rivers like the Red Knife and Kakisa are well used by residents in the spring during the grayling run, but not necessarily frequently later in the season as water levels and fishing possibilities drop. In these instances, the development of facilities for this one to two week peak period is unrealistic at this stage. However, maintenance contracts during that period (generally early to mid May) would leave these sites in better condition for use by locals and in better appearance for visitors later in the season.

ENVIRONMENTAL CAPABILITIES

Consideration of the carrying capacity of a site (soils, drainage, slope) has been done on a preliminary basis only. More detailed environmental assessments should be part of the concept and site design phases. However, the sensitivity of the site has influenced the suggested development. Low impact development has been emphasized based on the preliminary findings.

ACCESSIBILITY

Sites which have been suggested in this plan have some form of access from the highway. In some cases, this access requires upgrading. There are enough sites with existing access which should be upgraded prior to additional sites being developed.

SPACING

Pull-offs in northern Alberta are approximately 40-50 km apart. It is suggested that facilities allowing recreational and private vehicles to pull off the highway in the NWT be approximately the same distance apart. (These areas would not necessarily be accessible to truckers; the existing highway pull-offs appear adequate for commercial use). The reason there should be at least the same level of service in the NWT as in Alberta is twofold:

- a) a reduction in services once you are north of the 60th Parallel is not the best way to welcome visitors; and,
- b) the gravel highways make pulling off the road in areas without pull offs very hazardous. The dust thrown up by traffic could block off the view of a parked car, potentially resulting in a serious accident.

The area from the border to Enterprise is the best serviced highway corridor in the NWT, with the 60th Parallel visitor centre and campground, Alexandra and Escarpment Day Use Areas, and Louise Falls campground. Given the number of sites, other developments are not high priority. One additional rest stop is suggested. Priority should be given to enhancing the present development.

The section of highway between the junction with #2 and the junction with #3 is being reviewed for realignment by the Department of Public Works and Highways. Within the next five years, it is likely that portions of this route will be realigned. Highways personnel seem very favourable to developments that assist in tourism. Therefore, location of new pull-offs should be worked out during the realignment planning process.

With Lady Evelyn Falls and Kakisa River Bridge near the end of this section, and the Hart Fire Tower as a main point of interest, it is reasonable to develop another day-use/interpretive site along this section.

The section from the Highway #3 junction to Highway #7 junction is the least serviced area of this highway, having only the Whittaker Falls Territorial Park development. Given the length of this section (210 km), another 2-3 day-use areas should be developed.

The present camping facilities should be adequate in terms of spacing (300 km between sites should be maximum), and these sites are not fully used at this time. Therefore additional camping facilities would not likely be given a high priority for development.

4.2 Orientation Programme

The Orientation Programme includes all of the material that will assist visitors in understanding where they are, where they are going, and where they can find the services they need. The programme will apply to two separate areas: along the highway and inside the territorial parks. In recommending an approach to orientation the following guidelines have been taken into account:

- 1) Orientation signage is functional. As a consequence, most orientation signage systems in North America have similar features. Nevertheless, the orientation signage along the highways of the Northwest Territories might have some small features that make them distinct from signs in any other jurisdiction. In this way people might be reminded that they are visiting some place special.
- 2) Visitors should know what kind of signs to look for when they need orientation information. Therefore, the system of orientation signage should have some features that distinguish it from interpretive or commercial signs along the same highway. These features should allow the orientation signs to stand out so that they can be identified from a distance even in the low light conditions of winter.
- 3) Orientation signs in the Northwest Territories undergo considerable stress. Summer and winter temperatures can be extreme. People have been known to deface highway signs with rocks and bullets. It is important therefore to create a signage system that is modular, so that signs can be replaced when necessary.
- 4) The orientation signage system would be made up of three kinds of modular elements: the support structure, the base sign, and the individual signage elements that would be attached to the base sign. In this way the elements can be changed as facilities along the northern highway alter.

Given these criteria the following levels of orientation signage have been identified.

a. *BORDER CROSSING*

- welcome sign
- border station indicator
- services indicators
- highway condition information
- weather information

b. GENERAL HIGHWAY SIGNAGE

- traffic control signs
- distance signs
- directional signs
- services indicators

c. TERRITORIAL PARK SIGNAGE

- highway park sign
- park welcome sign
- park trail indicators
- service indicators (outhouses, wood, water)
- activity indicators (boat launch, trails)

d. RESTAURANT SIGNAGE

- highway information
- weather information
- directional indicators

e. REST STOP SIGNAGE

- rest stop indicators
- service indicators (shelter)
- activity indicators (trails)

4.3 Interpretive Programme

The Interpretive Programme includes all of the information that visitors will need to understand the country they pass through in the Northwest Territories. This information will be found at all of the facilities where visitors stop: at the border station, in the territorial parks and at rest stops.

CRITERIA

In developing the interpretive plan, the following criteria will be taken into account.

a. HOSTS

It is recommended that the interpretive information offer visitors a northerner's view of the highway system. All information would be communicated from the perspective of people currently living in the North: scientists experienced in interpreting the geology, botany and wildlife; native people who can speak of the Dene and Metis way of life; engineers and business people who have played a role in the development of the infrastructure of the North. These have been termed "hosts" for the interpretive programmes. The hosts would give their perspective on the north. This would introduce tourists to the "real" north rather than creating a separate tourist world.

b. DIFFERING SCOPE

Visitors should be offered interpretive experiences that vary in content and sophistication as they travel along the highway. Visitors to the border station will need practical information about vacation possibilities in the Northwest Territories. Those who stay in the Territorial parks will need information that will help them understand the wilderness around them. Visitors to communities will benefit from an introduction to the history and culture of the Mackenzie region. These three approaches can be "choreographed" so that tourists have a series of fun or eye-opening experiences as they journey along the highway.

c. UNIFIED

Interpretation should be linked under a single conceptual theme, connected to the idea of "Heading North". This theme would have two parallel aspects. The human aspect of the story would focus in the historical and contemporary voyages northward, from the Dene trips down river and the northward journeys of the early white trappers and settlers to the vacation adventures offered to tourists today. The other aspect of the story would focus on the northward flow of the natural world's geological structures, river systems, herd migrations.

d. ENTERTAINING

Interpretive information should be communicated in a way that is entertaining and stimulating. The didactic approach should be avoided. Devices such as games and riddles can be employed to communicate the amazing facts of life in the Northwest Territories.

e. VARIETY OF PRESENTATION

The interpretive material should be communicated in a variety of forms. So that each facility offers a different experience. At the border station, employees will require materials that can be handed out to the public: pamphlets, workbooks, and colouring books for children games to acquaint people with the North. At the Territorial parks visitors will want exhibits that introduce them to the broad historical and wilderness themes; these should be hands on activities that are related to outdoor interpretation. The transportation park at Enterprise might communicate history by emphasizing cultural materials.

f. CONNECTIONS

Interpretive messages should reinforce the government's other economic development and tourism initiatives, such as encouraging private sector businesses (e.g., art appreciation can be linked to craft sales) and highlighting cultural history (including trapping). Any illustrations/photographs of trapping should show the humane trapping methods presently advocated by the Government.

LEVELS OF INTERPRETIVE INFORMATION

In accordance with these criteria, we have established six levels of interpretive information along Highway #1.

a. BORDER STATION

- introduction to the Northwest Territories;
- vacation opportunities along the highway;
- an introduction to flora and fauna of the North;
- introduction to northern "hosts" (highway interpretive system).

b. ALEXANDRA LOUISE ESCARPMENT CORE ZONE

- introduction to the wilderness aspects of theme (e.g., flow of water north; animals moving north, etc.);
- recreational facilities of the North;
- trail interpretation.

c. ENTERPRISE TRANSPORTATION DISPLAY

- history of transport in the Mackenzie region (northern flow to the Arctic Ocean in terms of transportation; highway pushing northward);
- history of the community of Enterprise.

d. LADY EVELYN AND WHITTAKER FALLS PARKS

- trail interpretation;
- interpretation of wilderness/cultural aspects of area (other movement patterns other than northward);
- interpretation of local flora and fauna.

e. REST STOPS

- interpretation to features in immediate vicinity.

f. OFF-SITE INTERPRETATION

- reinforce the "Heading North" theme;
- linking on-site interpretations.

4.4 Operations and Maintenance Plan

STAFFING

A major cost and requirement to fulfil this proposed development plan will be for additional personal years and contract money for staffing. Funding should remain available for the staffing of the primary orientation facility and be made available for core sites and other safety/maintenance staff. The staffing can be through contract or employment by the GNWT. However, if contract is used, there should be options for renewal of contracts and certain training made available.

Staffing of the 60th Parallel Visitor Centre and the three core sites is imperative. The earliest that it would be realistic to have staff at the parks is likely as follows:

Whittaker Falls - summer 1991
Lady Evelyn Falls - summer 1991
Waterfalls Core Zone - summer 1992

For Waterfalls Core Zone, staff could stay in Enterprise, and if possible could be brought on schedule sooner than 1992. However, it seems appropriate for staff housing to be built in conjunction with the visitor centre at the Core Zone.

It is felt that Whittaker Falls is the highest priority for staffing as it is distant from any community. The suggested development for the site also warrants staffing, similar to Blackstone Park. The other sites could be staffed more quickly if the construction schedule is compressed and staff trained in time.

It is suggested the season for staffing be extended from the present mid-May to mid-September. An earlier start (e.g., end of April) would allow for pre-season training and provision of services to the NWT travellers (who often use the parks earlier in May). An extended fall season (e.g., beginning of October) is recommended as there is potential for marketing the autumn as a good travel season. Also, an extended season would allow for follow-up seminars.

Highway patrol was strongly recommended by the community of Fort Simpson. This role could be taken on in a variety of ways (e.g., RCMP patrol, DPW Highways patrol, additional park officers). Whichever type or combination of types of patrols is used, it is important that visitors know assistance is available from these people.

TRAINING

Initial and ongoing training of the staff is essential to the proper operations of the proposed development. It is recommended that a thorough assessment be done of the training required for the staff. The training provided by the Travel Industry Association and the Tourism Zone Associations could be useful, along with some of the training programmes already undertaken by Tourism and Parks (e.g., Interpretive Guide Training Course). A programme designed to meet the needs of southern visitors, (e.g., some traditional park interpretation skills, hospitality skills), but also one that brings in the cultural strengths of northerners is recommended. The interpretive programme will be trying to get visitors to accept a slightly different way of life, and provide them with a different way of looking at the world. In some ways, the staff will be a bridge for visitors. They should not be completely "southern", yet have certain skills which will make visitors feel safe and comfortable.

The training could include information packages relevant to the interpretive themes of the area. Such a workbook could be used as a reference manual for questions from visitors as well as in the preparation of interpretive programmes. This would also be a handy introduction for any very short term staff that are brought on (e.g., people starting part way through the season that have missed the annual spring training session).

At the beginning of each season, it is recommended that orientation centre and core zone staff and park officers travel the highway together. This will give them an appreciation of the sites and what changes have occurred over the past season. As many tourists will be asking for information on what they will see further along the road, this type of trip will better prepare the staff to meet visitor questions.

STAFF PROVISIONS

We suggest the orientation and core zone staff should be provided with distinctive yet informal uniforms. Rather than emphasize their enforcement role (as the park officers uniforms do), these uniforms should be more "approachable". A northern look for those vacation snap shots would be best.

Staff housing will be needed at Whittaker Falls and possibly Lady Evelyn Falls. The staff for the Alexandra/Louise area could live in Enterprise or Hay River. However, staff accommodation in conjunction with the visitor centre is considered a preferable alternative. Staff housing should be similar to that provided at Blackstone Park.

Vehicles used by any park staff should be equipped with radios in case of road emergencies (the park officer trucks are so equipped). Also, it should be the practice to keep a minimum selection of visitor information brochures in park vehicles in order to provide the best service to travellers.

SITE OPERATIONS AND MAINTENANCE

On site operations and maintenance is inadequate in many cases at the parks. There have, for example, been a number of complaints about the garbage at Whittaker Falls, and lack of toilet paper and wood. The O&M should be improved so that the minimum level of services now promised are actually provided.

An increase in the level of services available at the three core zones is suggested. Showers are recommended at the three core areas. Interpretive programmes are recommended. Also, the provision of other camping options (walk-in camp sites, cabins) will increase the operations and maintenance work. With the three core zones, most of the suggested increase in services would be taken up by the staff (i.e., the staff would provide visitor services such as interpretation, as well as much of the operations and maintenance). There will, however, be an increase in O&M for items that the staff should not be expected to render, e.g., repairs to buildings, servicing of generators, etc.

An increase in the O&M budget will also be expected from servicing the tertiary sites. It is recommended that Tourism and Parks takes over responsibility for the O&M of all the highway rest areas. Department of Public Works and Highways is reluctant to build more survival cabins on any new pull offs, as they find the O&M of these onerous. They will also not be interested in servicing the interpretation and recreations facilities suggested in this plan (e.g., trails, play equipment). Therefore, contracts to provide the O&M for all the tertiary sites will be necessary.

INTERPRETIVE MATERIALS

Once exhibits and other interpretive materials have been developed, it will require upkeep (for site facilities such as signs) and updating (for all material). The upkeep of the items will fall under the normal operations and maintenance budgets. It is not expected that there would be any exhibits which would require special maintenance (i.e., these are not museum exhibits). The following summarizes the O&M for the four types of interpretive materials.

a. VISITOR CENTRES EXHIBITS

Every five years a visitor centre usually requires an update of some of the information and a refurbishing of exhibits that are showing wear. The visitor centre is usually re-examined for relevance and condition at the end of ten years.

b. SIGNAGE

Signage systems are usually checked by parks staff as a part of their weekly maintenance visits during the tourist season. The modular system recommended would permit the signs to be replaced in the case of vandalism, wear or a change in the highway. Extra sets of the modules should be readily available, so that a sign or portion of a sign can be replaced as soon as any vandalism is noted. It is likely that DPW&H would remain responsible for the actual storage and changing of the sign faces.

c. WRITTEN MATERIALS

Written materials are usually re-examined each time a print run is exhausted. Pamphlets will require changes more often than interpretive materials, since the information is likely to need updating more often.

d. AUDIO MATERIALS

Broadcasts should be updated frequently; the advantage of the broadcasts is that daily changes can be made to certain portions of the programme (e.g., road conditions). The overall programme format should be re-examined every two years. Tapes would likely be sold by the private sector. The audio materials should be developed in conjunction with the other interpretive materials in order that the types of tapes and broadcasts dovetail with the printed material.

PATROLS

The proposed corridor development aims to increase tourism, hence to increase highway traffic. With increased traffic, greater commitment to highway patrols is suggested. The Department of Economic Development and Tourism should work closely with DPW Highways and other agencies (e.g., RCMP, ambulances) to coordinate efforts to upgrade highway patrols.

BOOKING SERVICES

Commercial booking services should be considered at the 60th Parallel Centre, with similar services offered on the Liard Highway. Guidelines need to be developed by the Department on conducting such a service.

OPERATIONS AND MAINTENANCE MANUAL

An Operations and Maintenance Manual is needed to set guidelines for O&M and to coordinate operational procedures. This manual would include items such as staff and contract staff job descriptions, a staff training manual, detailed operations and maintenance costs and operations standards. Such a manual is shown under the project management charts for each project, but these must be coordinated by the regions for a coherent plan. This manual should support requests for funding, and set the appropriate standards of excellent that are expected of the marketed "World Class Adventure". The manual could also discuss such items as step on bus tour guides and commercial booking operations.

5.0 SITE PLAN SUMMARY

This section gives a summary of the existing conditions at each of the proposed sites, and the potential functions, services, interpretation, orientation and recreation facilities proposed for each. The plans given are concepts. Considerable research, planning and design work is required prior to implementing any of the concepts. The stages toward developing these concepts are given more fully in project management schedules. The schedules, produced for projects in sections 5.1 to 5.5, are available at Tourism and Parks Headquarters. The basic steps for developing the projects are:

- a) project definition and approval;
- b) research and planning (management plans, including detailed operations and maintenance plans);
- c) design and tender documents;
- d) implementation (manufacture and construction); and,
- e) evaluation.

It should be noted that a number of the following proposed sites are not on Territorial Park lands. Negotiations for the land is critical prior to proceeding further with research and planning.

Order of magnitude cost estimates for the implementation phase of the developments have been given. The client should expect changes to these estimates once more detailed design work has been done. Costs for other phases are given in Section 6.3 (Budgets).

5.1 Primary Orientation Facility

60TH PARALLEL VISITOR CENTRE AND PARK (km 0)

a) *EXISTING CONDITIONS*

i. Visitor Centre

- up to 160 visitors/day in 1987 according to visitor centre staff;
- 8-10 vehicles parked at once during the busy season;

- building is a trailer covered in false log fronting; adequate but without much "flair";
- existing displays "under glass"; not accessible to visitors; require upgrading;
- Northern Heritage Centre has a display; they would like to change their exhibit.

ii. Border Crossing

- sign with concrete platform;
- cairn commemorating opening of railway is virtually hidden. Formerly was on other side of highway (between highway and railway tracks). Rocks in cairn are from the Buffalo, Yellowknife and Hay Rivers. They were gathered by Mr. Ernie Coleson.

iii. Park

- 12 campsites, most in disrepair;
- visitor centre staff said about 2 - 4 campers per night is usual;
- 2 picnic shelters with tables near river;
- kitchen shelter;
- boat launch is incorrectly identified as such. Really only a track down to the water edge;
- access road has potholes; Tourism and Parks is currently working with DPW&H on a road improvement programme.

b. POTENTIAL AND DESIRED FUNCTIONS

Visitors arrive at the border of the Northwest Territories weary from the long drive from High Level. The border station is a place where they can stretch their legs, celebrate their arrival and prepare for the adventures that await them along the highway. This is a place where visitors can be welcomed to the north, and thanked for coming. It performs an important "security" function as well, reassuring travellers that services will be available, and their journey can be safe and pleasant.

The border itself should be a strong and colourful element that cuts the tedium of the highway. It should involve a more dramatic mix of natural and man-made elements than it does now: wood, metal, and rock from the local riverbeds. The border should also be developed with more recreational and photo opportunities for visitors.

At present, the Orientation Centre is an enjoyable place to visit. In large measure, this is due to the friendliness of the staff, who communicate their enthusiasm for the North as they acquaint visitors with vacation possibilities. Their ability to deliver information about the North would be enhanced if visitors could seek out more specific information by themselves, in effect, planning their own vacation possibilities.

The exhibits and information at the orientation centre should reinforce the celebration aspect of the visitors arrival, and supply information on basic services questions and safety (e.g., brochure on how to travel safely on the gravel roads). The centre should also begin to orient visitors to a different way of life: how to enjoy the north and its people on its own terms and own time. This awareness of the northern cultures and different environment should be continued at the other sites. The displays, as well, will be a "good bye" and "thank you" to those leaving the Northwest Territories. A "sister" centre should be built along the Liard Highway, to perform similar functions.

In the long term, a new visitor centre should be considered that will be more architecturally dramatic, yet keeps the friendly and warm atmosphere of the present centre.

c. SERVICES

Services will be kept to a minimum at this site, encouraging travellers to continue on to the Alexandra/Louise/Escarpment core zone.

i. Border

- pull off on NWT side of border.

ii. Visitor Centre

Indoor:

- coffee, tea;
- washrooms;

- commercial booking service a possibility.

Outdoor:

- 11 parking stalls (three for RVs);
- picnic area at visitor centre should be upgraded.

iii. Park

- provision of minimal services (encourage visitors to go to the more major centre at Louise Falls);
- delete campsites 1 to 7;
- no advertising of boat launch; no upgrading of launch recommended at this time;
- retain kitchen shelter and picnic area by water;
- brush campground and picnic area (increase views to river);
- seed picnic area with low growing grasses;
- upgrade park road.

d. **ORIENTATION**

- border crossing welcome sign;
- weather and road conditions;
- introduction to the NWT;
- distance signs to Alexandra/Louise and Enterprise;
- sign for border station;

e. INTERPRETATION

The interior and exterior exhibits of the centre need to be redone to provide the necessary orientation to the three highway branches, the available services, and an introduction to the interpretive system (the three types of hosts). In the future, a new building should be considered which is higher profile. However, the present building can be upgraded to accommodate the required functions. The following interpretive methods are suggested:

- The 3-D Lexicon.

A series of outdoor games set around the border station. These games, linked into booklets available from the staff at the centre, would teach visitors to identify the flora, fauna and principal geological features of the NWT.

- Video Journey.

Video programmes that allow the public to "travel" to different points along the northern highway. At each spot they would be introduced to the principal features of the area, sometimes as they are seen by the local residents. Some of these videos spots will be interwoven with games that test the visitor's northern expertise.

f. RECREATION

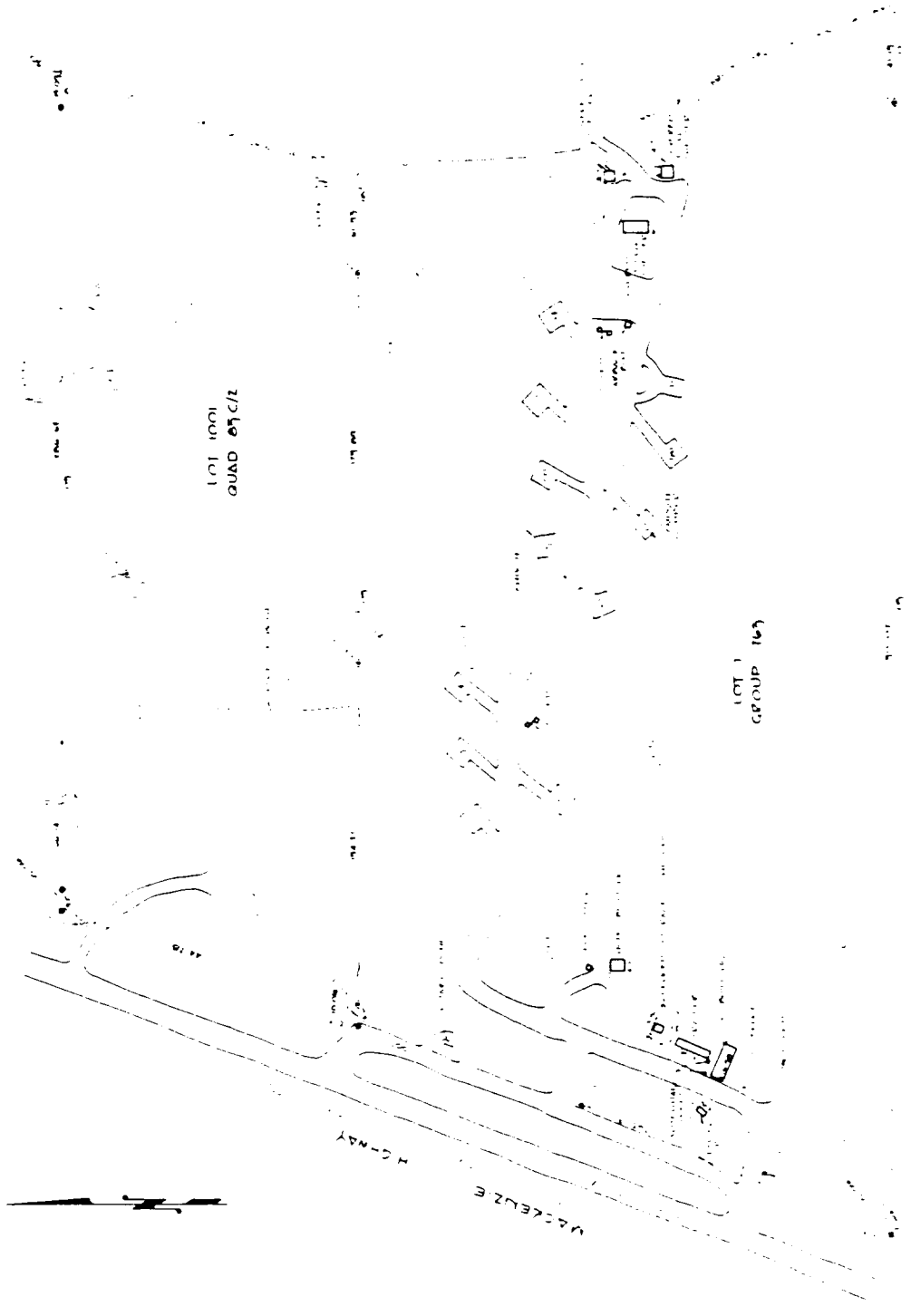
- no major upgrading to provide recreational activities;
- suggestion for children play structure in campground area to tie into interpretation themes - perhaps the geodetic tower here, to tie in with railway/highway as well as being a lookout over the river - first chance to view the river;
- tie-in border crossing to visitor centre through walkway (boardwalk) from border along edge of existing pond to visitor centre;
- more photographic opportunities, e.g., blind near the pond to allow bird watching and photos; design of border sign to allow more varied photo opportunities; landscaping to accommodate more bird species.

g. CAPITAL COSTS

- Visitor centre improvements \$ 150,000
- Parking areas and minor roadworks (under present negotiations with DPW&H)

Total Stage I	<u>\$ 150,000</u>
- New border sign	\$ 15,000
- Exterior exhibit signs	10,000
- Remove campsites	3,000
- Brush and seed picnic area	2,000
- Move trailer and storage area	10,000
- Paths	10,000
- Rehabilitation of deleted roads	5,000
Total Stage II	<u>\$ 55,000</u>
Total construction estimate	<u>\$205,000</u>

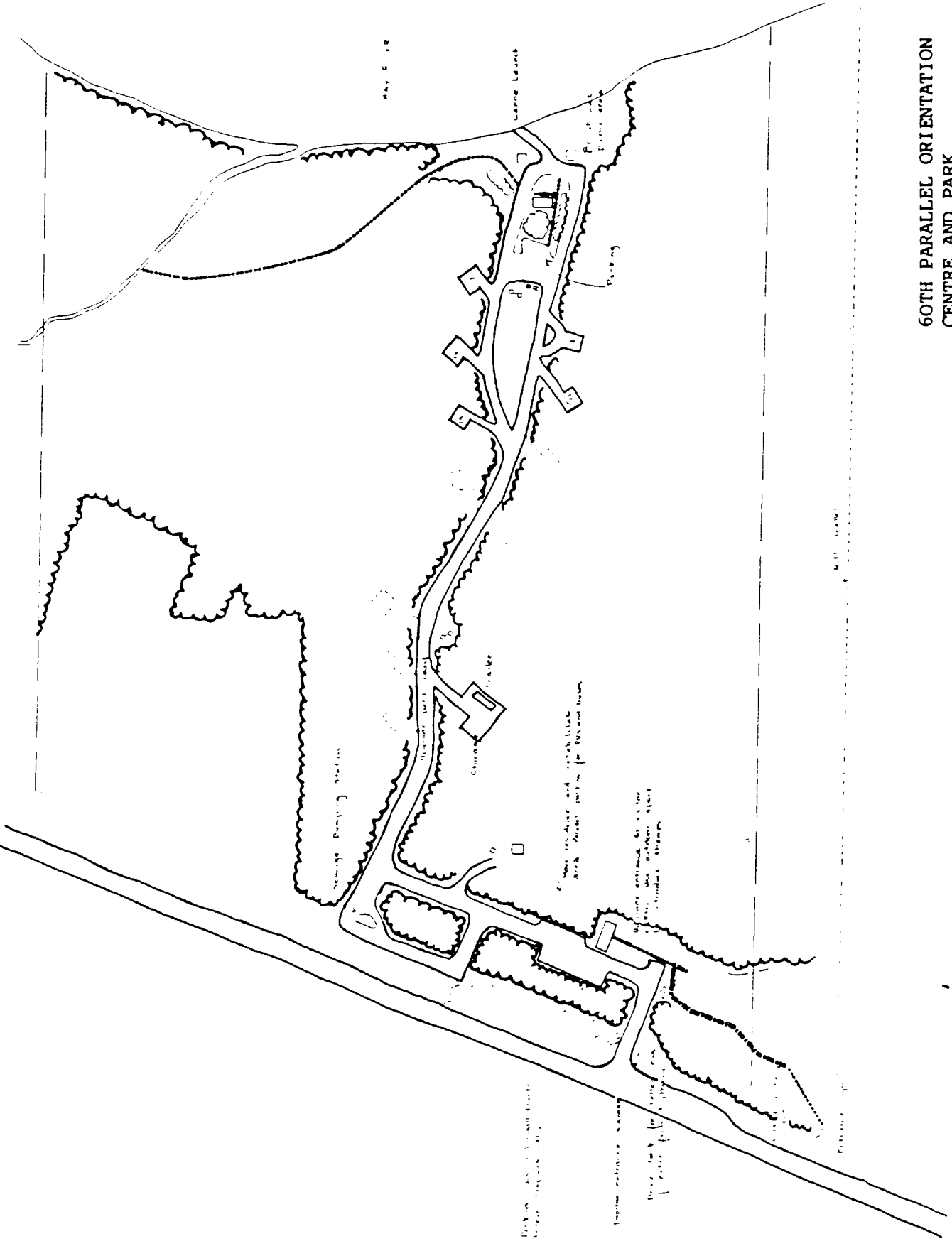
Note: costs for videos are approximately \$2,000 per minute, plus travel and expenses. These costs are not added into these estimates. Videos at this centre would likely correspond to videos done for the "sister" centre on the Liard Highway. See Capital Costs summary (Section 6.3) for additional cost information.



UNDERHILL ENGINEERING LTD. <small>INCORPORATED IN ONTARIO</small>			DATE: _____ SCALE: _____	SHEET NO. _____ OF _____	PROJECT NO. _____ DATE: _____	CLIENT: _____ PROJECT: _____	DRAWN BY: _____ CHECKED BY: _____	PROJECT: _____ DATE: _____	PLAN OF SURFACE IMPROVEMENTS	SHEET 1 OF _____ (OF 14)	10/14/14
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KARL WHITE

- LEGEND**
- ① Competition to contain
 - Bathrooms
 - Litter Containers
 - Wood Benches
 - Area to be rehabilitated
 - Grass
 - Low edged path
 - Weather station
 - Park Boundary



60TH PARALLEL ORIENTATION CENTRE AND PARK

Concept Plan

Scale: 1:100



1000

5.2 Core Zones (service centres, interpretation, orientation)

WATERFALLS CORE ZONE (ALEXANDRA/LOUISE/ESCARPMENT TO ENTERPRISE (km 83)

a. EXISTING CONDITIONS

i. Alexandra Falls

- large parking area developed from highway pull-off;
- trail to lookout over falls;
- outhouses;
- two picnic shelters at falls; one at parking lot;
- picnic tables with pedestal barbecues;
- wood/water building (log).

NOTE: the section of this building meant to store wood was being used for garbage cans; the garbage enclosure was being used for wood. Should reinstate standard functions.

ii. Louise Falls

- area was a marshalling yard for the U.S. Army on their way to Mills Lake and North. The quonset huts were still on site in the 1950s;
- two campsite loops, each with 9 pull-through sites, including barbecues and picnic tables;
- central wood and water supply for each loop, and one set of double outhouses at each loop;
- water pumped from underground spring;
- picnic shelter and four picnic tables at the end of the main access road;
- trail along escarpment edge, with two lookouts, that begins at picnic area;

- trail has partial steps down escarpment; stairs are hazardous and should be removed.

iii. Escarpment Creek

- remains of first cafe in the NWT are near the park entrance (owned by Reg Pernell in the late 1940s).;
- informal pull-off on north side of creek;
- day use area on south side of creek;
- picnic shelter, picnic tables, barbecues in large clearing along main access road; picnic tables around parking area at viewpoint.

b. *POTENTIAL AND DESIRED FUNCTIONS*

As with all the core zones, this area deserves special emphasis. Recreation, services and interpretation will be provided to visitors in this destination park. Stays of up to 14 days should be encouraged in the long term, though 2-3 day stays would be more likely. The aim for the development would be both to extend stays as well as encouraging repeat visitation (both resident and non-resident). Various scales of features and a variety of activities could be available, e.g., canoeing below Louise Falls; hiking; fishing; trailer camping; wilderness camping (opposite side of river); picnicking; and bicycle riding.

It is suggested that the core zone will combine the existing three parks, (Alexandra, Louise and Escarpment) and extend to Enterprise. At present, these three sites are not given the emphasis they deserve: they are examples of the world class sites that TravelArctic advertises.

As the whole area is within the Enterprise Block Land Transfer, the transfer of lands for park purposes should be straight forward. Department of Public Works and Highway has indicated that they could move out of the borrow pit between Louise and Escarpment relatively soon.

Alexandra Falls is the main feature area. It is possible that the interpretive centre could be there, as it is the first major feature that many travellers will come to. Also, the site is readily seen from the highway, giving the centre good exposure. However, the centre would be more appropriate at Louise Falls, as: a) there is a larger land base; b) many of the programmes would be evening programmes, and longer term programmes associated with the campground; and c) could have a staff apartment, which should be near the campground.

An interpretive centre would give new arrivals the opportunity to relax and get their bearings at a world class wilderness site. The centre would provide the opportunity to deliver the thematic message of the highway system and appreciate the outdoors. The Centre should be a welcoming place, well staffed and offering a variety of activities for people of different age groups. Recreation, science and cultural activities should be offered from or at the interpretive centre. Evening programmes would allow overnight visitors to meet at a central facility, to get to know one and another and trade stories in a place that gives them some protection from the insects. Longer interpretive programmes could convince tourists to prolong their stay in the area or to sign up for tours offered by local outfitters.

Visitors can be drawn by exhibits that stimulate their minds and encourage them to interact with one another. The exhibits can make use of games, puzzles and hands on activities to encourage visitors to look more closely at the geology, flora and fauna that they will encounter along the highway.

A series of trails is recommended, some of which should be interpretive trails. A main trail head for the signs suggested at the present picnic area of Louise Falls. The kitchen shelter could be converted to a trail head exhibit building temporarily. Interpretive and recreation trails would lead off from this area. Before the visitor centre is built, interpretive programmes should be run out of this area. Once the centre is completed, the standard trail head pavilion (as is suggested for Lady Evelyn Falls and Whittaker Falls) should be constructed.

Though no interpretive trails are suggested for the Escarpment Creek area, there should be an interpretive display at the viewpoint. The area will centre on quieter activities.

c. SERVICES

This will be the first major public centre for travellers coming to the Territories north from Alberta. It should be treated as a destination to hold travellers at least one day, though the aim would be for longer stays. Most basic services are already provided, though some upgrading is recommended, especially to encourage longer stays. In particular, staffing and showers are required.

i. Alexandra Falls

- continue and upgrade picnicking function;

- add garbage containers;
- remove barbecues from near lookout platform;
- remove flagstones from below lookout platform and re-lay;
- upgrade landscape (considerable deterioration of site due to erosion);
- some work on landscaping was done in 1988; however, this included raising the level of the soil around the base of the trees, which could kill them.

ii. Louise Falls

Campground

- alternately close off one camp loop to increase servicing to other loop and allow other loop to regenerate (alternate annually which loop is closed);
- with increasing use or on special occasions (e.g., long weekends) will need to leave both loops open;
- since "most people like to get to Hay River or Paradise Gardens because of the showers"¹, if Louise Falls is to be considered a major stop, there should be a shower building (only once there is staff at the site);
- upgrading of campsites;
- install fire pits instead of barbecues;
- new signage needed;
- brushing and clearing;
- remove sign by rehabilitated gravel pit.

Picnic Area

- remove parking area on entrance road to day use area;

¹. Conversation with visitor centre staff

- area to be major trail head location for series of trails between the component parks;
- upgrade access;
- open play area;
- have picnic area associated with trail head.

iii. Escarpment Creek

- remove pedestal stoves and remnants of concrete barbecues at first picnic area and replace with three or four fire pits;
- remove pedestal stoves at viewpoint;
- upgrade viewpoint picnic area so that tables are not right beside parking lot;
- install directional signage.

d. **ORIENTATION**

- highway signs introducing interpretive centre (Alexandra or Louise Falls);
- services signs (water, garbage, wood);
- warning signs (stay away from cliff);
- highway sign introducing Louise Falls;
- trailhead signs;
- overnight and day use area signs;
- highway signs introducing Escarpment Creek;
- Escarpment trailhead signs.

e. **INTERPRETATION**

- Interpretive Centre

Exhibits introducing visitors to the Hay/Mackenzie river system as it runs northward from the border to the Beaufort. Corresponding exhibits showing the recreational opportunities for visitors as they travel northward.

Three to four staff would be warranted. One of the staff members should be nearly full time (8-9 months) in order to prepare and co-ordinate the summer activities. Other staff would be seasonal. Staff would be available for both quick visitor services information and in depth interpretation. Contracts could be given to local residents for demonstrations of outdoor interests, e.g., trapping, fishing. Visiting experts, e.g., from the Prince of Wales Northern Heritage Centre, Renewable Resources, Arctic College, southern institutions, could be encouraged to do occasional talks and programmes. As the park develops, the centre could be used as a base for research.

- Lookout Interpretation

Interpretation of significant geological features and how they relate to the development of the river system. Some information interpreting the power of water.

- Campground Interpretation

Dene myths incorporated into campground.

f. **RECREATION**

Few recreation activities are now available at these sites, though great potential exists. Recommended activities and their development requirements follow:

i. Canoeing

- improve access to river at Enterprise;
- possible access for wilderness camping on opposite side of river (requires further study);
- canoe rentals/dropoff/pickup service from Enterprise.

ii. Fishing

- fishing in area is not considered very good; however, tourists would likely appreciate access to river at some point along river between Alexandra Falls and Enterprise.

iii. Picnicking

- downplay serviced picnicking² by lookout at Alexandra Falls;
- remove wood enclosure near lookout;
- encourage serviced picnicking closer to vehicles at parking area;
- picnic area in association with trail head at Louise Falls;
- upgrade picnic area at Escarpment Creek;
- better view access.

iv. Bicycling

- size of park (if joined together) would allow for mountain bike path (i.e., not paved bicycle paths, but paths that could be accessed by sturdier bicycles); bike path could extend to Enterprise;
- could work in eventually with cross-country ski trails;
- opportunity for private concession for renting bicycles.

v. Walking and Hiking

- some trails to be interpretive (e.g., near Louise Falls);
- longer hiking trails should be developed to join parks together;
- add lookout near falls on Escarpment Creek;

². Serviced picnicking refers to fire pit, wood, garbage containers beside the picnic sites. Picnic tables at the lookout without these services would still be in place.

- trail to go down cliff edge near Louise Falls (staircase hung on cliff edge); access up through cut in cliff between Louise Falls and Alexandra Falls;
- one interpretive trail could have emphasis on children, associated with childrens play area.

vi. Play Areas

- incorporate considerations for children into above activities;
- have open grassy areas for "running around".

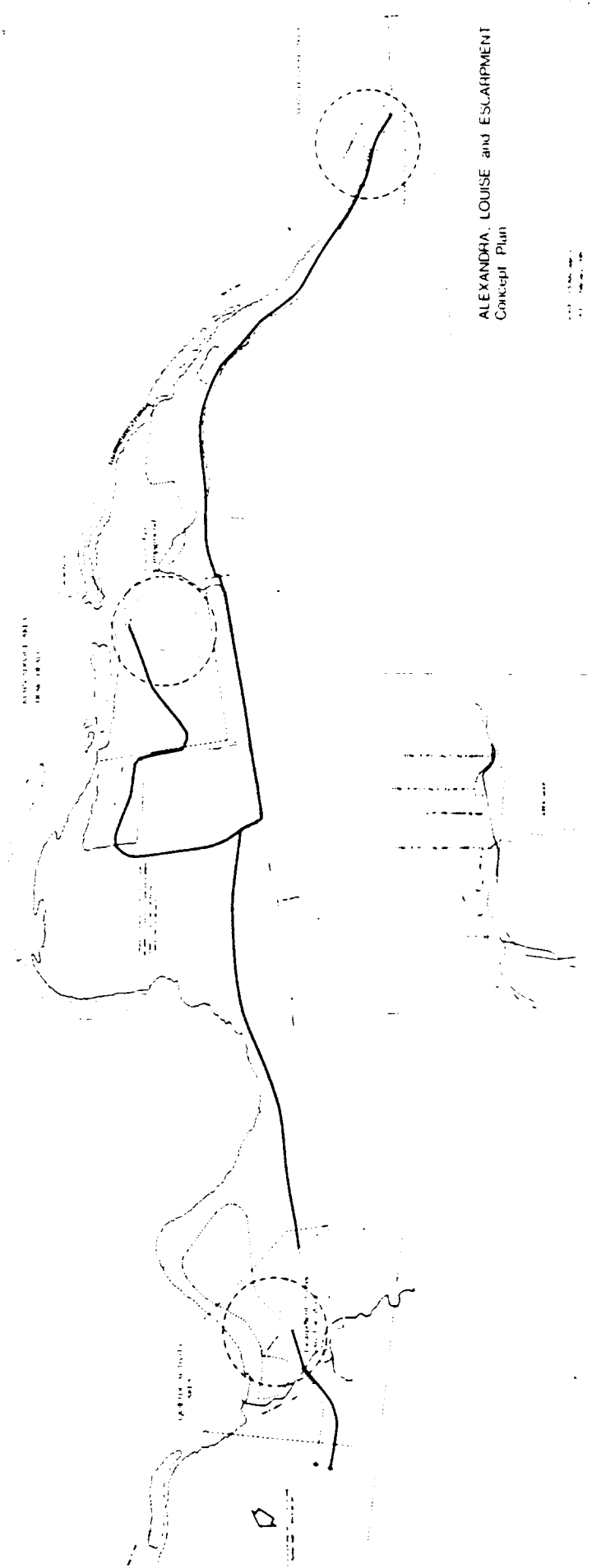
g. CONSTRUCTION COSTS

- Manufacture sign faces	\$ 25,000
Total Preparation Stage	<u>\$ 25,000</u>
- Trail head pavilion	\$ 100,000
- Rehabilitation works	20,000
- Shower building	150,000
- Extend power lines	100,000
Total Stage I	<u>\$ 370,000</u>
- Stairway down to Louise Falls	125,000
- Footbridge (Escarpment Creek)	25,000
- Lookout (Escarpment Creek)	15,000
- Play areas	25,000
- Interpretive trails	55,000
- Hiking trails (minimal surfacing)	40,000
Total Stage II	<u>\$ 285,000</u>
Total Construction	<u>\$ 680,000</u>
- Interpretive Centre (including exhibits and staff residence)	\$ 750,000
Total Future Years	<u>\$ 750,000</u>
Project Total	<u>\$1,430,000</u>

h. COMMENTS

It is recommended that the land between Louise Falls and Escarpment Creek become Territorial Park land, linking the three existing parks into a system. The land is within the Enterprise block land transfer. It is being used by DPW&H as a source of road building material. Highways has given preliminary indications that they may be willing to move out of this pit in the near future (LeGresley conversation with J. Bowen). Tourism and Parks interest in this land should be relayed to DPW&H at this time. ED&T should also make application to Municipal and Community Affairs, Fort Smith, for this transfer. The MACA officers would then check with Enterprise for acceptance. The Fort Smith office did not anticipate problems with this transfer.

If it is possible to joint these parks, a single name should be used for all three, e.g., Waterfalls Territorial Park, Alexandra Falls Day Use Area.



ALEXANDRA, LOUISE and ESCARPMENT
 Concept Plan

EXISTING ESCARPMENT WALLS
 (1982, 1983)

EXISTING ESCARPMENT WALLS
 (1982, 1983)

EXISTING ESCARPMENT WALLS
 (1982, 1983)

EXISTING ESCARPMENT WALLS
 (1982, 1983)

LADY EVELYN FALLS/ KAKISA RIVER BRIDGE (km 170)

a. EXISTING CONDITIONS

i. Lady Evelyn Falls

- access from Highway #1 along Kakisa access road (6.7 km from Highway);
- campground with 13 campsites;
- trails to base of falls, lookout over falls and overlooking upstream rapids;
- picnic area (poorly defined);
- two kitchen shelters;

ii. Kakisa River Bridge Day Use Area

- access to river;
- treated as picnic site, but used in May by residents from Hay River and area as campground during grayling run;
- 4 "campsites" with picnic tables and barbecue pits;
- two picnic sites with same furnishings;
- river lookout with two benches and table;
- sign indicating camping available at Lady Evelyn Falls.

NOTE:

- old road between the bridge and pathway to Lady Evelyn Falls used as access for camping between these sites;
- dump between the two sites;
- closer ties through trails between the sites may be valuable, but unlikely to get land - this would be a very long term proposal.

b. POTENTIAL AND DESIRED FUNCTIONS

Both Lady Evelyn and Whittaker Parks offer tourists picnic spots and pleasant surroundings for overnight camping. The sites are extraordinary, with hikes along the edge of the escarpment to the waterfalls. Both of these parks would be enhanced by developing new recreational and interpretive possibilities that deepen the visitors' appreciation of the natural beauty of the area.

At present, these parks lack a central location which could serve to focus the social activities and information. A screened in pavilion with braziers for barbecues could serve as a place where tourists could gather for a fireside chat away from insects. It could double as a rendezvous point for interpretive walks to the falls.

The pavilion could be landscaped with local plants that augment the interpretive themes; herbs and plants of scientific and cultural value, interspersed around the building would direct visitors toward the interpretive themes and recreational possibilities. These pavilions would only be feasible with on site staff, as there have been problems in unsupervised parks with screens being vandalized.

The camping area at Lady Evelyn should aim to service 1-2 night stays in general. The Kakisa River Bridge sites should not be advertised as campsites; they will no doubt be used as such (especially during the grayling run), but attention should not be drawn to them in any advertising (e.g., Explorers Guide) or from orientation centre/park staff.

Activities could include: fishing; walking; hiking (actually outside park boundaries); photography; and picnicking. Upgrading of the boat launch at Kakisa River Bridge should be evaluated more fully.

c. SERVICES

- area should be staffed (could upgrade picnic shelter by campsite to a staff cabin);
- sufficient campsites;
- upgrade picnic area (path to sites; rehabilitate eroded area; remove pedestal stoves and replace with fire rings);
- add drinking water: possibly a well;
- when Kakisa gets a water truck, provide showers at the park. A shower building should not be installed until Kakisa get a water truck.

d. **ORIENTATION**

- highway sign introducing park (one that is not confused with Kakisa, as the present sign is);
- trailhead signs;
- service signs.

e. **INTERPRETATION**

- Pavilion interpretation
An introduction to what can be experienced along the trails that lead to the falls, e.g., Listen to the sound of falling water from different points along the trail. What does it tell you about how far you are from both the rapids and the falls.
- Lookout interpretation
The way in which this falls changes between high and low water seasons. The old and new roads to the falls (possibilities of walking along the river on the old roads, viewing the old ford, etc.)
- Campground interpretation
Dene myths incorporated into campground.

f. **RECREATION**

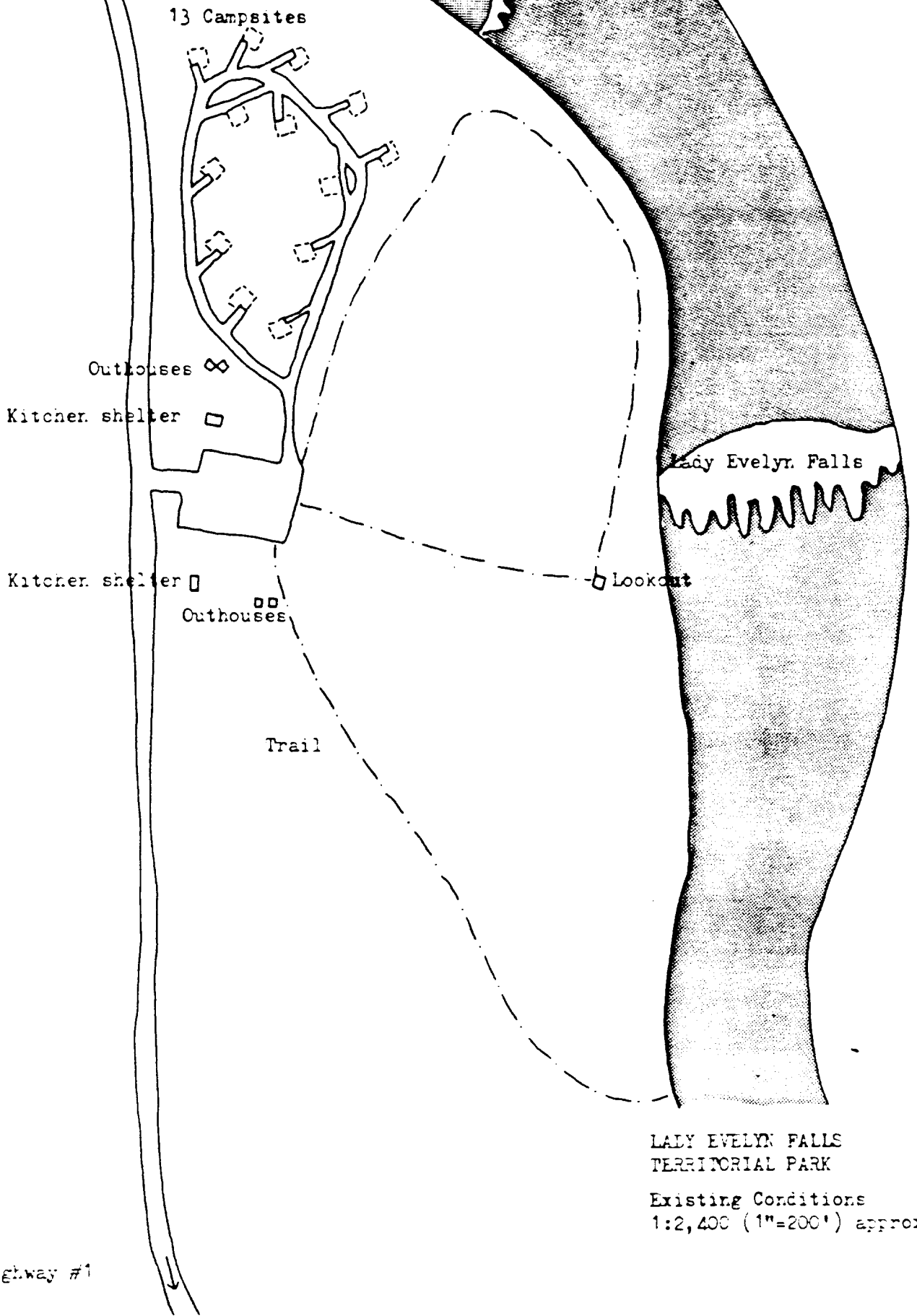
- increase possibilities for walking and viewing falls;
- second lookout beside falls;
- lookout over the upstream rapids;
- replace chain link fence with wooden fence (preserved wood required due to moisture from falls spray; safety must be ensured);
- minor upgrading of existing path (e.g., waterbars, rest areas with interpretive signs);
- link falls lookout to path going down to base of falls;
- chain the boardwalks at the river edge so they don't float away in high waters.

g. CONSTRUCTION COSTS

- Upgrade existing trails and fencing	\$ 50,000
- Upgrade picnic shelter to residence	115,000
- Pavilion	100,000
- Rehabilitation works	20,000
Total Stage I	<u>\$ 285,000</u>
- Lookout and extend trails	100,000
- Shower building	160,000
Total Stage II	<u>\$ 260,000</u>
Project Total	\$ 545,000

To Kakisa

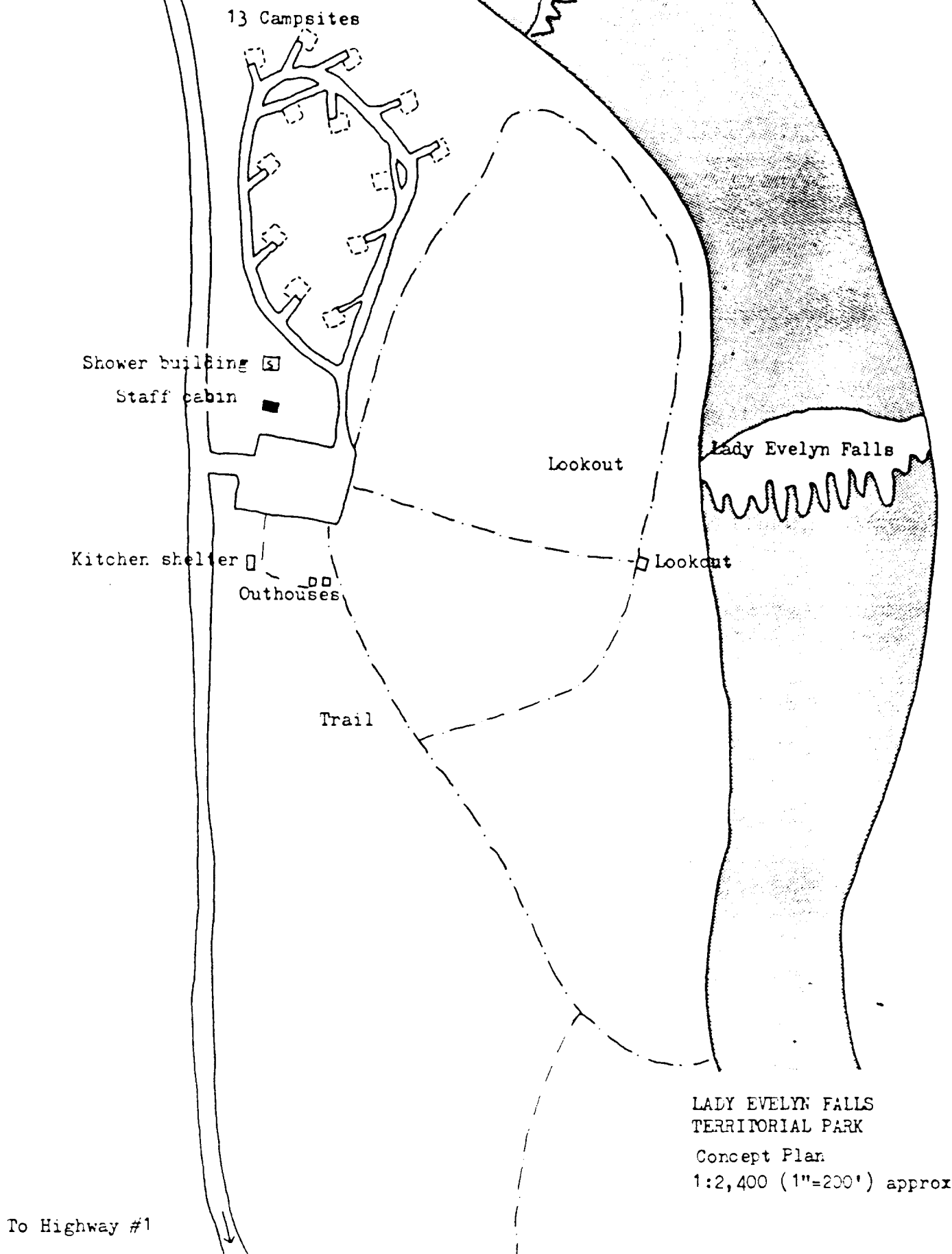
Upper rapids



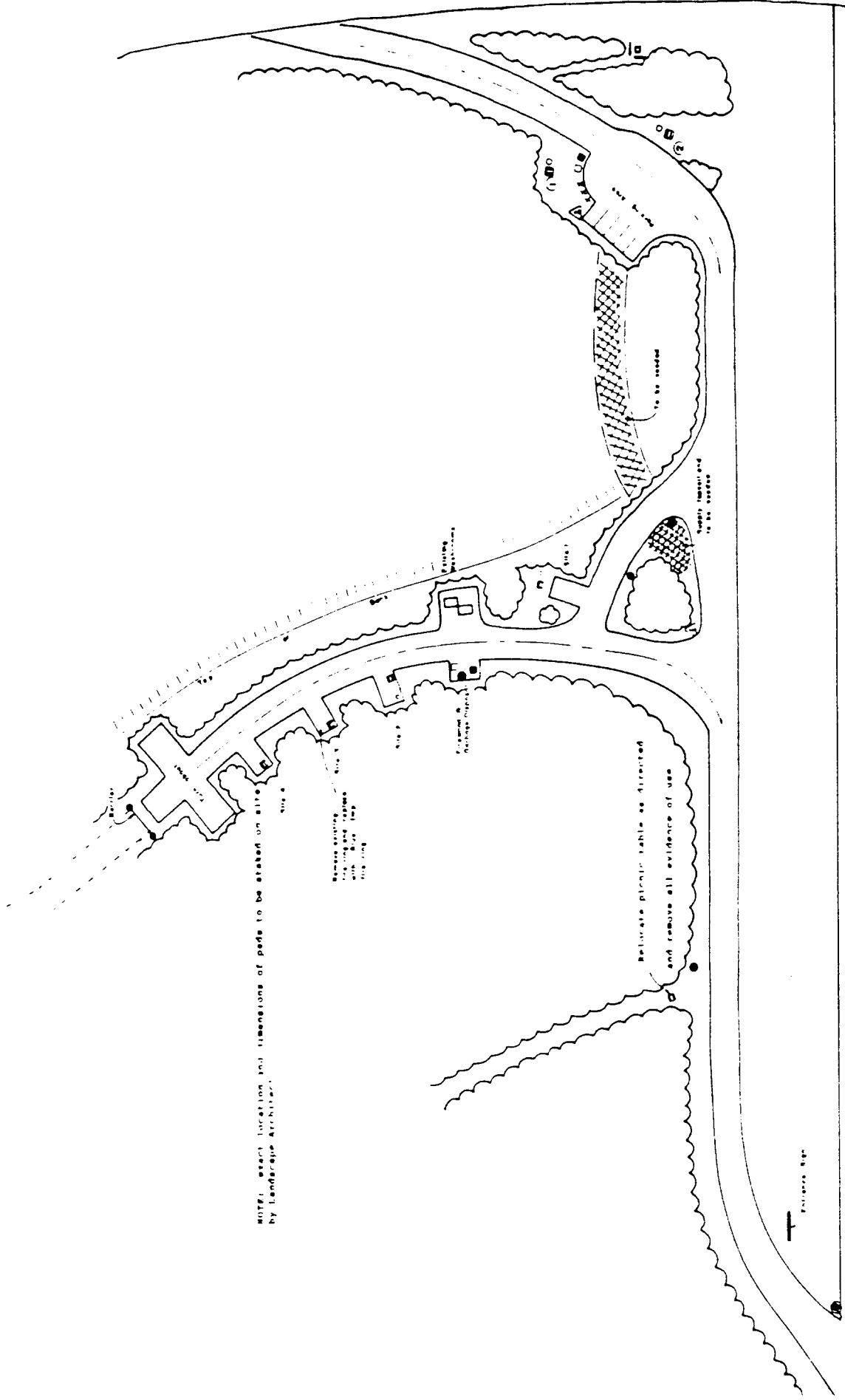
LADY EVELYN FALLS
TERRITORIAL PARK
Existing Conditions
1:2,400 (1"=200') approx.

To Kakisa

Upper rapids



LADY EVELYN FALLS
TERRITORIAL PARK
Concept Plan
1:2,400 (1"=200') approx.



KAKISA RIVER

MCKENZIE HIGHWAY

NOTES

PROJECT: AVENS ASSOCIATES HIGHWAY #1 PARK DAY USE AREA		DATE: JULY 19/88 BY: RS CHECKED: MYS		KAKISA RIVER PARK DAY USE AREA	
NO.	DATE	BY	REVISION	APP'D	DATE

WHITTAKER FALLS CORE ZONE (km 324.5)

a. EXISTING CONDITIONS

i. Day Use Area

- on south west side of bridge;
- picnic tables, barbecues and outhouses in heavily wooded area.

ii. Campground

- 7 picnic tables on edge of open area;
- parking area, capacity five vehicles;
- campground loop with pull through sites and back in sites;
- water survey equipment upstream from campground;
- road down to river used by highways trucks;
- both water surveys and highways access roads have gates, but they are not locked as the crews have requested they be kept open.

b. POTENTIAL AND DESIRED FUNCTIONS

This park has excellent potential as an "accessible wilderness"/water park, an "available Nahanni". It is seen as being a base for a 2-3 day stays (i.e, likely to hold travellers for longer than Lady Evelyn Falls). Having a large land base (with spectacular canyons to view) gives it greater possibilities for more extensive activities. Activities which could be available include canoeing (below Whittaker Falls); hiking; fishing; various nature interpretive programmes; trailer camping; wilderness camping (upstream of Coral Falls); picnicking; open playing areas in former gravel/construction camp base to the east of the main campground. Though some people swim below Coral Falls, this activity would need to be evaluated more carefully for safety and operations considerations (e.g., lifeguards).

As with Lady Evelyn Falls, a central area where tourists could gather is recommended. The pavilion could also service bus tours, e.g., be a place where they could sit inside for lunch.

We suggest having a variety of camping experiences available here. The construction of some simple cabins near the main pavilion area are recommended. These cabins would not be serviced. They would simply have a couple of platforms where people could lay out their own bedding. The only other type of furnishing may be a small table. They would be meant to service travellers who were road and bug weary, and did not want to have to set up camp for the night. The maintenance would be very simple, as all they would require would be brushing out. These would not be feasible unless the site were staffed.

This park also has the potential for walk-in campsites above Coral Falls. Having a relatively large land base, this is possible. Also, the area is far enough away so people can feel a bit more of a wilderness experience, yet be close enough to assistance that visitors would not feel uncomfortable.

c. *SERVICES*

i. Day Use Area (northwest side of bridge)

- leave existing tables; replace barbecues with fire pits;
- brush out around outhouses.

ii. Campground

- add staff cabin (last site of loop);
- add walk-in campsites above Coral Falls (no picnic tables; have stabilized log for seating and fire pits);
- add shelters (near open areas; no services, simple cabin where tourist bring own bedding etc.);
- minor upgrading of present camping facilities;
- add 'do not enter' sign at water survey road;
- fix garbage container at campground (should have three lids over the garbage cans, as the other containers);
- additional camping loop (RV/trailer/tent) will likely be required in the future; should be monitored.

d. **ORIENTATION**

- highway sign for park;
- warning signs for cliff;
- services signs;
- trailhead signs.

e. **INTERPRETATION**

- Pavilion Interpretation
An introduction to the trails leading to the falls. E.g., the wealth of fossils to be found along the edge of the river; the plants to be found along the trail to Coral Falls (lichens, mosses, juniper, red osier dogwood).
- Lookout interpretation
The way the chasm has been carved into the rock. The ecosystem that has grown up because of the spray from the falls.
- Campground interpretation
Dene myths incorporated into campground.
- Day Use Area trail head
Trail lookout along gorge
- Other interpretation
Interpret water survey (why there, results of studies.

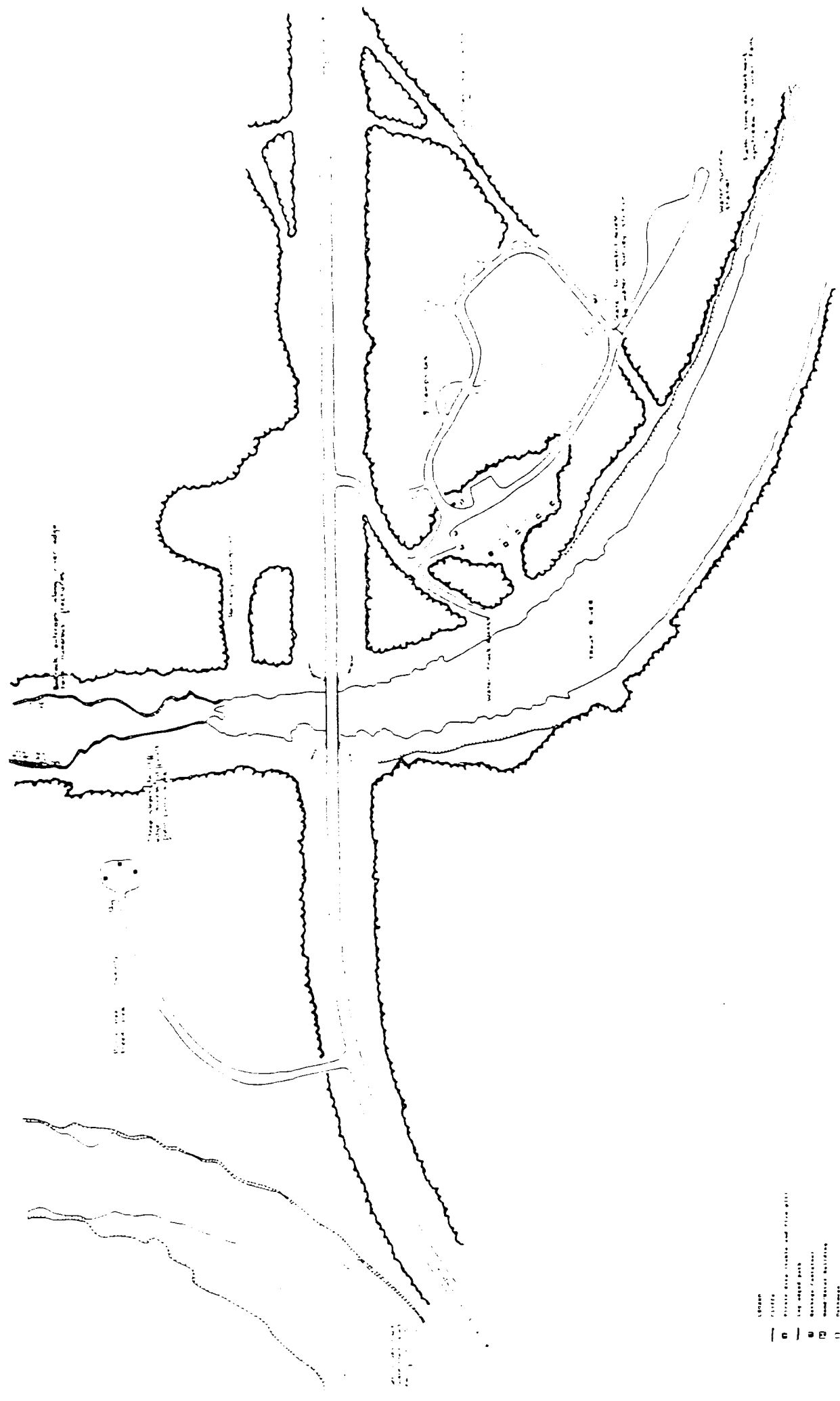
f. **RECREATION**

- evaluate swimming below Coral Falls;
- canoeing and fishing below Whittaker Falls is a long term activity, in conjunction with private enterprise development;
- hiking trails should be constructed along the river. These would be different than the interpretive trails; there would be no messages, they would just be there for a pleasant walk in the woods. A suspension bridge could connect the campground activities to hiking trails on the opposite side of the river. The trails could go downstream along the canyon edge;

- picnicking near the pavilion;
- open playing areas in former gravel/construction camp base to the east of the main campground.

g. **CONSTRUCTION COSTS**

- Staff residence and generator building	\$ 150,000
- Pavilion	100,000
- Shower building and generator	160,000
Total Phase I	<u>\$ 410,000</u>
- Trails and upgrading of former day use area	\$ 42,000
- Suspension bridge	100,000
- Paths and furnishings between bridge and pavilion	40,000
- Cabins (3)	35,000
- Coral Falls interpretive trail	50,000
- Walk-in campsites (3)	3,000
- Rehabilitation works	10,000
Total Stage II	<u>\$ 280,000</u>
Project Total	<u>\$ 690,000</u>

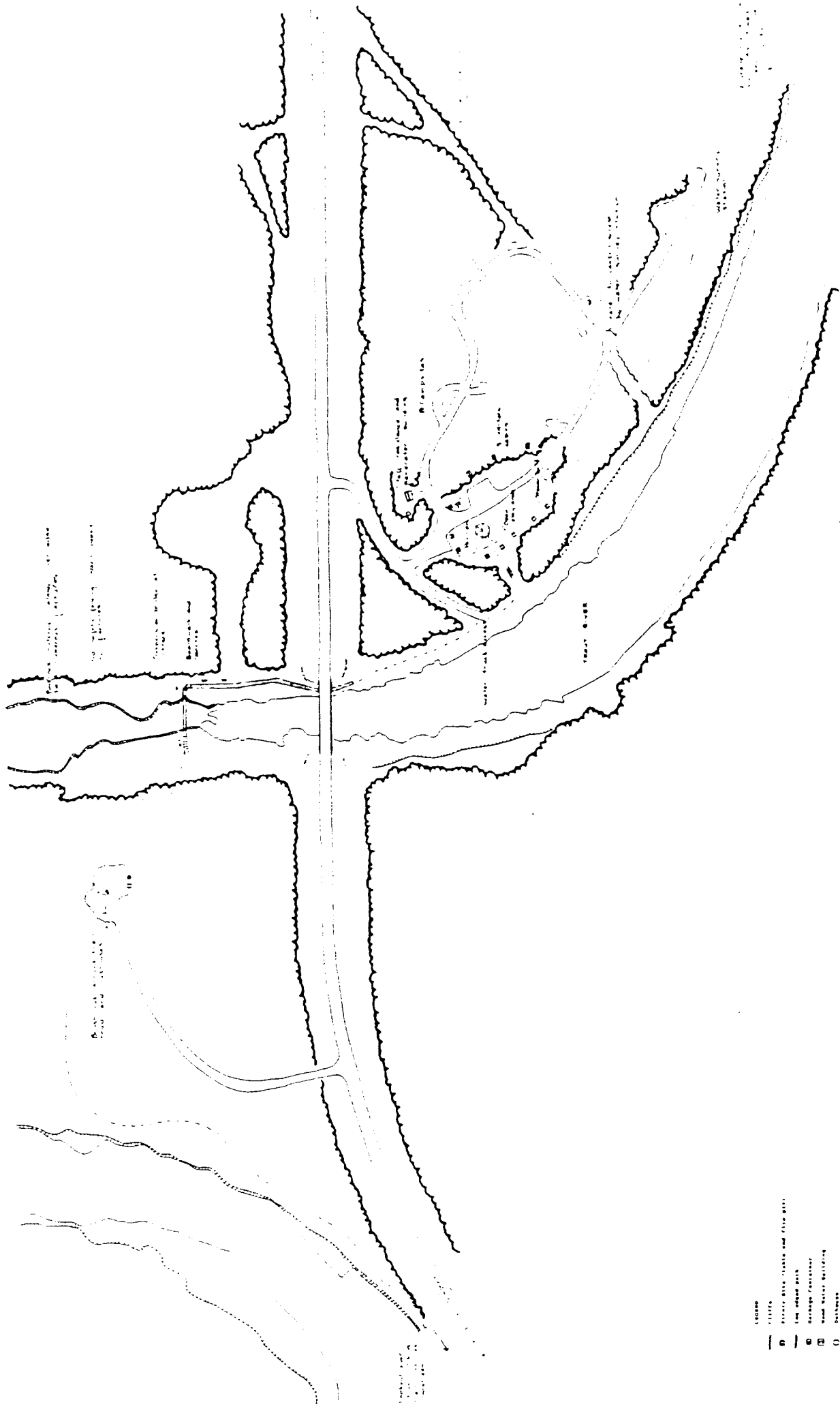


**WHITTAKER FALLS
TERRITORIAL PARK**

Existing Conditions

Scale: 1 : 1,200
(1"=200')

Date: November '88



**WHITTAKER FALLS
TERRITORIAL PARK**

Concept Plan
Scale: 1 : 1,200
(1"=200')
Date: January '89

- LEGEND**
- TRAILS
 - ⊙ PICNIC SITE, TABLE AND FIRE PIT
 - LONG WALKING PATH
 - ⊙ GARBAGE ENCLOSURE
 - ⊙ REST ROOM BUILDING
 - RESTROOM

AMERICAN ASSOCIATION OF ARCHITECTS

5.3 Secondary Orientation Facilities (Private Sector)

The three restaurants that stand at critical places along the highway system are ideal locations for orientation and service information. Almost all of the travellers along the highway stop for a break during their travels. More importantly, those who are confused about the road ahead will stop at the restaurant to make inquiries.

System of signage for these locations has to fit some stringent requirements. It must be outdoors so that information is available to visitors who arrive when the restaurant is closed. The system also has to be changeable so that vital weather and road condition information can be kept up to date. Finally, it must be approved by the restaurant owners and be sympathetic with their individual situations. Not all owners may consider these kiosks appropriate.

Such a signage system could be developed as a kiosk placed near the restaurant. Each of the four sides of the kiosk could contain information pertinent to one branch of the highway. Ideally in summer the area around the kiosk could be landscaped with benches and local plants, so that visitors would feel they could sit down and take a short break from driving.

ENTERPRISE (km 83)

Enterprise is the first community that many travellers come to in the NWT. As such, it is an important service centre (using a broad definition of the term; not simply referring to the gas stations). Major economic spinoff should be a result of the development along the full corridor, not from an individual development in Enterprise itself. However, certain components can assist in strengthening and enhancing Enterprise's role as a service centre. For instance:

- if the private sector chooses to build a new facility, a restaurant looking out over the gorge (e.g., second floor of a building with panorama view of river) should be encouraged.
- the building could include a rental/concession for the park (e.g., bicycles, canoes).
- residents of Enterprise have discussed the possibility of starting a transportation museum with Prince of Wales Northern Heritage Centre staff. This could be part of a private building, or a part of a new public facility. For example, Phase I of the proposed

development plan includes a community centre. Housing a small display in the centre should be considered. There have also been some ideas discussed about the use of the former Tundra Steak House (e.g., tourism information office, space for the Settlement Council office). Developing the Steak House as a small interior display, with the lot beside it used as both a play area and display area for various vehicles (see Transport Display, 6.5) is a possibility.

- the appearance of the community from the highway is important. It should reinforce the visitors' idea that the north is a pleasant and safe place to visit. A visual upgrading programme for the highway area is suggested. For example, the "island" outside the gas station could be landscaped (a common feature of many gas stations).
- in addition to a kiosk at the restaurant, other orientation information is needed:
 - highway directional signs;
 - highway distance signs changed to closer communities and parks (note that distances shown on any of the distance signs should not be greater than approximately 300 km);
 - services signs; and,
 - signs introducing museum/park.
- a lookout across the highway is not recommended. This could be more safely dealt with in a building. Also, there are views across the gorge from Escarpment Creek park.

PINEVIEW RESTAURANT (km 183.3)

Kiosk with highway and weather information; orientation to the branches of the highway. Could be bench beside kiosk. Services provided by private sector.

CHECKPOINT RESTAURANT (km 410)

Kiosk with highway and weather information; orientation to the branches of the highway. Could be bench beside kiosk. Services provided by private sector.

There is informal vehicular access to the Jean Marie River near the restaurant. Local residents use that part of the river frequently for swimming. A proposal by the restaurant owners was put forward to develop the area as a private campground. However, the proposal did not go forward, and would not likely receive community support. There remains

the potential to develop the site as a more public facility, so that tourists are aware of and can make use of the site. This requires further on site investigation and discussions with the owners and community.

CAPITAL COSTS

- sign kiosks (3) \$ 45,000

Note: other costs (e.g., restaurant, visual upgrading) would be privately funded (possibly with assistance from programmes), so are not included in this capital budget estimate.

5.4 Tertiary Sites

The rest areas along the highway offer visitors an opportunity to get out of the car and stretch their legs. Emergency shelters and outhouses supply basic services. But many visitors would appreciate the chance to spend more time at some of these spots, perhaps to take a short walk or play on some equipment.

Our examination of the Highway One corridor suggests that many of the existing rest stops could be upgraded with recreational walks or activities. A path could be added to a rest stop at an old burn, for example, so that visitors would have the opportunity to observe the successive generations of new growth. A rest stop near a fishing hole offers the chance to interpret the seasonal fish runs of the North.

The subject matter at each of the stops will correspond to the interests of one of the three types of hosts. Industrial features such as borrow pits, transmission towers and ice bridges would be interpreted by an engineer, someone in the construction business, or similar. Traditional hunting and trapping areas would be explained by the Dene and Metis. Significant geological, botanical and wildlife information would be communicated by scientists and specialists in those areas. The individual sites will fit in, as possible, with the "Heading North" theme. For example, discussion of transmission towers can describe the pushing north of modern communications. The information will also be tied together to the core sites through off-site interpretation (e.g., brochures, audio tapes, etc.). In this way, the voices and themes will be consistent throughout a journey along Highway One.

SWEDE CREEK (km 40.9; LATITUDE 60 17 N LONGITUDE 116 13 W)

a. EXISTING CONDITIONS

- pullout onto west side of highway used by Highways for storage of culverts and by Forestry for storage of Jet 'B' fuel;
- Forestry is willing to move fuel storage to another site;
- overgrown path to creek edge;
- on east side of Highway 1 the old highway is still passable in areas; it has been upgraded to the south with bridge over Swede Creek as access to a tower;
- area is used extensively by hunters, local weekend campers, fishermen;
- no existing services;
- area may be subject to flooding; should be reviewed. Possibly move to another nearby location such as Mink Creek.

b. POTENTIAL AND FUNCTIONS

- one of the first creeks that travellers come to where they can try fishing;
- visitors are directed here by the Visitor Centre staff;
- need for a rest stop in this general area (short stop of 15-30 minutes is foreseen);

c. SERVICES

- improve existing pull-off and define parking area;
- single outhouse;
- litter container.

d. **ORIENTATION**

- Highway sign introducing rest area;
- Services signs;
- either through signage or brochure, note to travellers the recreation possibilities across the Highway (go to see Hay River, walk along old highway).

e. **INTERPRETATION**

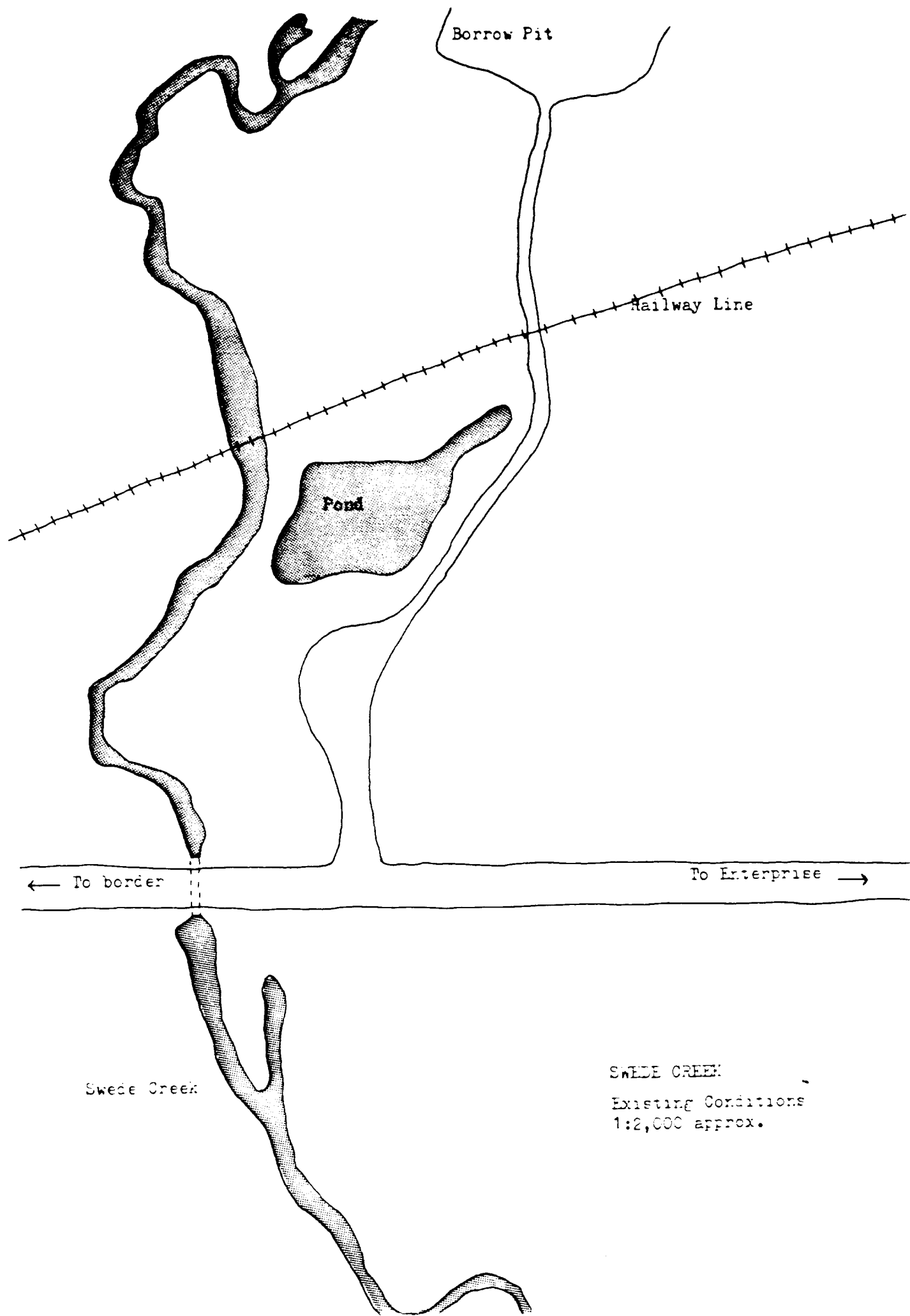
- Bears and berries
Interpretation of the different kinds of berries found there and the attraction they have for bears, as seen from the perspective of a local hunter and trapper (numerous existing berries (bearberry; raspberry; strawberry could be better defined to help tell story)
- Fishing in the North
Northern waters, northern fish.

f. **RECREATION**

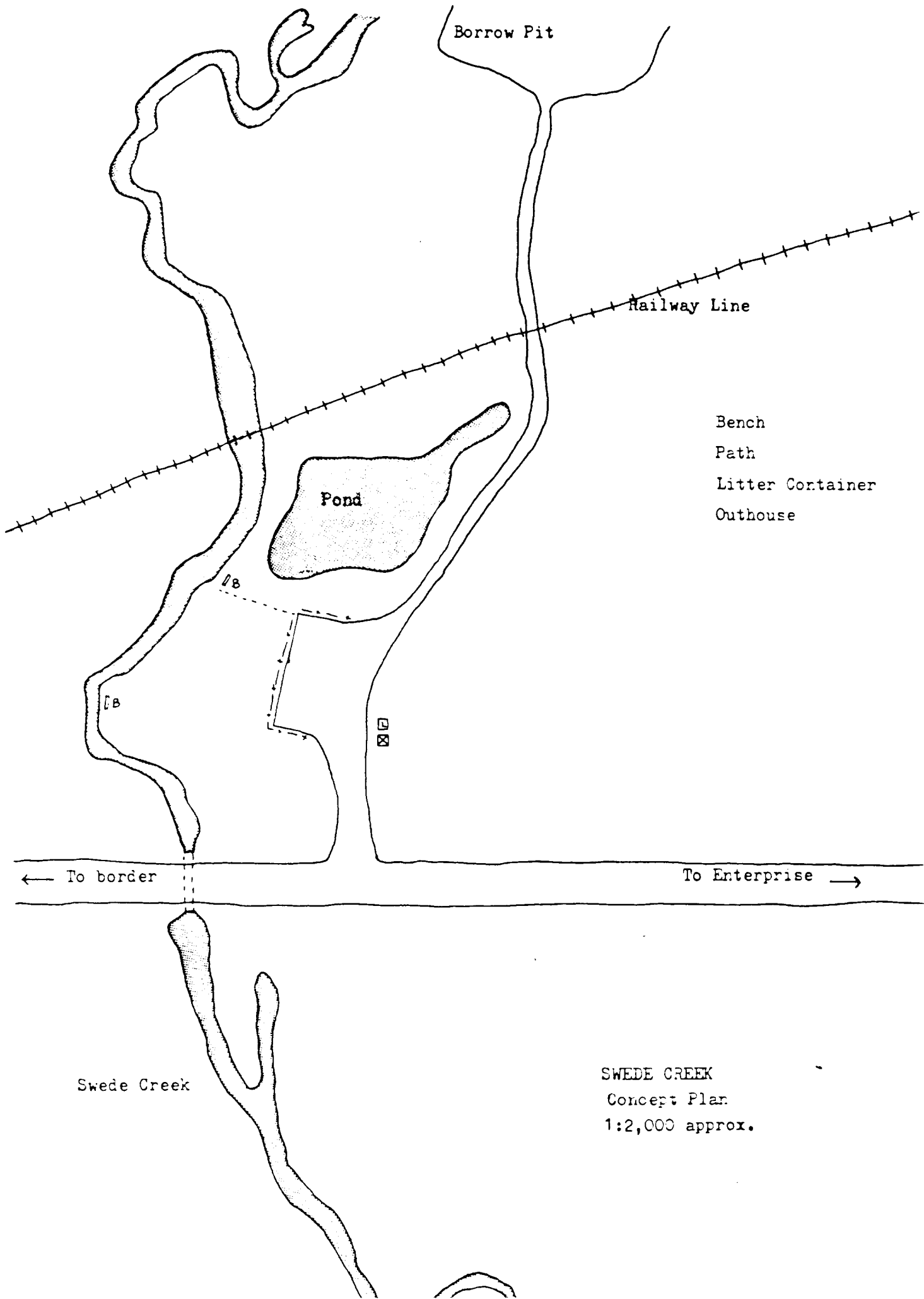
- benches by creek edge (close enough to fish from);
- short trail (approx. 50 m) to creek;

g. **CONSTRUCTION COSTS**

Project Total \$ 8,000



SWEDE CREEK
Existing Conditions
1:2,000 approx.



Bench
Path
Litter Container
Outhouse

← To border

To Enterprise →

Swede Creek

SWEDE CREEK
Concept Plan
1:2,000 approx.

MCNALLIE CREEK (km 120.9)

a. EXISTING CONDITIONS

- informal pull-off on north east side of highway;
- active erosion (mostly on NW side, according to Larry Purka, Highways).

b. POTENTIAL AND DESIRED FUNCTIONS

- more major rest stop;
- this should be considered for 1-2 hours stop over (possibly for buses).

c. SERVICES

- double outhouse;
- standard garbage enclosure;
- no wood provided; no barbecues;
- 3 picnic tables;
- some safety fencing will be required, but should be kept to a minimum;
- delineate parking area more clearly;
- need culvert at entrance to parking area.

d. ORIENTATION

- Highway sign introducing rest area;
- services signs.

e. **INTERPRETATION**

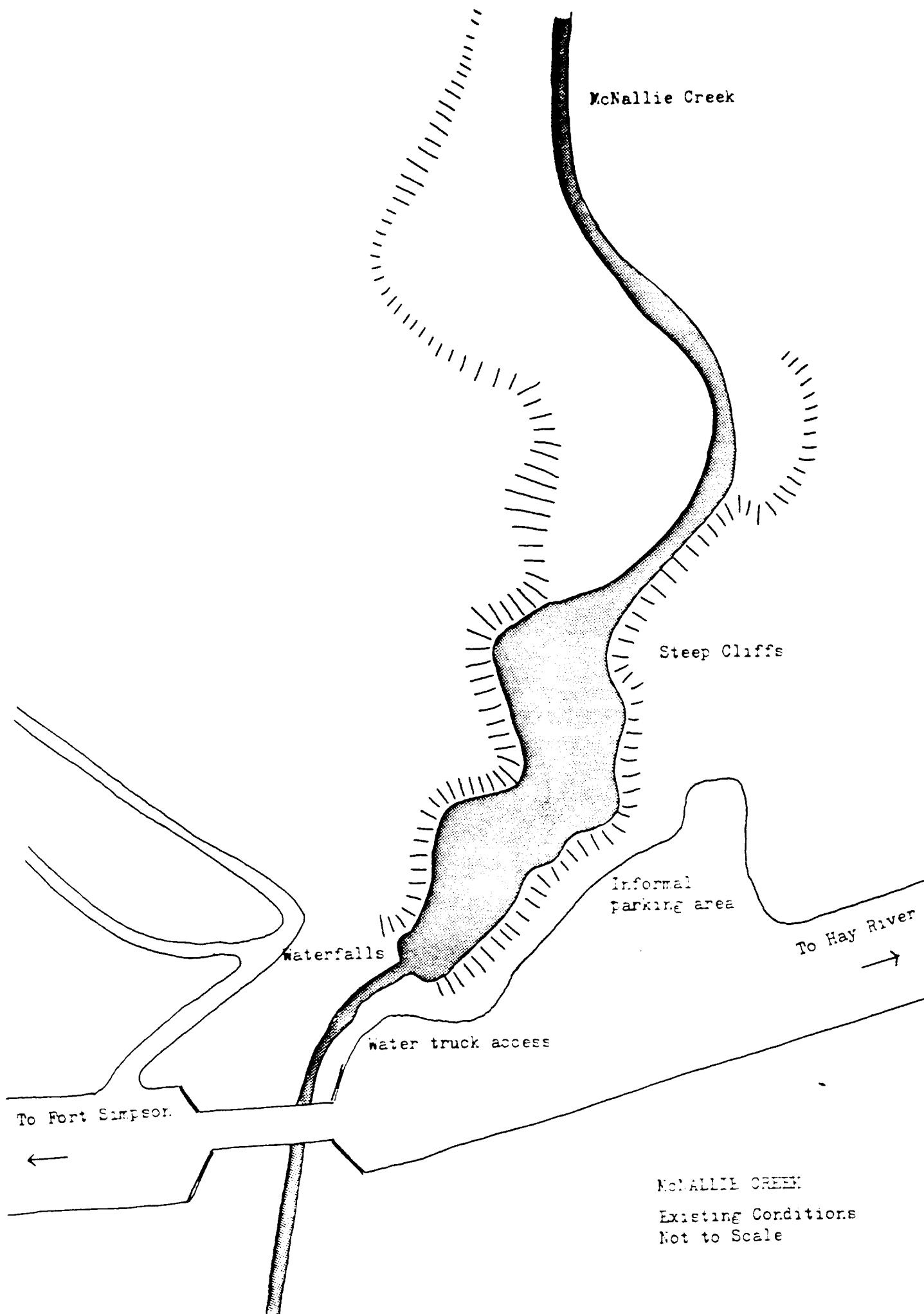
- Rock Sculpture
The power that water has to sculpt rock and the results that it has in different rock formations. Interpretation of the "chimney" on the far side of the creek.
- Other messages (e.g., in brochure)
Name (McNallie) explained if more personalized information can be found on him; discuss spruce trees in canyon, pine trees on upland

f. **RECREATION**

- walking;
- short length of formalized path leading to small bridge across creek;
- need to warn people of dangers - crevices in rocks due to erosion.

g. **CONSTRUCTION COSTS**

Project Total \$ 20,000



McNallie Creek

Steep Cliffs

Informal parking area

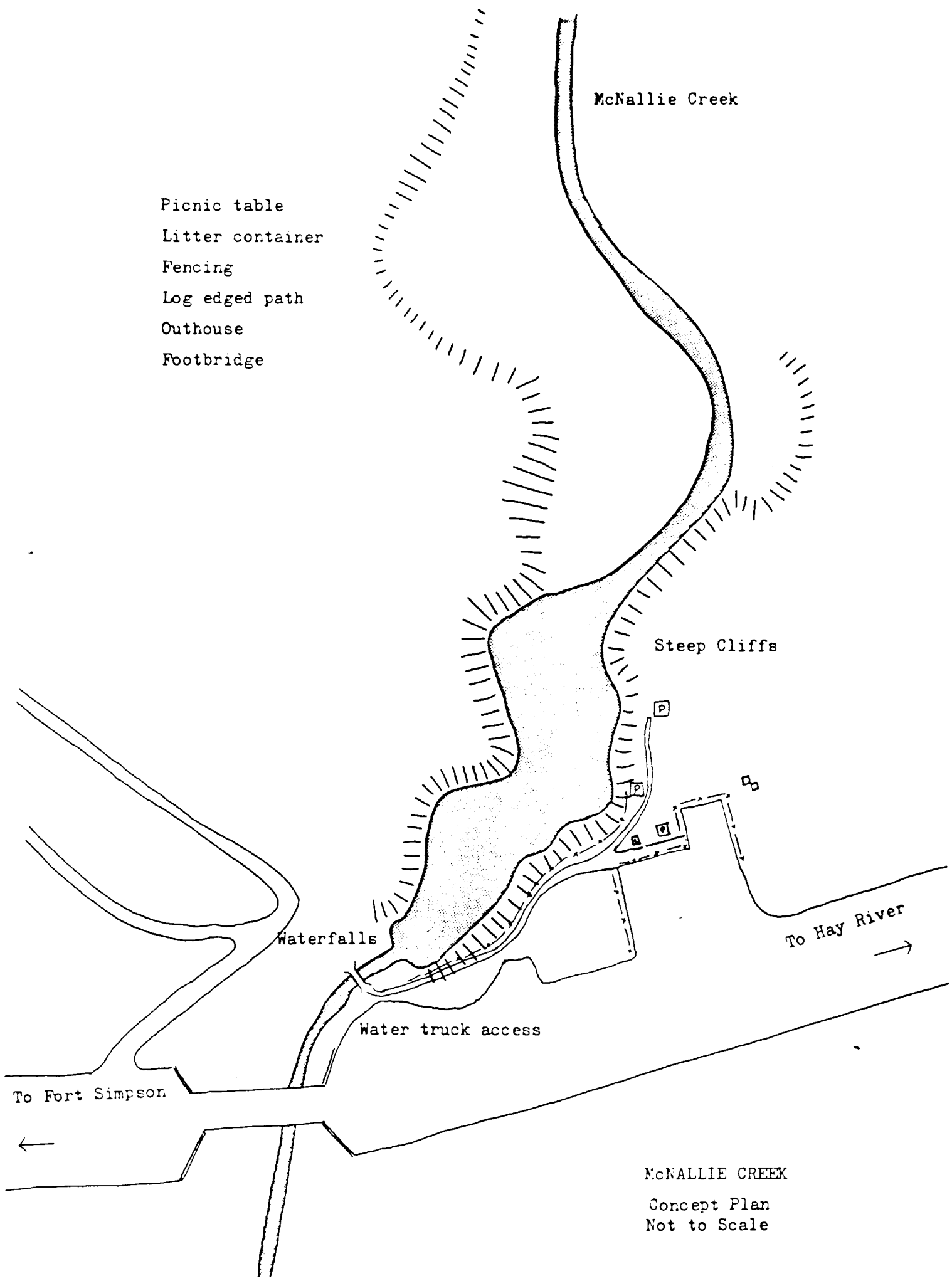
Waterfalls

Water truck access

To Fort Simpson.

To Hay River

McNALLIE CREEK
Existing Conditions
Not to Scale



HART TOWER (km 130.4; LATITUDE 60 50'N 116 39'W)

a. EXISTING CONDITIONS

- fire tower (60 feet high);
- road into tower in good condition, including turn-around at end;
- fence in front of crevice, with foot bridges across to edge of escarpment;
- concrete barbecues still remain from when this was a Territorial day use site;
- much of land under Forestry reserve, but area along escarpment edge accessible for paths (see plan).

b. POTENTIAL AND DESIRED FUNCTIONS

- primarily to function as a day-use area for people stopping along the way or as a place to go back to if staying at Lady Evelyn Falls;
- development of trails and picnic area to allow for a 1/2 day of activities;
- secondary camping area (primarily to service groups, as this is not available at Lady Evelyn Falls);
- the site is theoretically less subject to vandalism in the short term, since there is a person at the fire tower 24 hours a day.

c. SERVICES

- double outhouse;
- standard garbage container;
- standard wood container;
- group picnic site (3 tables and barbecue);
- 3 individual picnic sites with barbecues;
 - delete concrete barbecues.
- camping: 3 sites closely grouped; one individual site.

d. **ORIENTATION**

- highway sign explaining you can visit the tower.

e. **INTERPRETATION**

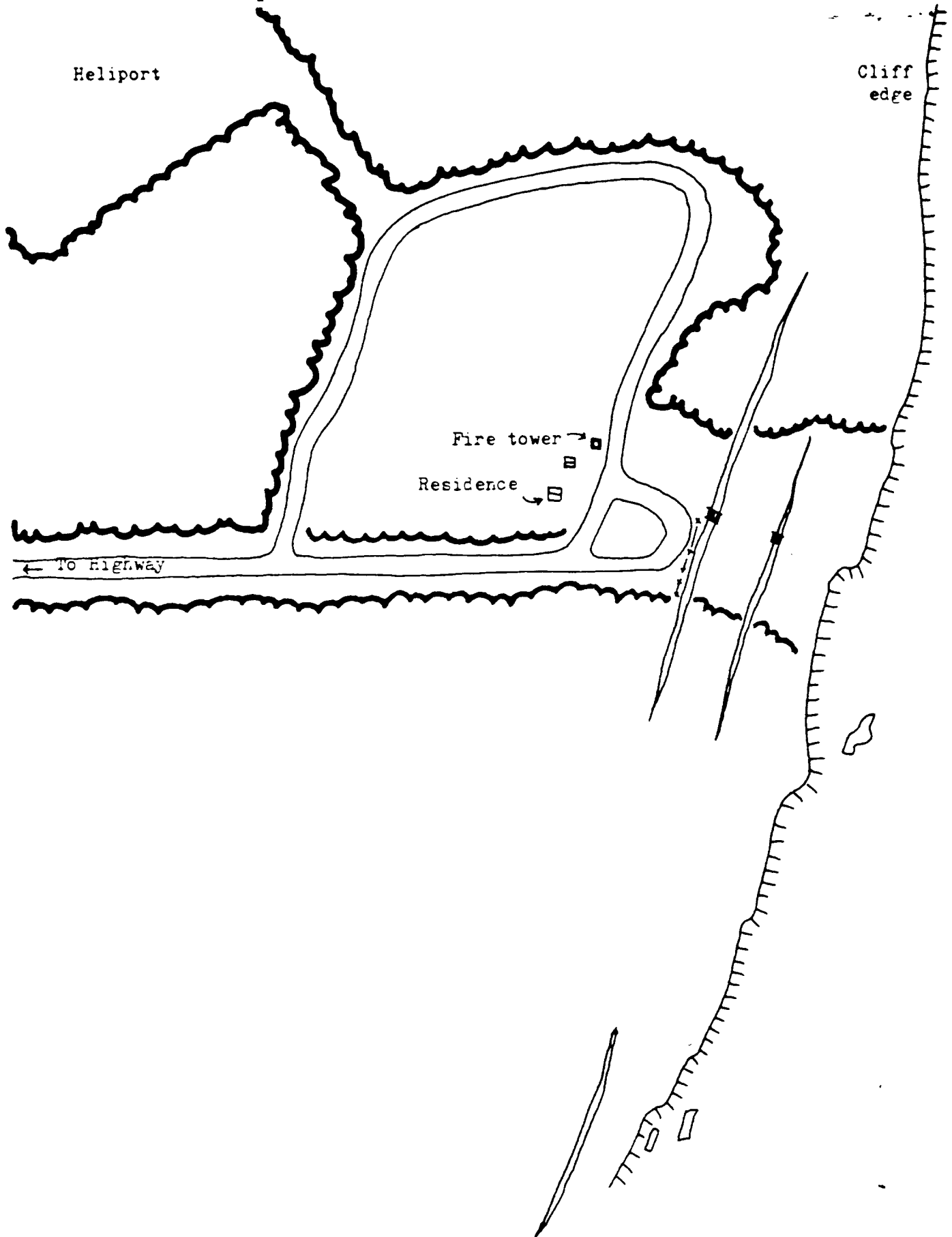
- "Choppers were lined up like taxis"
Interpretation dealing with the way the Hart Tower has fought major forest fires, seen through the eyes of those who have been involved. Augmented with fire safety information.
- secondary information (e.g., along trails)
Could also include mix of species of forest, discussion of forestry as a background to fire fighting. Note that there are a lot of photographs available from the Fire Centre in Fort Smith about this site.

f. **RECREATION**

- interpretive/walking trail along escarpment edge;
- partial loop trail approximately 4 km long;
- rest stops along trail;
- secondary lookout;
- kids fire tower or in trees to give view just above tree top height;
- upgrade existing bridge to escarpment edge; provide second bridge.

g. **CONSTRUCTION COSTS**

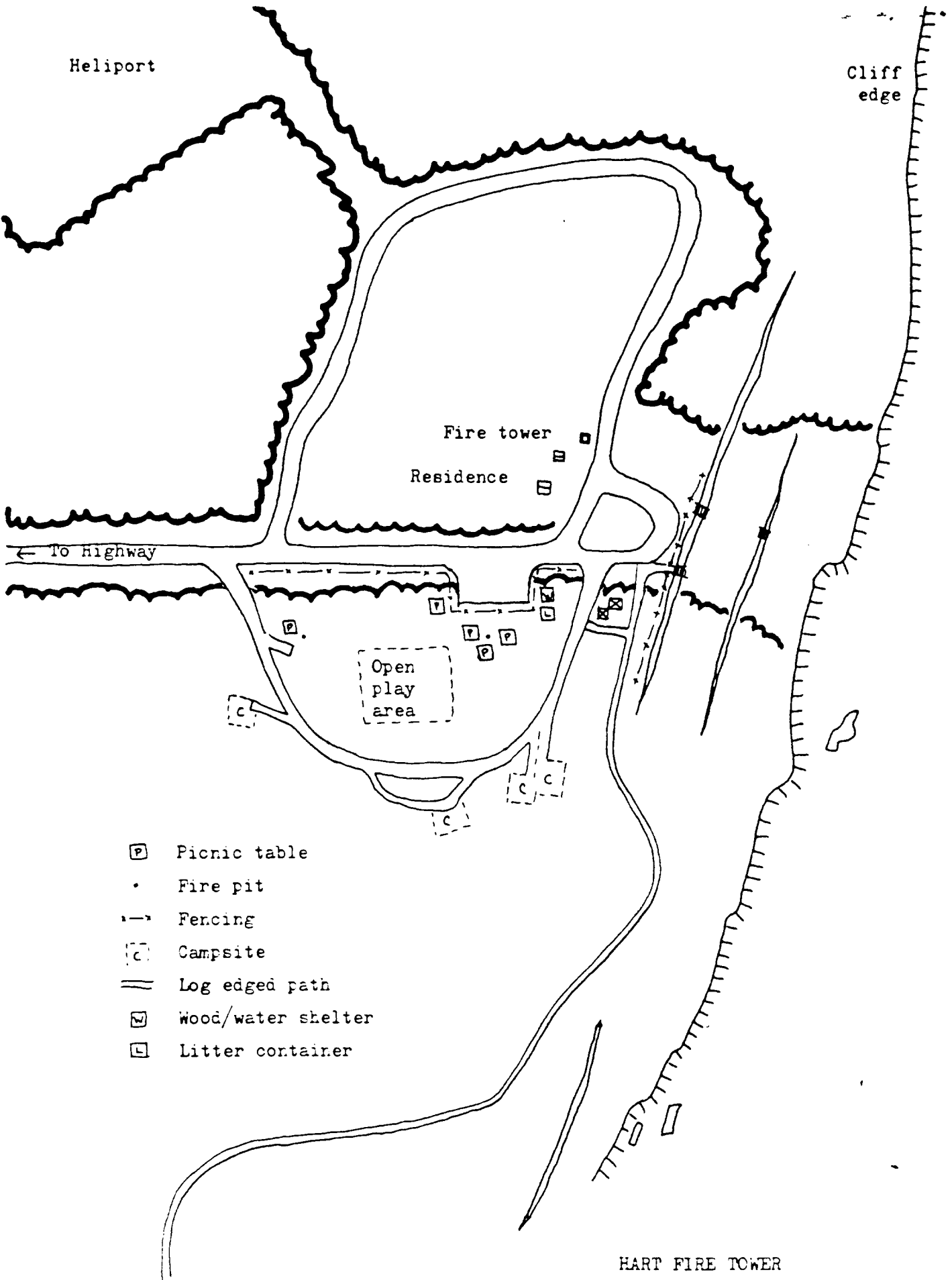
Project Total	<u>\$ 55,000</u>
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HART FIRE TOWER
Existing Conditions
1:2,000 approx.

Heliport

Cliff edge



- ☐ P Picnic table
- Fire pit
- - - Fencing
- ☐ C Campsite
- == Log edged path
- ☑ Wood/water shelter
- ☐ Litter container

HART FIRE TOWER
Concept Plan
1:2,000 approx.

PULL-OFF km 157.6

a. EXISTING CONDITIONS

- small highway pull-off;
- no shelter or outhouse;
- existing DPW&H litter barrels.

b. POTENTIAL AND DESIRED FUNCTIONS

- upgrade to standard DPW&H rest stop.

c. SERVICES

- retain litter barrels, add outhouse (single log) and shelter.

d. ORIENTATION

- highway sign introducing rest area;
- services signs.

e. INTERPRETATION

- Highway North
Interpretation explaining the complexities of building and maintaining a highway in the North, introducing some of the colourful characters who have been part of the road building efforts.
- Truckers
The truckers who ferry supplies to and from the north face a series of challenges. Looks at some of the legendary truckers and adventures they have had.

f. RECREATION

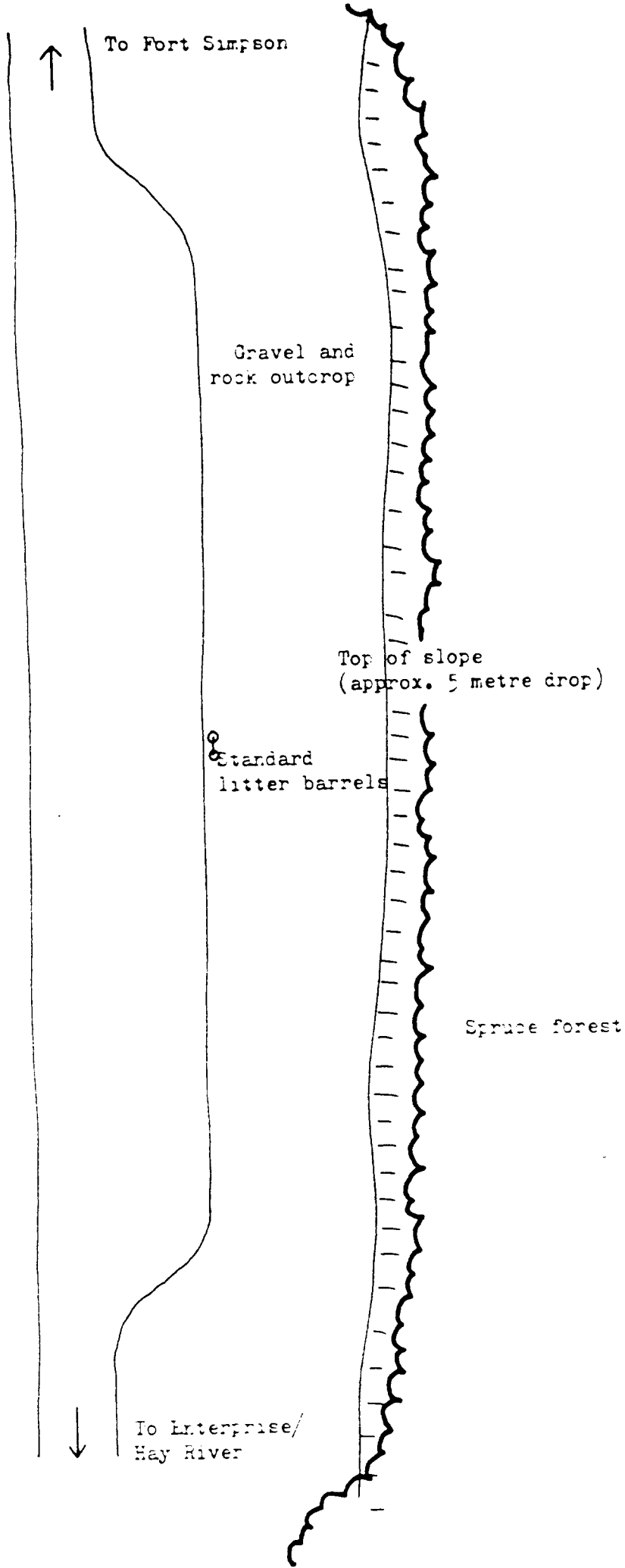
- highway equipment modified to be used as play equipment;
- e.g., grader tires filled with different grades of material (sand, borrow material, granular), bucket from cat (continue theme started at Enterprise).

g. CONSTRUCTION COSTS

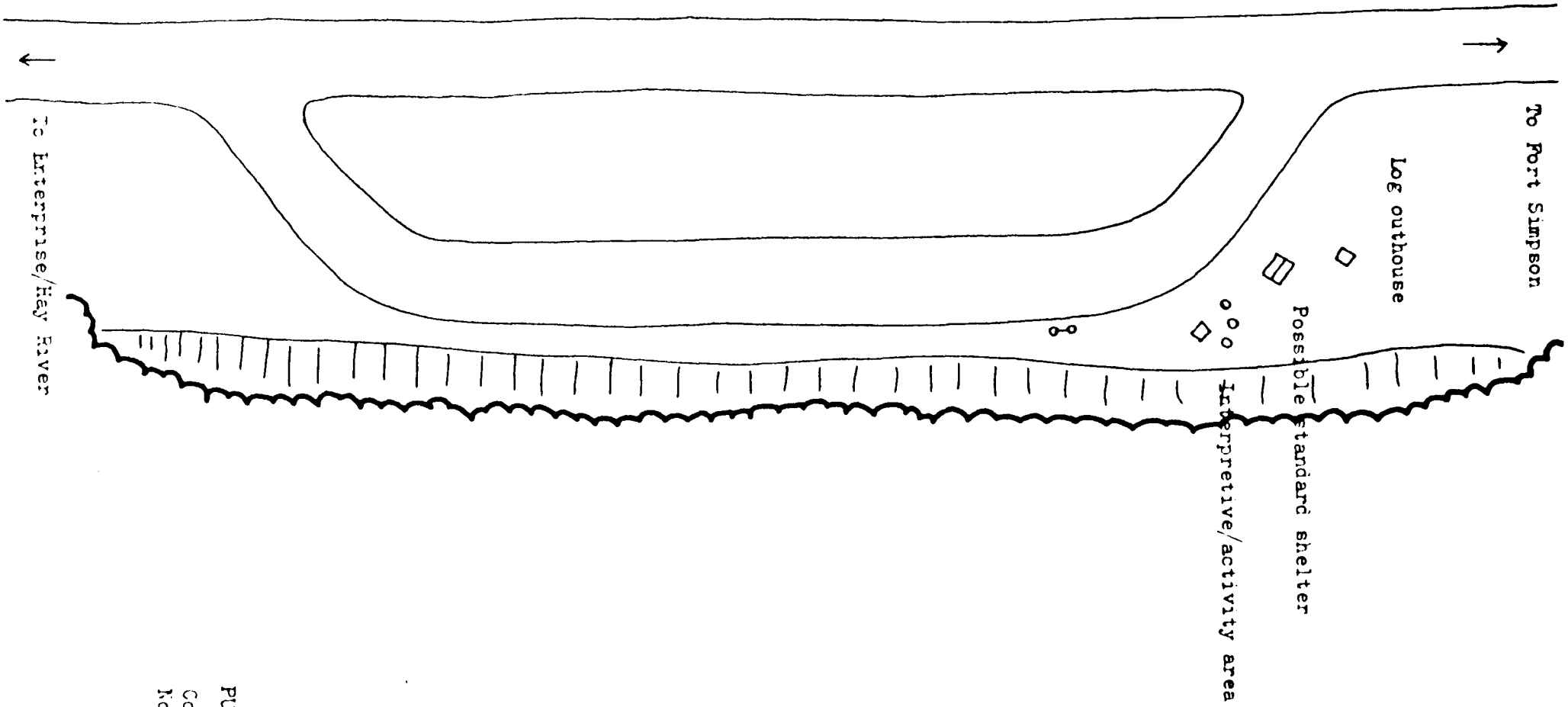
Project Total \$ 13,000

h. COMMENTS

DPW&H is no longer building shelters, as they are not considered to be part of Highways mandate. This is a dry and relatively exposed location, so should have dust free conditioning. Could be eliminated with road realignments.



FULL OFF km 157.6
Existing Conditions
Not to scale



PULL OFF KM 157.6
Concept Plan
Not to Scale

PULL-OFF km 187

a. EXISTING CONDITIONS

- large highway pull-off;
- standard Highways litter barrels, emergency shelter and outhouse;
- interpretation sign are to be installed in June, 1989 (same as signs along highway #3).

b. POTENTIAL AND DESIRED FUNCTIONS

- rest stop orienting travellers to the three loops, as this is at the junction with Highway #3.

c. SERVICES

- same as existing, plus two log picnic tables and log outhouse.

d. ORIENTATION

- highway sign introducing rest area;
- services sign;
- three branches - where you are; options from here;
- describe nearby spring.

e. INTERPRETATION

- Sawmill
An introduction to the forestry industry, northern style, as seen through the eyes of Ken Kimball. An introduction to some of the northern tree species and the uses that are made of them for construction, heating and the development of the mines (note that Kimball's mill is at km 191).

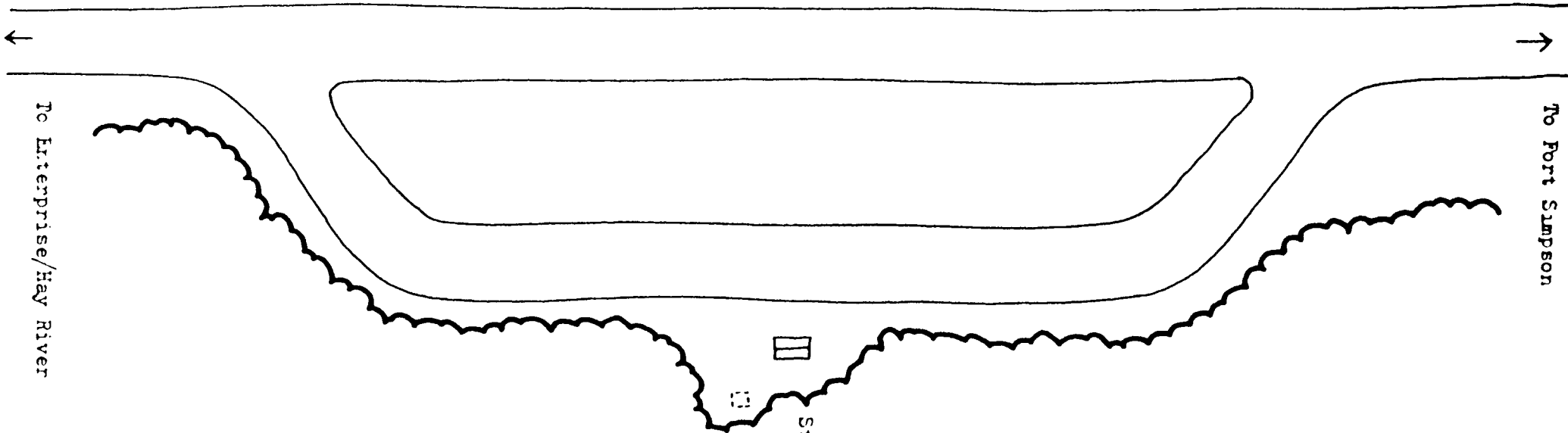
f. **RECREATION**

- play equipment from different kinds of wood, emphasizing the different types of lumber sawn/used.

g. **CONSTRUCTION COSTS**

Note: picnic tables and outhouse should be installed in 1989 under an existing contract; estimate only includes new sign manufacture, play equipment and installation

Project Total \$ 8,000

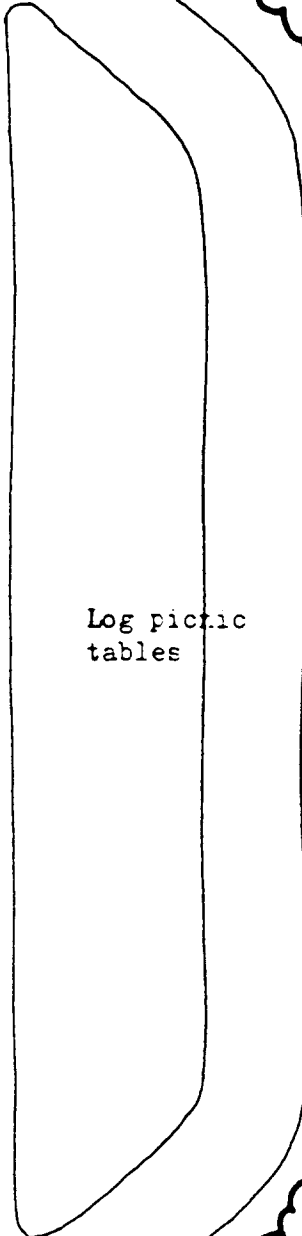


Standard shelter
Pit for outhouse
(outhouse has been removed)

PULL OFF NO 187
Existing Conditions
Not to scale



To Fort Simpson



Log picnic tables



Highway #3 interpretive sign

Standard shelter

Log outhouse

Highway #1 interpretive sign and activity area



To Enterprise/Hay River

PULL OFF km 187
Concept Plan.
Not to scale

PULL-OFF km 222.6

a. EXISTING CONDITIONS

- large highway pull-off;
- standard Highways litter barrel, emergency shelter and plywood outhouse.

b. POTENTIAL AND DESIRED FUNCTIONS

- simple rest stop.

c. SERVICES

- upgrade existing shelter;
- replace existing outhouse with standard log outhouse.

d. ORIENTATION

- highway sign introducing rest area;
- services signs.

e. INTERPRETATION

- 500 miles
A trapper's story; how he puts in the winter making the rounds of his trapline, travelling by skidoo a distance equal to the trip from Montreal to Toronto; Calgary to Edmonton. Ensure humane trapping story.

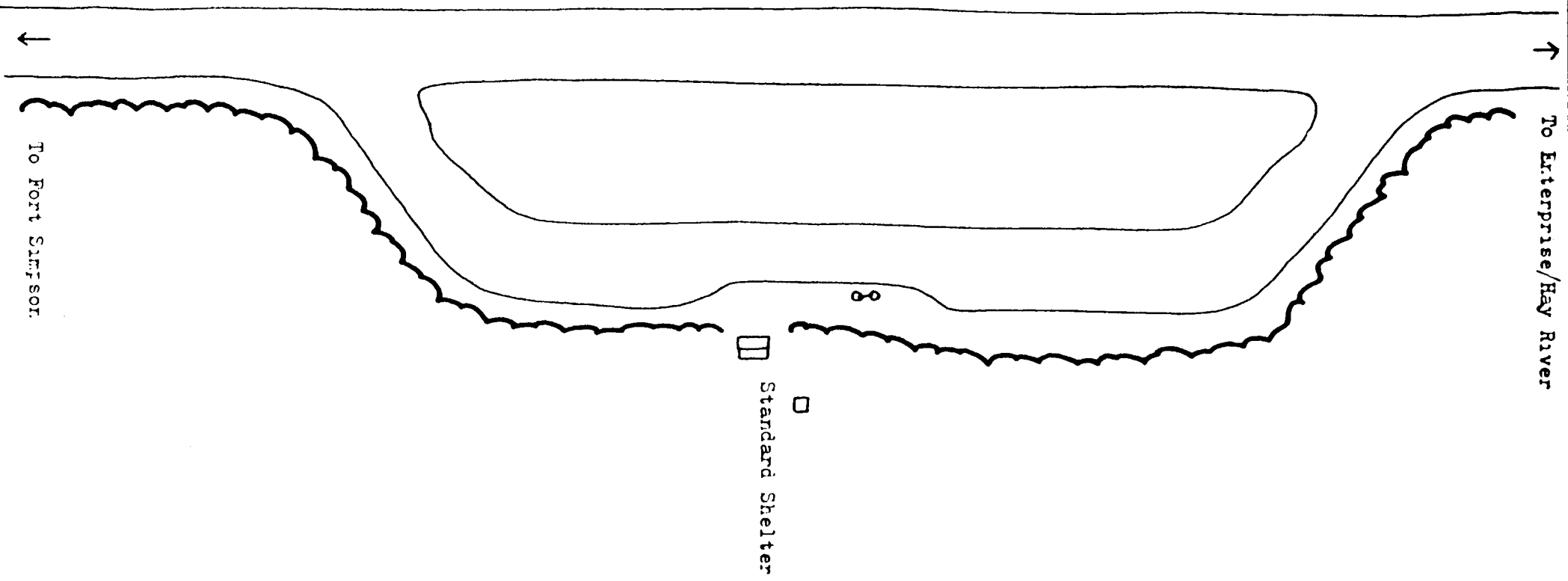
f. RECREATION

- meat cache that can be used to climb on and as part of the interpretive story.

g. **CONSTRUCTION COSTS**

Project Total

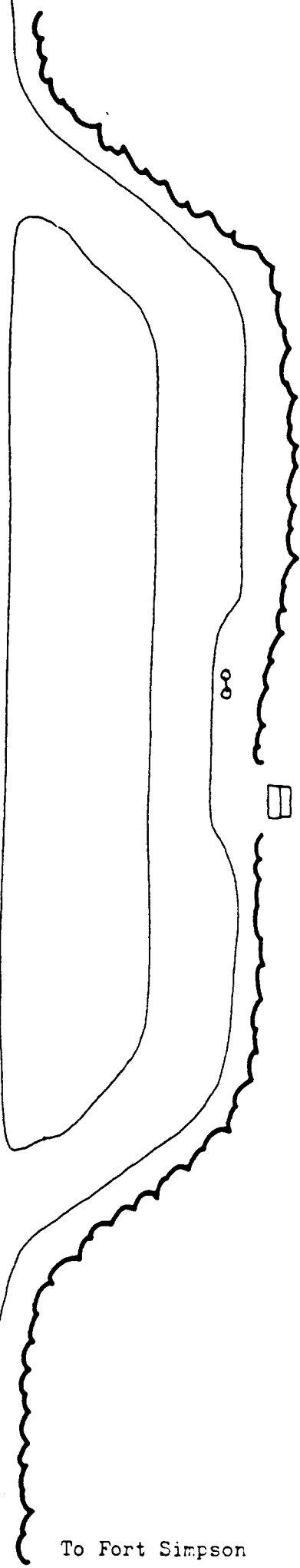
\$ 8,000






PULL OFF NO 222.6
Existing Conditions
Not to scale



To Enterprise/Hay River



To Fort Simpson

-  Meat Cache
-  Log outhouse
-  Standard Shelter

PULL OFF km 222.6
Concept Plan
Not to scale

PULL-OFF km 278.9

a. EXISTING CONDITIONS

- large highway pull-off;
- standard Highways litter barrels, emergency shelter and plywood outhouse.

b. POTENTIAL AND DESIRED FUNCTIONS

- simple rest stop.

c. SERVICES

- upgrade existing shelter;
- replace existing outhouse with standard log outhouse;
- 1 log picnic table.

d. ORIENTATION

- highway sign introducing rest area;
- services signs;
- could have orientation signs along the highway explaining you are entering a burn area.

e. INTERPRETATION

- Burn
How to recognize the signs of an old burn and the succession pattern of the forest. Log cutting permits in the area.

f. RECREATION

- short trail (approximate 250 m);

- once DPW&H has moved out of gravel pit across the road, the area could be rehabilitated; possibility of lookout for views to Mackenzie Valley.

g. **CONSTRUCTION COSTS**

Project Total \$ 9,000



To Enterprise/Hay River

Burr. Area



Standard
shelter



To gravel pit



To Port Simpson

PULL OFF km 273.9

Existing Conditions
Not to scale

↑ To Enterprise/Hay River

Interpretive Trail

Burr. Area

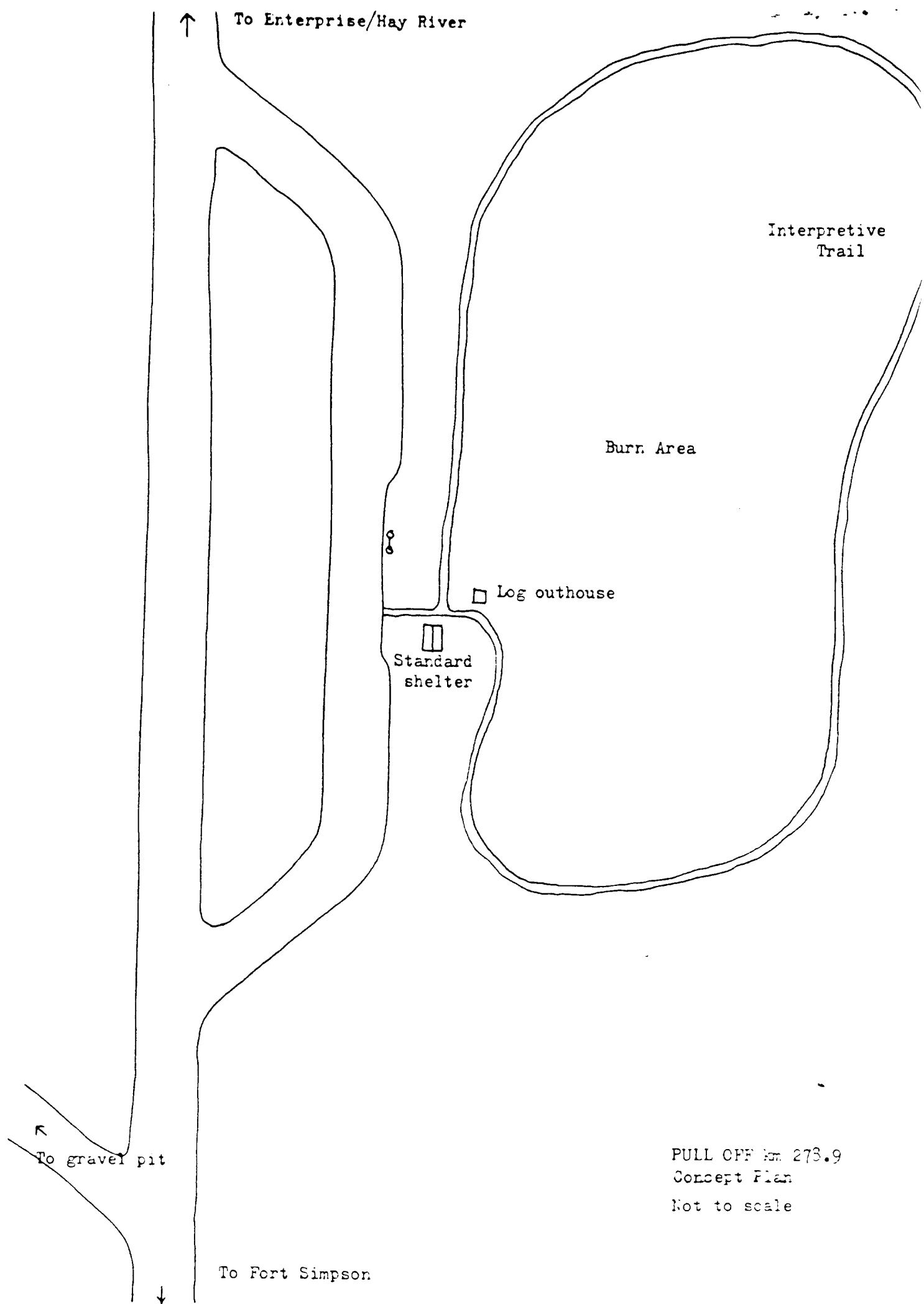
□ Log outhouse

▭ Standard shelter

↖ To gravel pit

↓ To Fort Simpson

PULL OFF Km 273.9
Concept Plan
Not to scale



WALLACE CREEK (km 289.4)

a. EXISTING CONDITIONS

- informal pullout from highway.

b. POTENTIAL AND DESIRES FUNCTIONS

- rest stop (1/2 hour to 1 1/2 hour stopover).

c. SERVICES

- garbage container;
- 1 picnic table;
- preliminary site investigations indicate that there may be difficulty in locating a washroom here due to the closeness to bedrock.

d. ORIENTATION

- highway sign introducing rest area;
- services signs.

e. INTERPRETATION

- Flowing water
How the rock is carved. Movement of small streams towards the Mackenzie.

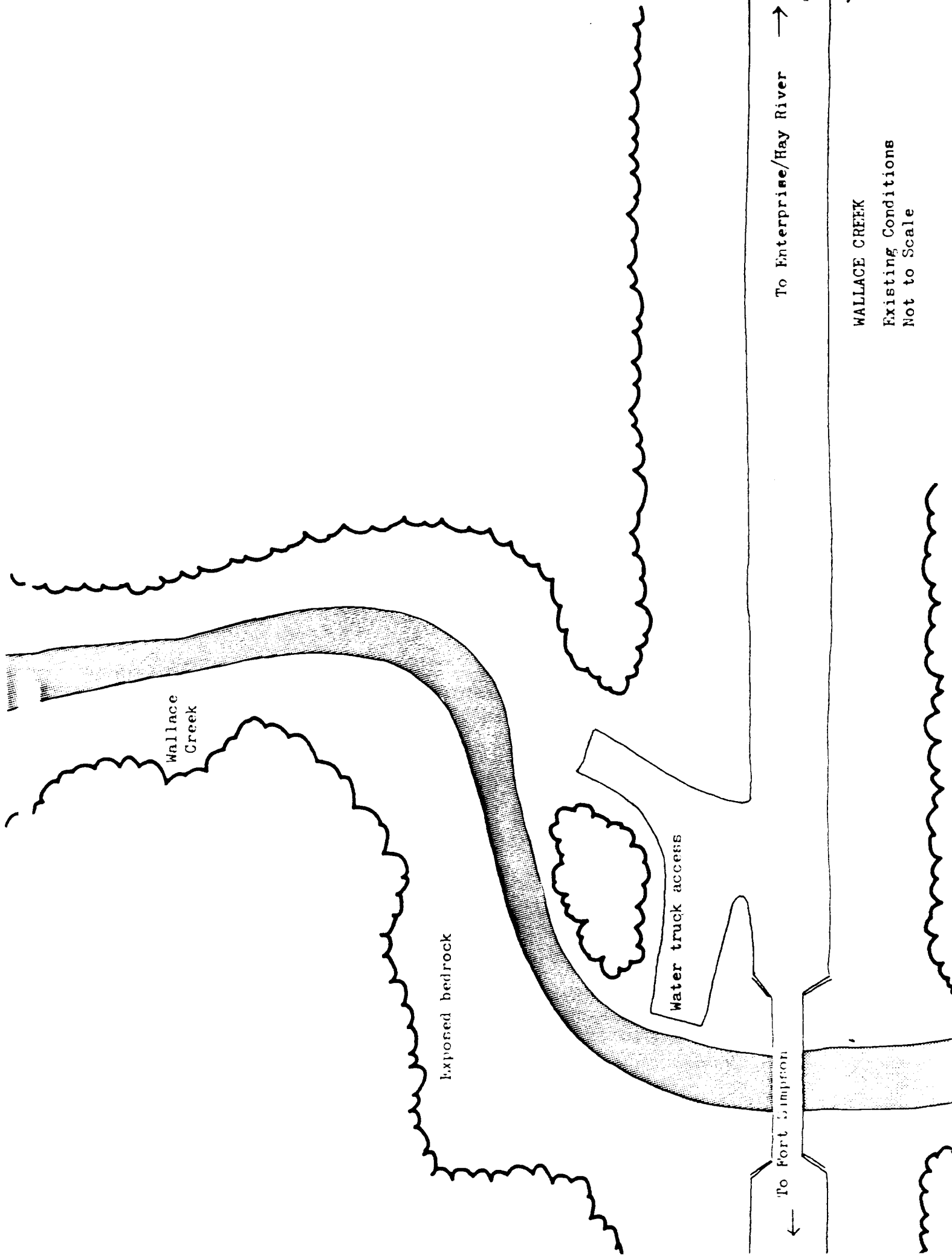
f. RECREATION

- general walking and wading;
- log aid across river for a fun bridge;
- trail out to escarpment edge.

g. **CONSTRUCTION COSTS**

Project Total

\$ 20,000



Wallace
Creek

Exposed bedrock

Water truck access


To Fort Simpson


To Enterprise/Hay River →


WALLACE CREEK

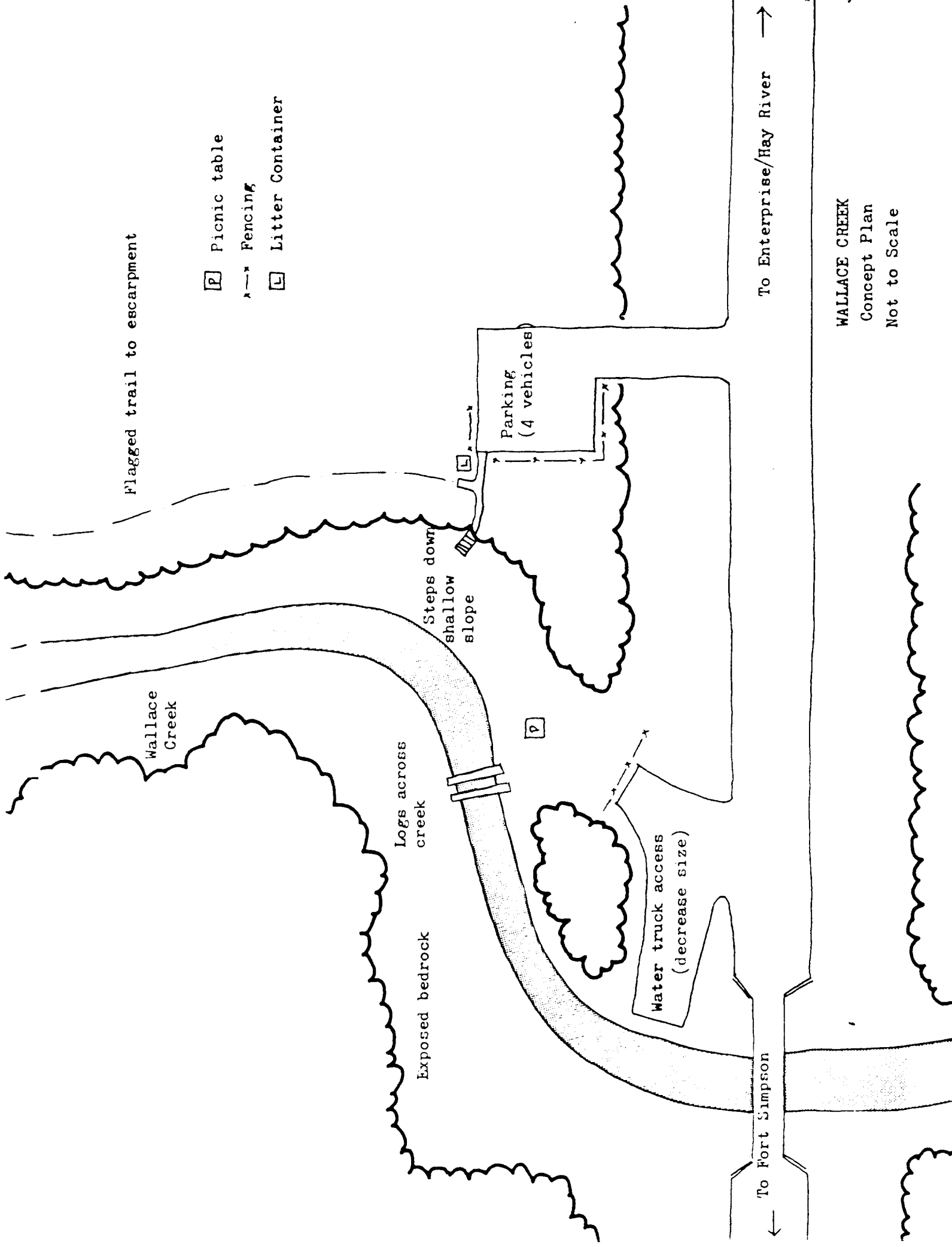
Existing Conditions
Not to Scale

Flagged trail to escarpment

 Picnic table

 Fencing

 Litter Container



To Enterprise/Hay River →

← To Fort Simpson

WALLACE CREEK
Concept Plan
Not to Scale

PULL-OFF km 331.6

a. EXISTING CONDITIONS

- large highway pull-off;
- standard Highways litter barrels, emergency shelter and plywood outhouse.

b. POTENTIAL AND DESIRE FUNCTIONS

- simple rest stop.

c. SERVICES

- upgrade existing shelter;
- replace existing outhouse with standard log outhouse.

d. ORIENTATION

- highway sign introducing rest area;
- service signs.

e. INTERPRETATION

- Seeing the forest for the trees
Most people would look at this patch of forest and see - trees. A botanist takes this area as a lesson in how water affects the boreal forest. As a bonus, there are some hints for travellers on how to choose a forest with fewer mosquitoes.

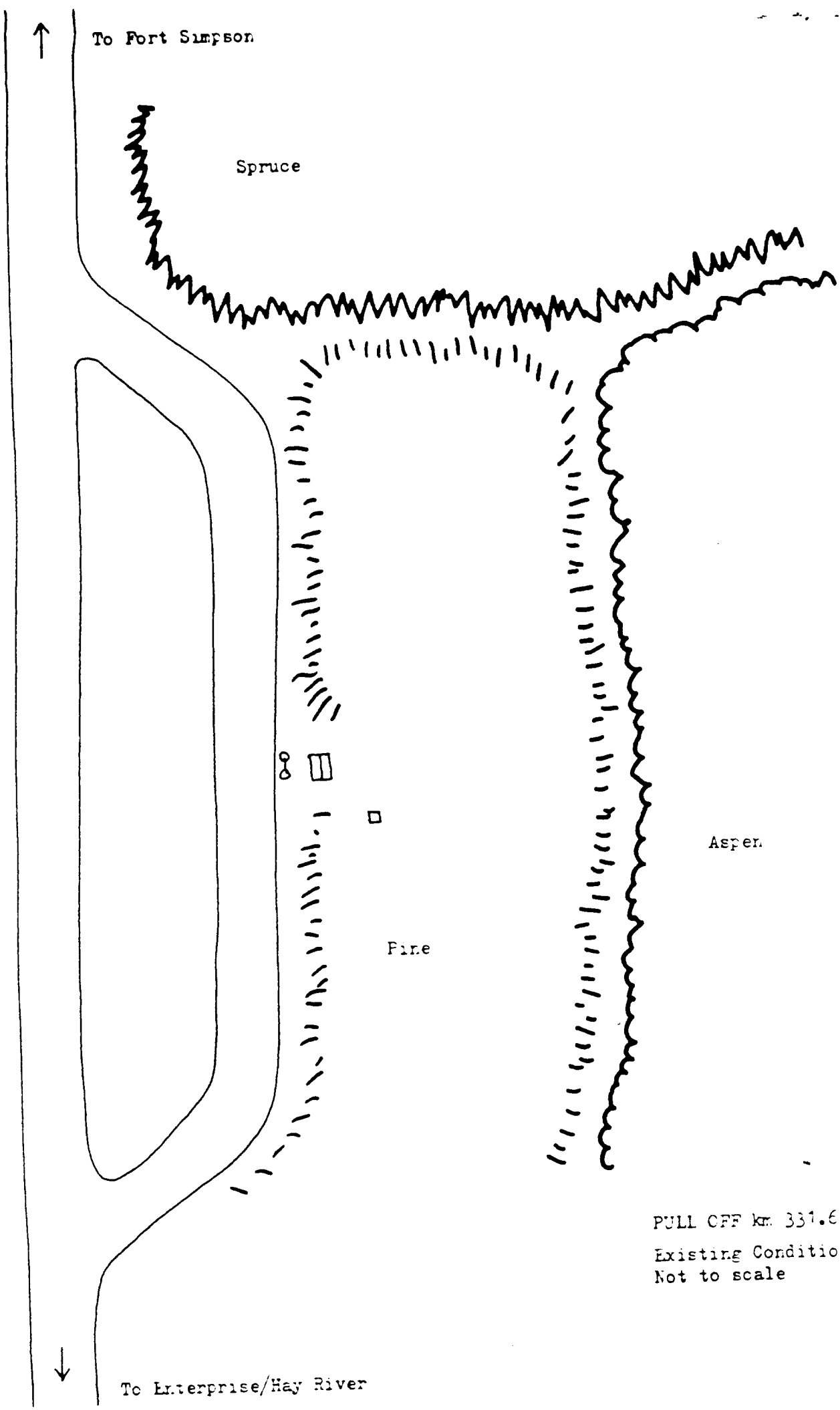
f. RECREATION

- trail approximately 250 m through the different forest types (spruce, pine, aspen).

g. **CONSTRUCTION COSTS**

Project Total

\$ 15,000



To Fort Simpson

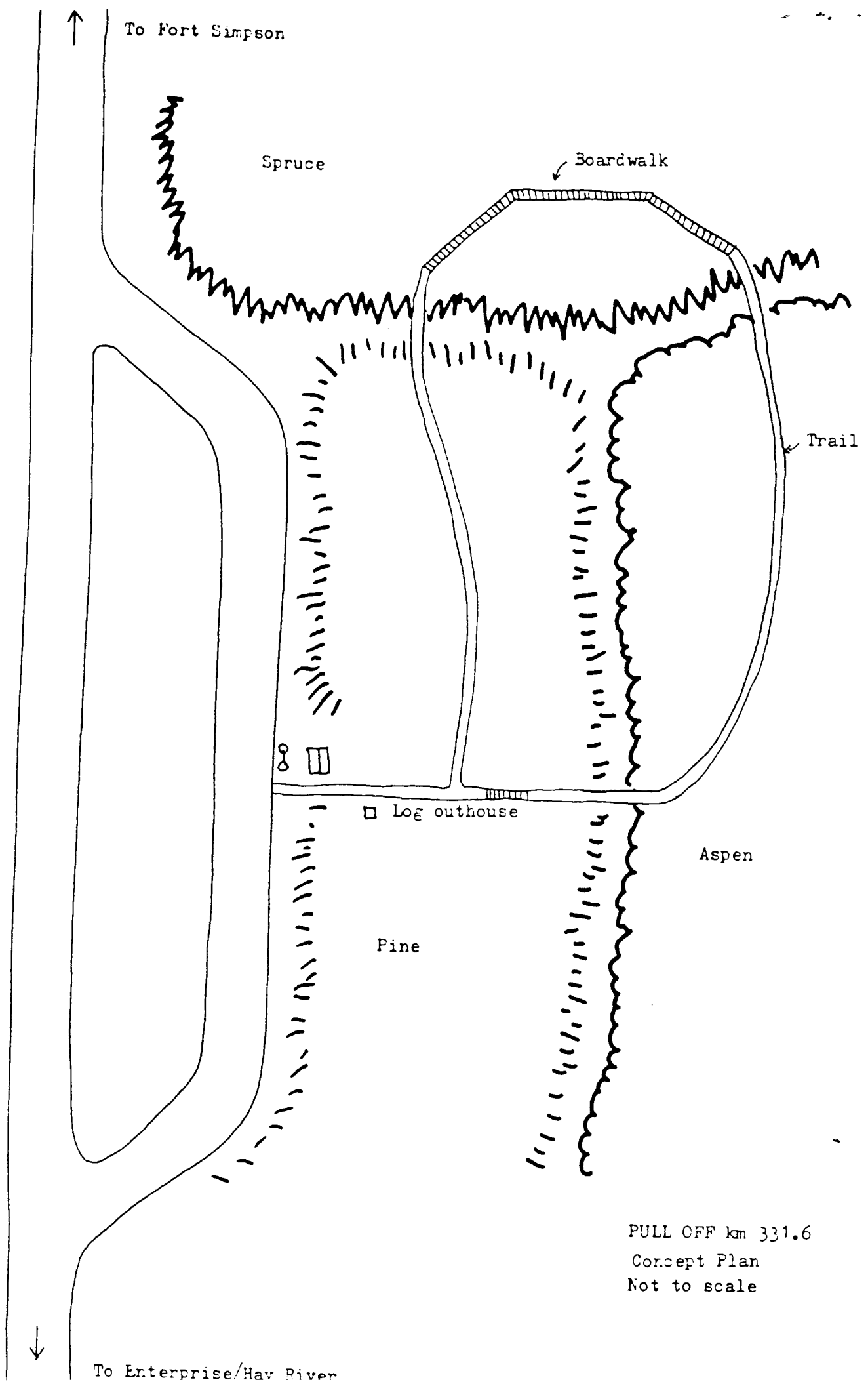
Spruce

Aspen

Fire

PULL OFF km 331.6
Existing Conditions
Not to scale

To Enterprise/Hay River



PULL OFF km 331.6
Concept Plan
Not to scale

EKALI LAKE

a. EXISTING CONDITIONS

- narrow road (approximately 4 m wide) down to Ekali Lake (approximate distance is 400 m); road runs along a cutline; the cutline extends on the other side of the highway;
- trappers cabin about 300 m from highway, right beside access road;
- open parking/turn around area near lake; slippery and sticky when wet;
- picnic table and "fish camp" set up near lake;
- informal dock;
- heavily used by Fort Simpson residents; some tourist use though site is not well marked;
- may be traditional use by Jean Marie River residents.

b. POTENTIAL AND DESIRED FUNCTIONS

- rest area; campground;
- emphasis on water based activities;
- beginning of canoe trip to Gargon and Sanguis Lakes.

c. SERVICES

- improved parking; possibly trailer parking above top of slope;
- washroom/garbage/wood;
- picnic tables;
- add a lay by in entrance road to allow vehicles to pass; upgrade with fill;
- tent and recreation vehicle sites in second phase.

d. **ORIENTATION**

- highway sign introducing the entrance;
- signs asking to keep the camp clean;
- through brochures or signs orient people to the other lakes in this chain (Gargon, Sanguis).

e. **INTERPRETATION**

- Ekali Lake
A look at the role that fish and fishing camps play as a part of community life and as an economic resource.

f. **RECREATION**

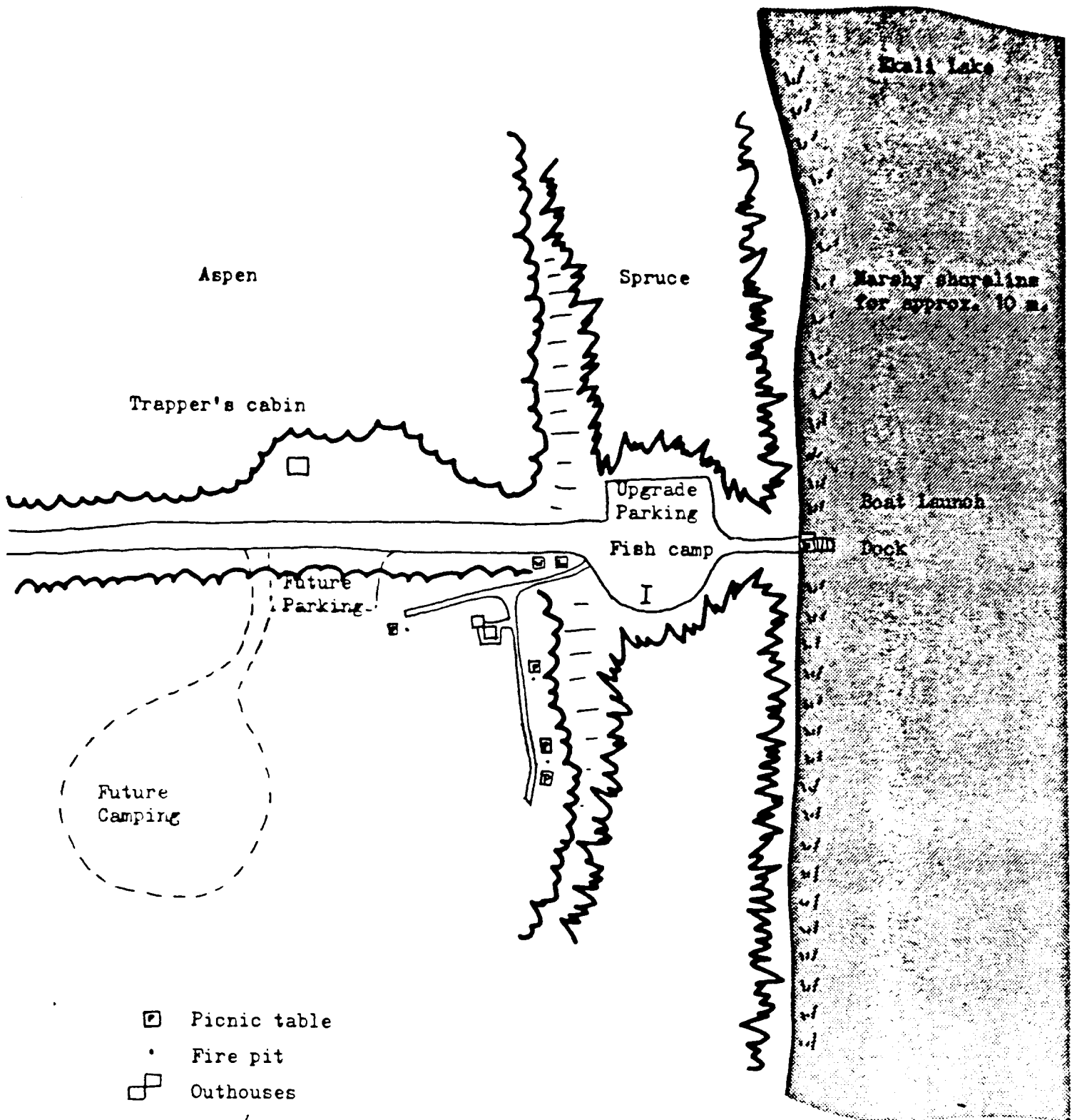
- fixed dock for fishing (should extend out past marshy area, so would be about 20 metres long);
- floating dock (out approximate 40 or 50 meters from shore) if possible;
- boat launch for small (3-5 metre) craft.

g. **CONSTRUCTION COSTS**

Project Total \$ 15,000

h. **COMMENTS**

- very important site to Fort Simpson residents. They would like to see a staff person here. If a sufficient land base were acquired to accommodate camping and a staff residence, this could eventually become a primary site, equivalent to Lady Evelyn Falls. Likely longer term land negotiations would be required for this site as compared to other tertiary sites, since a) possible traditional use, b) not associated with a highway pull-off and c) larger land base would be required due to request for campsites. However, the other tertiary sites should not be delayed for this site, if land agreement on the other sites can be resolved more quickly.



- ☐ Picnic table
- Fire pit
- ☐ Outhouses
- ☑ Wood/water shelter
- ☐ Litter container

EKALI LAKE
 Concept Plan
 Not to scale

PULL-OFF km 379.0

a. EXISTING CONDITIONS

- large highway pull-off;
- standard Highways litter barrels, emergency shelter and plywood outhouse.

b. POTENTIAL AND DESIRED FUNCTIONS

- simple rest stop.

c. SERVICES

- replace existing outhouse with standard log outhouse.

d. ORIENTATION

- highway sign introducing the rest area;
- service signs.

e. INTERPRETATION

- Cutline/Trapline
This area gives the opportunity to discuss the co-existence of industrial seismic lines and individual traplines.

f. RECREATION

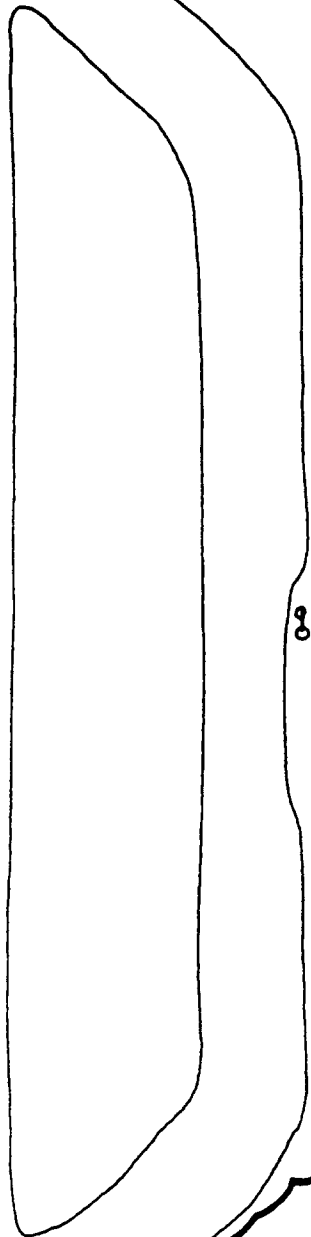
- trail (approx. 250 m) along the cutline and back to the rest area.

g. CONSTRUCTION COSTS

Project Total \$ 6,000



To Port Simpson



8



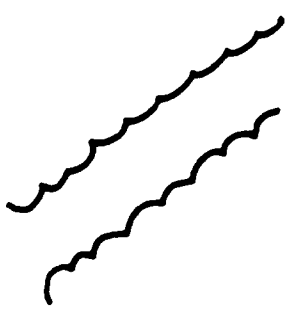
Seismic outline

PULL OFF km. 379

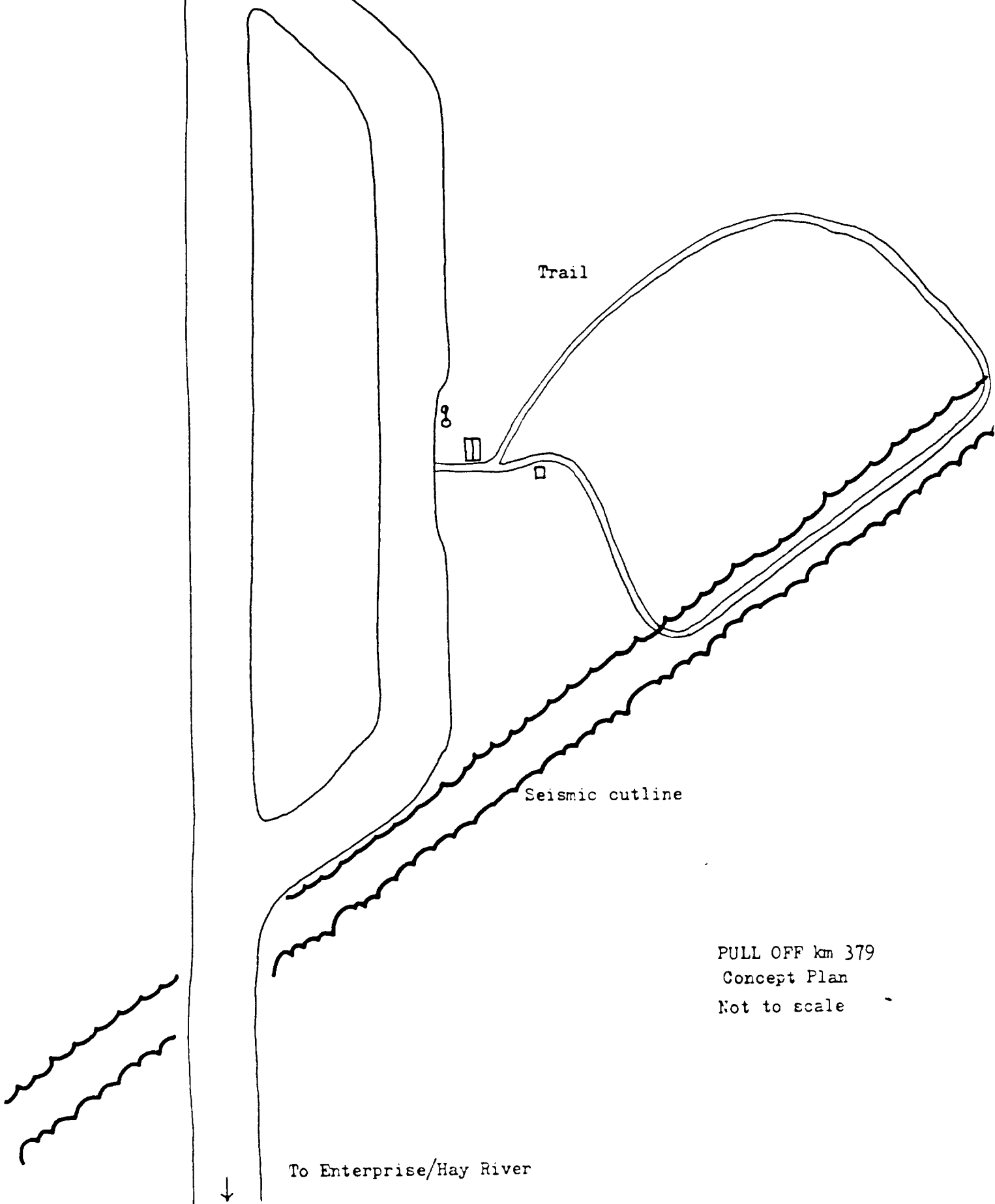
Existing Conditions
Not to scale



To Enterprise/Hay River



To Fort Simpson



Trail

Seismic outline

PULL OFF km 379
Concept Plan
Not to scale

To Enterprise/Hay River



5.5 Transport Display

a. *EXISTING CONDITIONS*

- no existing transport display; number of artifacts could be available within the community.

b. *POTENTIAL AND DESIRES FUNCTIONS*

The community of Enterprise, as the first community many visitors see when they arrive into the Territories, has a special role as a service centre. While the consultants feel strongly that the orientation and welcome to the Territories should remain at the entrance to the NWT, namely at the 60th Parallel border crossing, Enterprise does warrant some additional attention due to its unique location. We have suggested developing a transport display. The theme would be the development of transportation routes to the North. It should be prominently located, easily visible from the highway. For instance, the former Tundra Steak House could be used to house a small interior display, with the lot beside it used as both a play area and display area for various vehicles. The display of the outdoor artifacts would be in a park-like setting, encouraging people to stop and rest. There could be additional orientation signs at this point describing the branches of the highway. The development of any such display requires considerable community discussion, and consultations with the Department of Culture and Communications.

c. *SERVICES*

- garbage container;
- small outdoor eating area;
- washrooms (in building).

d. *ORIENTATION*

- highway sign introducing transport display;
- services signs;
- orientation to branches of highway.

e. **INTERPRETATION**

- Transportation
The development of transportation routes into the north.
- the Prince of Wales Northern Heritage Centre may have artifacts available for display.

f. **RECREATION**

- play activities around artifacts. Could have water play area around artifacts.

g. **CONSTRUCTION COSTS**

Project Total \$ 185,000

5.6 Other Sites

These are sites which:

- have been evaluated and are not recommended at this time for on-site development (though may have some have potential for off-site interpretation (e.g., through brochures, handouts, audio, etc.), or
- are existing but are recommended for deletion.

QUARRY (km 64)

a. **EXISTING CONDITIONS**

- large limestone quarry and crushing site used by Highways to supply aggregates from approximately the Alberta border to junction with Highway #2;
- pit approximate 6 - 8 meters deep;
- will likely be in use for approximately 20 years or more as this is the only source of aggregate in the vicinity.

b. RECOMMENDATIONS

- off-site interpretation of industrial activity;
- once part off pit closed down there could be on-site interpretation and variety of rehabilitation exercises;
- letter from Deputy Minister, Department of Economic Development and Tourism to Deputy Minister, Department of Public Works and Highways asking that the Department of Public Works and Highways inform Economic Development and Tourism one year in advance if they intend to close the quarry. Economic Development and Tourism should review site at that time to determine any recreation potential (e.g. swimming, stocking with fish etc.). Letter should also address possibility of some on-site interpretation in the next 5-10 years if quarry continues long term operation.

HART LAKE

a. EXISTING CONDITIONS

- scenic location;
- entrance road and turnaround at lake;
- water quality of lake is poor. Coliform levels are approximately 10 times those allowed for bathing. Swimming in and drinking of the water are considered unsafe by the Environmental Health Officer (see Appendix E). The cause is unknown, but this is a self-contained, very shallow lake with no self-cleaning possibilities.

b. RECOMMENDATIONS

- water quality is unlikely to improve sufficiently; development not recommended.

HIGHWAY REALIGNMENT

a. EXISTING CONDITIONS

- between junctions with #2 and #3 DPW&H is considering realignments to Highway 1. The highway was originally laid without giving

consideration to the tourism potential, but the opportunity exists to work with DPW&H on developing this section with tourism in mind.

b. *RECOMMENDATIONS*

- work with DPW&H on aspects such as:
 - viewshed;
 - identifying where Contractors should build camps for reuse afterwards as public facilities;
 - designate prior to construction of camps what road system should look like, and what condition site must be left in, for greatest usefulness of site after demobilization of construction crews.

KIMBALL'S SAW MILL (km 191)

a. *EXISTING CONDITIONS*

- private sawmill; interesting old equipment.

b. *RECOMMENDATIONS*

- interpretation at km 187 pull off.

AXE POINT SCHOOL (km 206)

a. *EXISTING CONDITIONS*

- trapping school run by George Bloomstrand, Sr.

b. *RECOMMENDATIONS*

- depending on commercial status, could be mentioned in brochures at a point of interest or would show up on highway signage as commercial establishment.

OPEN MEADOW (km 235-238)

a. EXISTING CONDITIONS

- large meadow with good open views.

b. RECOMMENDATIONS

- off-site interpretation

BOUVIER CREEK

a. EXISTING CONDITIONS

- creek has no pull out from highway;
- escarpment on west side of creek;
- locals recommend this creek as having good swimming holes and for wading.

b. RECOMMENDATIONS

- mention in brochures/leaflets;
- close to pull-off at km 278.9 so could orient people to creek there.

"BIG BEND" (km 296)

a. EXISTING CONDITIONS

- MacConnel Lake beach ridge: road drops in elevation to the east, providing a wide vista;
- existing gravel pit at top of ridge on south side of road;
- pit is very dry; virtually no regrowth.

b. RECOMMENDATIONS

- mention in brochure/leaflets;
- opportunity for future pull-off in conjunction with viewing platform and trails to Red Knife Creek.

RED KNIFE CREEK (km 295.2)

a. EXISTING CONDITIONS

- Highway camp on southeast side of bridge;
- steep access to creek on northeast side;
- high use by residents during grayling run in May.

b. RECOMMENDATIONS

- mention in brochures/leaflets for industrial (highway) use (centre of the Red Knife Beat);
- provide service contract at the end of May to clean area after heavy spring use;
- no facilities or summer maintenance programmes should be necessary.

MORRISY CREEK (km 313.2)

a. EXISTING CONDITIONS

- no formal pull out from highway;
- interesting area for wildflowers.

b. RECOMMENDATIONS

- off-site interpretation.

TROUT LAKE WINTER ROAD (km 321.6)

a. EXISTING CONDITIONS

- start of the winter access road into Trout Lake;
- 126 km to Trout Lake.

b. RECOMMENDATIONS

- mention in brochures/leaflets (part of story of ice roads and river/road access).

PULL-OFF JUST AFTER WHITTAKER (km 326.5)

a. EXISTING CONDITIONS

- small highway pull-off;
- no shelter or outhouse;
- existing DPW&H litter barrels.

b. RECOMMENDATIONS

- delete this pull-off; too close to other facilities, and not up to proper standard.

JEAN MARIE RIVER ICE ROAD (km 376)

a. EXISTING CONDITIONS

- winter road in to Jean Marie River.

b. RECOMMENDATIONS

- mention in brochures/leaflets (use and construction of ice roads).

REPEATER STATION AND PIPELINE (km 388)

a. EXISTING CONDITIONS

- McGill Tower repeater station;
- km 585 of pipeline from Norman Wells to Zama Lakes crosses highway at this point;
- large open area to east of actual pump station.

b. RECOMMENDATIONS

- mention in brochures/leaflets (industrial).

VIEW SHEDS

There should be some cutting of trees along the highway to open up views to the Mackenzie River and other features, e.g., from about km 404 to 406; at km 198; at km 190.

OUTSIDE STUDY AREA

Though the study area ends at the junction with Highway #2 and Highway #7, tourists will not necessarily make the distinction between one section of the subarctic highway and the next. There should be continuity in signage and messages between the various branches of the highways. The following two sites are examples of treatment of adjoining sites.

Paradise Gardens

a. EXISTING CONDITIONS

- services and recreation provided are by the private owners;
- good tie in with the industrial themes.

b. **RECOMMENDATIONS**

- highway sign introducing commercial area;
- interpretation: Garden of the North. Interpretation of the joys and difficulties of agriculture in the Hay River Area.

Liard River Ferry Crossing

a. **EXISTING CONDITIONS**

- ferry crossing to Fort Simpson.

b. **RECOMMENDATIONS**

- information on break-up/freeze-up;
- story of Johnny Behrens.

6.0 STRATEGY FOR DEVELOPMENT

6.1 Roles and Responsibilities

In order to construct, operate and maintain the proposed development along Highway #1, changes to the present organization of Tourism and Parks will be required. Most outstanding of these is staffing. A time commitment by present staff towards this programme is necessary, and funds will need to be available for hiring new staff or contract staff.

The Department of Public Works and Highways should be involved in virtually all phases of the development of the corridor, as that Department will be required to implement most of the plan and provide much of the maintenance. Economic Development and Tourism should continue to inform DPW&H of their intentions, in order that appropriate staffing is available to carry out this programme. As work progresses toward the design phase, DPW&H and ED&T responsibilities will be approximately equally divided. It is possible that DPW&H will need one staff person to concentrate on the development of the corridor at that time. By the construction phase, virtually all of the work will be carried out by the DPW&H (see The Project Planning and Implementation Process: A Guideline for Clients).

Presently, maintenance of the highway pull offs is done by Department of Public Works and Highways, and the operations and maintenance of Territorial Parks is the responsibility of the Department of Economic Development and Tourism (generally through contracts). This situation needs to be reviewed.

The Department of Culture and Communications will likely also be involved in this project, particularly on the transportation display at Enterprise. They should also review brochures and exhibits for accuracy. Renewable Resources could also be a valuable source of information.

6.2 Schedule

Following is a suggested schedule for development. Some of the variables which have been taken into consideration in scheduling the work include

priority of project, capital and O&M costs, availability of trained staff, availability of contractors, staff time available and land claim issues. Obviously these variables could alter this schedule considerably over the next few years. However, this schedule can realistically be used as the basis for funding and programming.

This schedule is detailed further in project management charts that have been produced to accompany each of the projects in Sections 5.1 to 5.5. It should be noted that not all possible projects have been detailed in the management charts and this schedule. Items not shown are those that are not within project definition stage at this time, though some do require some staff time. For example, Economic Development and Tourism should continue discussions with the Department of Public Works and Highways regarding the realignment of Highway 1 near McNallie Creek (see 4.1.8).

Core zones and the 60th Parallel deserve prime attention. The emphasis should be on developing and manning these areas should any delays in the development schedule be needed.

Year 1

April 1989 - March 1990

- a. **60th Parallel**
 - Research and Planning
 - Design Begins

- b. **Alexandra/Louise to Enterprise Corridor**
 - Research and Planning

- c. **Whittaker Falls/Lady Evelyn Falls**
 - Research and Planning
 - Design

- d. **Secondary Sites**
 - Research and Planning

- e. **Tertiary Sites**
 - Research and Planning

- f. **Transport Display**
 - Research and Planning

Year 2

April 1990 - March 1991

- a. *60th Parallel*
 - Design
 - Implementation (Building and Exhibit)
- b. *Alexandra/Louise to Enterprise Corridor*
 - Design
- c. *Whittaker Falls/Lady Evelyn*
 - Implementation begins
- d. *Secondary Sites*
 - Design
 - Implementation
- e. *Tertiary Sites*
 - Design
- f. *Transport Display*
 - Research and Planning

Year 3

April 1991 - March 1992

NOTE: A considerable number of events are planned over the summer of 1992. It is the celebration of the Alaska Highway Opening. Hay River will be having 100th anniversary celebrations. There will likely be considerable spin-off from this event; therefore, most of the work on the corridor should be completed by June, 1992.

- a. *60th Parallel*
 - Implementation Ends (Site Construction)
- b. *Alexandra/Louise*
 - Implementation Begins
- c. *Whittaker/Lady Evelyn*
 - Implementation Ends
- d. *Tertiary Site*
 - Implementation

- e. *Transport Display*
 - Design

Year 4

April 1992 - March 1993

- a. *Alexandra/Louise*
 - Implementation (Stage II)
 - Design (Interpretive Centre)
- b. *Transport Display*
 - Implementation

Future Years

- a. *Alexandra/Louise*
 - Implementation (Interpretive centre)
- b. *All Projects*
 - Evaluation

6.3 Capital Costs

The construction costs for the individual sites are given in Section 5. This summary includes those costs, broken down by fiscal year, as well as the planning, design and supervision costs necessary for the projects. Costs for highway signage (design and implementation) other than those on these specific sites has not been included.

Year 1

April 1989 - March 1990

<i>60th Parallel</i>	
- Research and Planning	\$ 45,000
- Design	40,000

- Interim Work	<u>15,000</u>
	100,000
<i>Alexandra/Louise/Escarpment</i>	
- Research and Planning	50,000
<i>Whittaker/Lady Evelyn</i>	
- Research and Planning	18,000
- Design	<u>120,000</u>
	138,000
<i>Secondary Orientation Sites</i>	In house
<i>Tertiary Sites</i>	
- Research and Planning	35,000
<i>Transport Display</i>	In house
Total Year 1	<u>\$ 323,000</u>

Year 2

April 1990 - March 1991

<i>60th Parallel</i>	
- Implementation (Building and Exhibits)	\$ 150,000
- Supervision/contingency	30,000
- Design (Site)	<u>20,000</u>
	200,000
<i>Alexandra/Louise/Escarpment</i>	
- Design	75,000
- Manufacture (Exterior Sign)	<u>25,000</u>
	100,000
<i>Whittaker Falls/Lady Evelyn</i>	
- Implementation (Stage I)	695,000
- Supervision/Contingency	<u>139,000</u>
	834,000
<i>Secondary</i>	
- Design	5,000
- Implementation	<u>45,000</u>
	50,000
<i>Tertiary Sites</i>	
- Design	50,000

<i>Transport Display</i>	
- Research and Planning	20,000
Total Year 2	<u>\$1,254,000</u>

Year 3

April 1991 - March 1992

60th Parallel

- Implementation	
- Site Construction	55,000
- Video	45,000
- Supervision/Contingency	<u>10,000</u>
	110,000

Alexandra/Louise

- Implementation (Stage I)	
- Site Construction	370,000
- Supervision/Contingency	<u>74,000</u>
	444,000

Whittaker/Lady Evelyn

- Implementation (Stage II)	
- Site Construction	540,000
- Supervision/Contingency	<u>108,000</u>
	648,000

Tertiary Sites

- Implementation	
- Site Construction	177,000
- Supervision/Contingency	<u>35,000</u>
	212,000

Transport Display

- Design	45,000
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Total Year 3	<u>\$1,459,000</u>
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Year 4

April 1992 - March 1993

Alexandra/Louise

- Implementation (Stage II)	
- Site Construction	285,000
- Supervision/Contingency	57,000
- Design (Interpretive Centre)	<u>100,000</u>
	442,000

Transport Display

- Implementation	
- Construction	185,000
- Supervision/Contingency	<u>35,000</u>
	220,000

Total Year 4 \$ 662,000

Future Years

Alexandra/Louise

- Implementation (Interpretive Centre)	
- Construction	750,000
- Supervision/Contingency	150,000
- All projects - Evaluation	25,000

Total Future Years \$ 925,000

PROJECT TOTAL \$4,623,000

APPENDIX A

NOTES FROM PUBLIC MEETINGS

1. Hay River, September 27, 1988

PRESENT:

Ian MacRae, Economic Development and Tourism
Mary King, Mayor of Hay River
Eileen Vail, Town of Hay River
Vicki Latour, The Hub
Cheryl Hirst, BRTA
Red McBryan, local resident
Karen Le Gresley, Avens Associates Ltd.
Drew Ann Wake, Aldrich Pears Associates Ltd.

Consultants went through the proposed programme.

GENERAL SUGGESTIONS (from all present are summarized below):

- staffing is a must - Whittaker Falls is most important in terms of priority since people are so far from any community;
- need training programmes for the staff, including interpretive training (Ian mentioned developing a pool of trained people, so that the Department has several choices of people to go to;
- name tags needed on all rivers and creeks;
- safety telephones needed at staffed sites;
- water quality tests and signs indicating potability of water at all the sites;
- tell people there aren't polar bears in this area (lots of people are worried about that) Thought should include safety information about black bears.
- hand out passport at border, to be stamped at various parks and private tourism sites;
- tie system to Rivers to Roads brochure;
- lookout along gorge near Enterprise; viewing eagles;

- needs soil tests; and,
- this programme should be started right away, and completed quickly; don't drag it out.

SITE SPECIFIC SUGGESTIONS (summarized below):

- 60th Parallel: add blind at end of pool for viewing red winged black birds and waterfowl; walkway around pool;
- railway cairn should be more obvious; preferably move it back to the railway side of the highway, where it was originally;
- rock in this cairn is gathered from the Buffalo River, Yellowknife River and Hay River by Mr. Ernie Coleson;
- don't necessarily like a gate, but should be something more prominent at border than present sign;
- upgrade residence;
- finish/furnish trappers cabin;
- Alexandra/Louise: walking trail between two areas;
- Wallace Creek: trail to escarpment edge; larger pull off/parking area needed;
- Hart Tower: could have camping here, since already staffed, so vandalism of site would be less of a problem;
- orient people to the waterfowl at Hart Lake (seasonal interest);
- could bring drinking water from McNallie Creek to Hart Tower;
- McNallie Creek: tell people about the swallows;
- need safety fencing;
- Louise Falls: was a marshalling area for the U.S. army going to Mills Lake and on the Blackwater Lake;
- in 1950 there were still the quonset huts from the army.

2. Fort Simpson, September 29, 1988

PRESENT:

John Sheehan, Economic Development and Tourism
Ernie Cazon, Economic Development and Tourism
Alfred Hardisty, Band
Daniel Lapierre, Nahanni Inn
Peter Shaw, Chamber of Commerce
Ted Grant, Simpson Air
Raymond Michaud, Department of Public Works and Highways
John McKee, Department of Municipal and Community Affairs
Graham Davis, Maroda Motel
Jerry Antoine
Karen Le Gresley, Avens Associates Ltd.
Drew Ann Wake, Aldrich Pears Associates Ltd.

- John introduced the two consultants, mentioning that the report had been discussed with the ADM of Tourism and several other members of Economic Development and Tourism on Monday. There was a general agreement in the Department that there is money for this type of work; it is the 'Cadillac version' but they believe they can fund it. It also includes new staff, and would therefore require staff training programmes.

Consultants then went through the proposed programme.

GENERAL SUGGESTIONS (from all present are summarized below):

- promote canoeing along the route; e.g., from Trout Lake to Fort Simpson; or from Whittaker Falls to Jean Marie River (approx. 2 day trip);
- pave road to Enterprise right away, then Liard Highway, so that both entrances are paved; encourage Government to pave the full highway system. More dust free zones until then, and widen roads at dust free zones.
- should indicate the difficulty of the trails (e.g., through colour codes or other means);
- general concern over vandalism, winter and summer. Numerous suggestions centred around keeping down vandalism:
 - need a "nuisance grounds" or similar area where people can be rowdy, so they don't want to wreck the nice spots;
 - need patrol staff so that there is someone at each site every day;
 - station patrol staff at Whittaker, Kakisa and the Enterprise South parks;

- pavilions should be as vandal proof as possible;
- great concern also over safety:
 - patrol people should be well equipped and trained to deal with emergencies on the highway;
 - bring back RCMP patrols;
 - show park officers and park patrol people on promotional videos so that tourists know who they can get assistance from (let people know park officers have phones in their trucks);
 - all government vehicles should be equipped with radio phones, first aid kits and promotional material; all government employees who are going on the highway should be trained to deal with emergencies;
 - mark the emergency shelters on maps;
 - have emergency phones at three staffed sites;
 - the suggested repeater stations should be programmable for safety/convenience information (road hazards, ferry stoppages, etc.);
 - could give out ELTs at the borders, but that may make tourists even more nervous;
 - put mileage to next survival cabin on highway mileage marker posts.
- bus tour groups should be contacted (e.g., Wells Gray, Weibe, Evergreen):
 - could develop cassettes specifically for bus tours;
 - possible that Whittaker Falls would be a good lunch stop for tours, but should check with tour groups;
 - more launching areas for boats;
- clear some areas along escarpment for better open views;
- let people know what water is O.K. for drinking - have up to date water testing of sites;
- look into having rental tape decks at border and tapes that tell people about specific sites (on/off marked on signs);
- signs giving radio frequencies should be put up outside each community and on tourist maps; also tell people station radio frequencies on the repeater stations;
- all present would like to see the full programme implemented quickly - not a ten year plan; must have the O&M to back up the capital investments (commitment to look after it when it is put in);

SITE SPECIFIC SUGGESTIONS (summarized below):

- McNallie Creek and Wallace Creek are delicate; will need specific paths so the tourists do not ruin the sites;

- trail to escarpment edge at Wallace Creek;
- put parking lot up from the creek so it can't readily be seen once you're by the creek;
- could be a boardwalk so that it is accessible to those in wheelchairs;
- should be showers at the three staffed sites;
- should have 3/4" plexiglass in emergency shelter windows;
- ED&T should "own" the emergency shelters and pull offs, not Highways. ED&T should be responsible for cleaning them 12 months/year.

3. Fort Simpson, January 19, 1989

PRESENT:

Joe Mercredi
 Ernie Cazon (Park officer ED&T)
 Rita Cazon
 John Sheehan (ED&T)
 Stoney Burton (ED&T)
 Helené Chabot
 John McKee (MACA)
 Peter Shaw (Chamber of Commerce)
 Pat Scott (Craft Shop, Nogah)
 Chuck Ennis (ED&T)

Jean Marie R. bridge: downstream of highway a road leads to the river

- not private, but Checkpoint people may want to develop this as a campsite;
- it is a community site, so likely won't be made a private site.

Ekali Lake: Jean Marie R. people use this area traditionally (Pat Scott); they must be consulted.

- on-site interpretation (Joe);
- clear portage between Ekali and Sanguis Lake;

- John Sheehan: could start small (since not Territorial Park land) - but better to do it and get it done altogether;
- Joe has a plan that he is going to give John Sheehan;
- well could be dug;
- should be reviewed further; more developed plan done;
- should have staff - 'traffic director' - staff cabin if went to A frames;
- a party spot potentially - a potential problem spot.

Lady Evelyn:

- road to site needs to be upgraded - virtually impassable sometimes.

Whittaker:

- under bridge - loose boardwalk would float away with spring run off;
- thin out trees near campground bank for better view of river.

General:

- extend fall season especially for local use;
- Pat - X-country skiing should be developed.(is being thought about, not recommended immediately);
- shelters must be kept up;
- outhouses too close to road (Mrs. Cazon);
- shelters should be more useable on an ongoing basis (not just winter);
- would rather see shelters right beside highway - flag system to help;
- co-op with corrections people - e.g. doing signs was suggested. However John Sheehan says this is not feasible; was tried before and lots of problems because contractors complained of work being taken away from private sector;
- need ambulance coverage from Enterprise to Trout - something out of Red Knife camp;

- better first aid kits in DPWH and Parks vehicles;
- some helipad areas needed;
- CB channel 19 emergency - stress the use more, advertise more monitor the channel from community;
- nothing to offer Mackenzie Bicentennial, something need to be done;
- need more in Ft. Simpson;
- would like to see something this year;
- get older citizens to stay at core zones, other campgrounds.

4. Hay River January 25th, 1989

PRESENT:

George Morin	President, Metis Association
Dale Robertson	Town Councillor
Vicki Latour	The Hub
Cheryl Hirst	BRTA
Gene Hachey	ED&T
Terry Ward	ED&T
Eileen Vail	Town

Swede Creek:

- DPW&H gets water from it;
- further down Grumbler is Fire station;
- forestry ask about use of across the area.

Mink Creek:

- near Swede Creek (north of Swede Creek) could be alternative to Swede Creek (River Side).

McNallie:

- "need lots of garbage containers" - garbage there, no one responsible - this would be ED&T responsibility.

Hart:

- rock climbing done at Hart Tower;
- needs safety training for any staff dangerous cliff;
- interpret botanic/vole studies;
- trail both ways along escarpment;
- Bill Clark manned the tower - tell his stories;
- Hart Lake: solar aeration to clean it up??

Wallace:

- trappers cabin on Simpson side.

Kakisa River Bridge:

- the ford is an historic site, should be interpreted.

Enterprise:

- branch in road therefore more important kiosk needed;
- signage at junction must show where Great Slave Lake is;
- information pulloff at Enterprise;
- suggested transport park is a major commercial property may not be best spot;
- manned station there?

General:

- at border say how far it is to Great Slave Lake;
- video at Louise/at border for Great Slave Lake;
- type of trees;
- safety tips include meeting a grader head on;
- 1992 - Hay River celebration - be ready;
- Hay River is "not getting their fair share";
- Hay River needs lure brochure;

- needs a good river guide;
- Canoe from border to above Alexandra;
- need signs saying Alexandra falls is coming!!

5. Enterprise, January 25, 1989

PRESENT:

Evelyn Coleman	Councillor
Ann Lesquiw	Mayor
John Pollard	MLA
Karl Mueller	Councillor
Cliff Kimble	Councillor
Terry Ward	ED&T
Ellen Kimble	
Anna Anderson	

Lady Evelyn:

- better steps;
- add seating areas.

Enterprise:

- information booth; kids playing while parents read stuff;
- not the same as border station;
- John Pollard wants the station moved to Enterprise;
- no services should be allowed at border to ensure Enterprise is first service stop. However, it is crown land so probably not much can legally be done.

Louise:

- nothing for kids, need play area.

General:

- trash barrels should to look different than down south;
- similarity in signage for consistency of image;

- Karl says need more truck pulloffs.

6. Meeting with Margaret Leishman
(sub - Chief, Kakisa)

- Ms. Leishman discussed the corridor plan, and specifically ideas for Lady Evelyn, with Kakisa residents;
- showers considered a good idea;
- concern re: signage - too small, not eye-catching;
- should have history of the area on signs (historic sites and legends);
- good to get legends and stories about the area out to visitors, but don't need to be too detailed;
- suggested contacts for stories/legends:
 - Daniel Fonfrere (Hay River)
 - Monique Providence (Kakisa)
 - Emily St. Pierre (Kakisa)

APPENDIX B - USER ASSESSMENT

Introduction

An analysis of visitation statistics for the Northwest Territories, Fort Smith Region and road travellers will provide some details of the existing and potential users of Highway #1. However, it must be realized that the conclusions reached are generalizations only, as a result of the relative lack of information about the tourist traffic. The inferences drawn are based primarily on previously published data, not original research. The major source of data was A Product Development Plan for the Northwest Territories' Tourism Industry, 1987 (Derek Murray Consulting Associates Inc.). Statistics were sought from Alberta Transportation for their Highway #35, leading into the NWT. However, these statistics were too general to extrapolate tourism traffic information.

A more detailed assessment of bus tour traffic was done through telephone interviews with four tour companies: Wells Gray, Canadian Motor Coach Tours, Wiebe Tours and Evergreen.

In 1986, about 8,500 pleasure travellers visited the Fort Smith Region by road between June and September. Approximately 80% of these travellers drove the Mackenzie and #3 Highways. Thus one can infer approximately 6,800 road pleasure travellers drove this corridor in 1986.

In 1987, 12,170 travellers stopped at the 60th Parallel Visitor Centre. This centre receives 6 to 12 times as many visitors as any of the other visitor centres in the region (Hay River, Yellowknife, Fort Smith, Fort Simpson). Given that there was not a doubling of visitation to the region between 1986 and 1987, it is evident that non-pleasure travellers are also stopping at the centre and there are many return visitors. This centre appears to be an important focal point of visitation.

Slightly more than half of the road visitors were Albertans. The foreign total (12-13%) is largely American. Approximately equal numbers of travellers (road and air) come to the Fort Smith Region for outdoor adventure products as for general touring. However, most of the general touring is by road. The outdoor adventure market, particularly the consumptive market, has less potential for growth in the Fort Smith Region. Thus, much of the increase in growth in tourism will likely be from general touring. Road travel (tourists and residents) has the potential to increase by about 65,000 visitors. However, infrastructure is not in place to handle this number. More details on the markets would assist in developing an appropriate infrastructure. The top three activities desired by potential visitors are seeing wilderness/undisturbed nature; visiting historic parks; and visiting national parks. This gives an indication of the direction for development.

The resident traffic has not been identified in market studies. However, as the Yellowknife population is expected to boom, be slightly more stable, and have a large number of children, the potential for family travel along the Fort Smith highways could increase over the next 10 years.

A fuller explanation of these inferences follows.

1.1.2 NWT TRAVEL OVERVIEW

In 1986, a total of 181,618 trips were taken by residents and non-residents to and in the NWT. Approximately 18.6% or 33,688 trips were related to non-resident pleasure travel, 25.7% or 46,730 trips were made by non-resident business travellers and the remainder, 55.7% (101,200 trips) were made by NWT residents. (1)

About 75% of resident travel consists of government and business travel. Unfortunately no figures have been compiled for the number of residents who use NWT highways for travel, either related to business or pleasure.

1.1.3 TRAVEL WITHIN FORT SMITH REGION

In 1986 18,000 non-resident travellers visited the Fort Smith Region. (2) Approximately 11,000 people travelled to the Region by road between June and September (34% of the total). (3) Seventy-seven percent (8,500) of the total were pleasure travellers. (4)

The vast majority of non-resident visitors to the NWT who travel by road are Canadians. The two tables which follow provide very similar results as to road traveller origin.

As the tables confirm, Alberta is the largest contributor of road travelling Canadian visitors (52% according to market origin to 54.4% as determined from ferry counts), followed by British Columbia (16% to 15.9%), Ontario (6% to 5.7%) and Saskatchewan (6% to 6.8%). The foreign total (13% to 12.4%) is largely American (12.1% as indicated by the ferry statistics). Further analysis shows that Minnesota, Washington and California (in decreasing order of importance) are the three states which contribute much of the American total (44%).

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1. Derek Murray Consulting Associates Inc A Product Development Plan for the Northwest Territories' Tourism Industry, 1987 (Regina: 1988), p. 13.
 2. Ibid., p. 24.
 3. Ibid., p. 175.
 4. Ibid., p. 34.

Market Origin of Fort Smith Region Travel (5)

Origin	Travel Mode		
	Air	Road	Total
Ontario	22%	6%	14%
Quebec	1%	1%	1%
Maritimes	4%	-	2%
Manitoba	8%	2%	5%
Saskatchewan	3%	6%	4%
Alberta	39%	52%	47%
British Columbia	12%	16%	14%
Yukon	-	-	-
Total Canada	90%	85%	
Foreign/U. S.	9%	13%	

Origin of Vehicles

Mackenzie River (Fort Providence) Ferry Counts, 1987 (6)

Place	Number of Vehicles	% of Total
Alberta	1852	54.4
British Columbia	542	15.9
Saskatchewan	232	6.8
Ontario	194	5.7
Manitoba	86	2.5
Yukon	23	0.7
rest of Canada	54	1.6
Total Canada	2983	87.6
Minnesota	78	2.3
Washington	53	1.6
California	52	1.5
rest of U.S.	231	6.7
Total U.S.	414	12.1
Overseas	11	0.3
TOTAL	3408	100.0

5. Ibid., adapted from Table 8, p. 41.

6. Government of the Northwest Territories, Economic Development and Tourism, Motoring Visitors - Volumes and Origins, 1987 (Yellowknife: 1987), adapted from Table 2, p. 3. Profile

1.1.4 NWT TRAVELLERS PROFILE

Travellers to the NWT are considered to be reacting to two basic products: outdoor adventure travel products or general touring products. The details of these two product types will be explained later in the section on Activity. Following is a profile of the two types of travellers:

Outdoor Adventure Traveller

The typical outdoor adventure traveller who visits the NWT originates from Western Canada, Ontario, Quebec, major American cities and West Germany. (7) Those travelling to the Fort Smith Region originate mainly from Western Canada and Ontario, as well as from the western U.S. The average age is 25 to 44, made up largely of young singles and couples. The average level of income is \$45,000 per year and greater. The average level of education achieved is at least diploma and more likely university graduation. Most of these travellers are in professional or managerial positions. (8)

General Touring Traveller

The stereotypical traveller involved in general touring is not as easily described due to the shortage of information on this group. However, it is known that general touring travellers visiting the Fort Smith Region are largely from Western Canada, Ontario and the western U.S., particularly Minnesota, Washington and California. Specifics relating to age, income, level of education and occupation are not available. However, it can be assumed that general touring travellers may constitute an older age group than outdoor adventure travellers. It may be that this group has an income below the average for outdoor adventure travellers, as they mostly travel by road. This is predicated upon the assumption that their choice to travel by road relates to economics. However, this is by no means certain, as their choice of travel mode could be for a number of reasons other than economics. It may be that families with children would travel by road to the NWT rather than pay more for airline travel.

7. Derek Murray Consulting Associates Inc., p. 51.

8. Ibid.

9. Ibid., p. 55.

1.1.5 GENERAL ACTIVITY PROFILE

The products offered to visitors by the Northwest Territories' tourism industry are classified in two broad categories: outdoor adventure travel and general touring products. Outdoor Adventure Travel refers to two further divisions described as consumptive and non-consumptive. Consumptive activities refer to fishing and hunting. Non-consumptive adventure travel refers to several activities, including:

- naturalist trips/ wildlife viewing/ photo safaris
- hiking/ backpacking/ skiing/ dog sledging/ camping
- canoeing/ kayaking/ boating/ rafting.

General Touring can be described as touring trips which include taking part in a number of activities (which can be consumptive or non-consumptive) such as fishing, camping, canoeing, sightseeing, purchasing crafts and visiting historic sites. There are two types of general touring: independent touring and packaged general touring.

1.1.6 PRESENT FORT SMITH REGION ACTIVITIES

The following table indicates the number of trips which non-resident travellers took in the Fort Smith Region and the activities in which they took part.

Pleasure Travel Products for Fort Smith Region by Type of Trip Taken (10)
(refers to non-resident travellers, estimated for 1986-87)

	Trips	Percent of Total
Outdoor Adventure		
Fishing/Hunting	4,000	22.2
Adventure Travel	5,000	27.8
General Touring	9,000	50.0
Total	18,000	100.0

The 4,000 trips related to fishing and hunting constitute the largest number for any region in the NWT. This figure is attributed to the fact that the Fort Smith Region has the most lodges (32 out of 54) of any region. While Fort Smith is estimated to have 5,000 trips associated with non-consumptive adventure travel, the total capture for the NWT is only 6,195.

10. Ibid., adapted from Table 4, p. 24.

Therefore, Fort Smith receives the lion's share.

The very high figure for general touring trips is due to the extensive road system in the region. Of the 9,000 trips identified with this category, 50% are derived from independent (rubber tire) touring. (11) At present, the NWT captures an estimated 14,372 touring trips from both Canada and the U.S. (12) The Mackenzie Highway and Highway #3 travel corridor accounts for 80% of all non-resident travel to the Fort Smith Region. (13)

At this time, bus tours constitute a very limited portion of general touring in the NWT. The following figures are for tours in the Big River Travel zone.

Year	Number of Tours
1980-81	11
1982	2
1983	2
1984	5
1985	2
1986	0 (14)
1987	7
1988	3

While the potential exists for more bus tours into the area, many operators, particularly of hotels, have been reluctant to cater to special groups of this nature. This has been largely due to the operators feeling they must engage in extra work to cater to such groups, while they do not achieve as high a profit due to lower rates offered for pre-packaged trips. (15) However, during the community tours in September, 1988, there was some renewed interest by the hotel operators in bus tours. As requested, a more detailed study was done of this group (see 3.1.7 Potential below).

As can be seen, therefore, the Fort Smith Region accounts for the vast majority of the NWT's pleasure travel. It is also evident that the most road travellers entering the NWT travel to and through this region.

This latter point is confirmed by the numbers of visitors which register with the various visitor information centres found along -----11.

Ibid., p. 36.

12. Ibid., p. 63.

13. Ibid., p. 176.

14. Marshall Macklin Monaghan Ltd. Northwest Territories Visitor Centre (60 Parallel), Option Study (Toronto: 1987), p. 9, draft of final report.

15. Conversation with John Sheehan, Regional Superintendent, Deh Cho Region, August 23, 1987.

territorial highways. In 1987, for example, 12,170 road travellers stopped at the 60th parallel information centre. The Hay River Centre received 1,989 visitors and the Yellowknife tourist cabin received 1,496. Fort Smith, at the east end of the Region received 1,078 visitors compared with 177 who stopped in at the Fort Simpson Centre. (16)

These figures not only relate to non-resident travellers, but would also include resident travellers who stop for information. There may also be repeated numbers for visitors who stopped in on their way north and when they were returning south again.

1.1.7 POTENTIAL ACTIVITIES

The consumptive market will not be examined since most tourists interested in hunting and fishing trips travel to the NWT by plane rather than drive.

Adventure Travel

The non-consumptive outdoor adventure travel market in the NWT is twice as large as the consumptive (fishing and hunting) outdoor adventure market for both Canada and the U.S. As the following table indicates, the American market for outdoor adventure is considerably larger than the Canadian market. However, the penetration by Canada into the U.S. market is very low. Out of 83 million person trips taken by Americans only 1.9% or 1.6 million were taken in Canada.

North American Non-consumptive Outdoor Adventure Market
(Person Trips in 000,000) (17)

	Canada	U.S.	Total
Person Trips	14.6	83.2	97.8
Person Trips in Canada	14.6	1.6	16.2

There is a large potential American market for Canadian outdoor adventure products as the table above indicates. However, one of the major hurdles Canada must face is that Americans do not perceive Canada as offering unique products. In many cases Americans feel that they have the same products, which are closer to home and therefore easier to reach. As the Tourism Canada report on the U.S. pleasure travel market noted, however, some Americans feel that Canada offers too rugged and tough an outdoor product. (18) This, in fact, is attractive to a certain element of the American market which is seeking real adventure,

16. Government of the Northwest Territories, Economic Development and Tourism, Counts of Visitor Information Centre Users for 1987 (Yellowknife: 1987), p. 3.

17. Derek Murray, adapted from Table 12, p. 47.

18. Ibid, as quoted on page 48.

seclusion, privacy and access to natural and untouched areas.

The same report stated that 2% of American outdoor travellers indicated a preference to travel to the Canadian Arctic. This translates into 32,000 trips from the United States (2% of 1.6 million). Currently the NWT only captures 11,930 trips from the total outdoor adventure travel market of North America. (19) Approximately half of these trips (48% or 5,745) are related to fishing and hunting taken by both Canadians and Americans. The result is that only 6,195 trips (52%) are being captured by the NWT for non-consumptive adventure travel products. (20)

General Touring

There is also potential for growth in general touring in the NWT. Statistics Canada's study on Canadian travel attitudes and motivation noted that of 8.1 million Canadian adults, 32,636 indicated their intention of travelling to the NWT for this type of product. The largest percentage, 63.5% were from Alberta. Ontario travellers provided 15%, while Saskatchewan and Manitoba contributed about 7% each. (21) It was also noted that the majority of Albertans would travel to the NWT by road.

Almost half of the Canadian adults interested in travelling to the NWT (47.5%) were under 34 years of age. An additional 31.9% were between 35 and 54 years old. Although children are not specifically mentioned in the statistics, it is reasonable to assume that within this age range there would be a relatively large number of adults with children. More research on this potential market is needed.

The top six travel activities considered to be somewhat important by these potential travellers were:

Activity	Rating
Wilderness/ undisturbed nature	92.7%
Visiting historic parks	71.5%
Visiting national parks	71.3%
Local festivities/ events	65.3%
Purchasing local crafts	54.7%
Experiencing new and different lifestyles (22)	45.1%

Outside of visiting friends and relatives, general touring is the

19. Ibid., p. 49.
20. Ibid., p. 63.
21. Ibid., p. 55.
22. Ibid., p. 56.

largest pleasure travel market in North America. In both Canada and the United States, one in five general touring trip is packaged.

North America's General Touring Market
(in 000,000) (23)

	Canada	U.S.	Total
Person Trips	15.6	55.0	70.6
Person Trips to Canada	15.6	2.3	17.9

Package Tours

While Americans prefer their own country to Canada for outdoor adventure travel products, they are more readily drawn to Canada for packaged touring trips because the scenery is considered beautiful, it is safe to travel, there are different cultures to experience, seeing wildlife is possible, there is more extensive natural/untouched environment and it isn't very expensive. The capture rate by Canada for general touring Americans is greater than the capture rate for Americans interested in adventure travel products (see the table on page 9). Nevertheless, the NWT is only strong in 4 of the top 20 touring activities participated in, namely:

visiting national parks,
seeing different types of wildlife,
taking guided tours, and
exploring wilderness areas. (24)

At present, then, the NWT is attractive to a small segment of the packaged touring market.

Numerous improvements in NWT products and amenities could increase activity in the general touring area. For example, restaurants should be encouraged to offer more native dishes. Community tours should be packaged with interpreters and community hosts. Quality hotels in larger centres should offer full service dining, craft shops, double occupancy standards. Accommodation operators and outfitters should work closely together to offer activities for tourists without the tourist having to make all the contacts. (25)

-
23. Ibid., p. 52.
24. Ibid., p. 57.
25. Ibid., pp. 58-60.

The potential U.S. market for general touring, as revealed in this table, is estimated to be 46,000 trips. (26)

**Estimated Pleasure Travel Trip Potential for NWT
Products (27)**

	Existing Pleasure Travel Trips Captured	Estimated North American Market Potential			Current NWT Penetration Rate
		Canada	U.S.	Total	
Outdoor Adventure Travel					
-Fishing/ Hunting	5,745	5,620	22,480	28,000	20.4%
-Adventure Products	6,195	14,600	32,000	46,600	13.3%
General Touring					
	14,372	32,636	46,000	78,636	18.3%
TOTAL	26,313	52,856	100,000	153,336	17.2%

Bus Tours

As requested during the community meetings, four bus tour companies were contacted to determine what highway improvements would enhance their journey along Highway #1. Following are the responses from the four companies. As can be seen, the one over-riding area where improvements were suggested was in the provision of interpretive facilities at stops. A secondary suggestion would be more to do between Fort Simpson and Fort Providence.

Wells Gray Tours

Roland Neave of Wells Gray had very few criticisms of the existing facilities along the subarctic highway system. He noted that it was unfortunate that the communities were so far apart, as this meant long stretches of driving with little to see. Wells Gray travels north on the Liard Highway, visits Fort Simpson, Yellowknife, Hay River and returns south on the Mackenzie Highway. The trip is taken predominantly, by seniors

26. Ibid., p. 63.

27. Ibid.

(50 years old and more) who are looking for a wilderness experience.

As well as visiting communities (2 nights in Yellowknife and Hay River) an optional flight into Nahanni National Park is arranged. The trip includes several picnic stops: one on the Liard Highway at Blackstone Park, one at Whittaker Falls (no problem with bus parking, but a boardwalk is a good idea), one near Fort Providence and returning south, one more stop possibly at Lady Evelyn Falls.

Neave did indicate that next year Wells Gray intends to include Fort Smith and Wood Buffalo National Park as part of their highway package.

Basically, any improvements in facilities would be welcomed.

Canadian Motor Coach Tours

Colleen Ubbing of Canadian Motor Coach Tours indicated that she would like to see more interpretive centres or facilities like the 60th parallel visitor centre at Fort Providence and Fort Simpson particularly. She was also critical of Environment Canada-Parks in Fort Simpson because they would not arrange to have their visitor centre open for their tours late one night when they arrive in Fort Simpson. It would only be a couple of times a summer and would certainly be good public relations.

Canadian Motor Coach Tours travels north on the Mackenzie Highway, stopping at Hay River, Fort Smith, Yellowknife, Fort Simpson and heads south on the Liard Highway through B.C. The tour is 10 days in duration is dominated by seniors (50 years of age and older) and consists of 35 people. Last year they had 5 tours, this year only two. The clientele are interested in seeing the North and what Canada has to offer. The American segment of their clientele is more interested in culture than are Canadian clients and would appreciate seeing cultural events.

Colleen said they stop at most day-use areas (the various "falls") and find them well equipped.

Wiebe Tours

Brian Weibe of Wiebe Tours noted the biggest drawbacks to their tour is that between Fort Simpson and Fort Providence there is very little to see. Due to the lack of services along this stretch they must provide box lunches for their clients. He felt this was a burden. Interpretive facilities would enhance the journey if located at some of the stops. They currently stop at Whittaker Falls.

The clientele consists of people 50 years of age and older. Two departures are planned for 1989 (they have not run trips into the N.W.T. before). Each trip will accommodate 44 people and will take place in June and August. They will be of 10 days duration

starting on the Liard Highway travelling from Fort Nelson, to Fort Simpson with an optional fly-in to Nahanni National Park, then in to Fort Providence and Yellowknife. After staying in Yellowknife the return journey covers Hay River and continues south on the Mackenzie highway.

Evergreen Tours

George Shaw of Evergreen Tours noted that company tours travel from British Columbia, north on the Liard Highway and returns south on the Mackenzie Highway into Alberta. They lunch at Fort Liard, stay overnight at Fort Simpson (including a fly-in to Nahanni National Park), and continue to Fort Providence for an overnight stay. They spend three days in Yellowknife, return south to Hay River for two nights (stopping at Lady Evelyn Falls along the way), spend two nights at Fort Smith and stop at the other "falls" on the way south to Alberta.

Again the clientele is seniors (50 and over), most from British Columbia. They carry 42 passengers at a time.

Shaw noted that the company does not stop at Whittaker Falls because he did not know if their buses would get into the camping area. Any place they do stop at should provide, as a minimum, outhouse facilities. Something to see (natural, like the falls, or perhaps a sign) would certainly help.

Evergreen Tours has benefitted most from their reliance on local people to act as guides/entertainers for the tour clientele. The locals know where to take people and can tell stories about features or the community itself.

1.1.8 CONCLUSIONS

An estimated 11,000 non-residents travelled to the Fort Smith Region of the NWT by road in 1986. The Mackenzie Highway and Highway #3 corridor accounted for 80% of this total travel.

The largest majority of non-resident visitors to the NWT who travel by road are Canadians, averaging just under 90%. Alberta provides the majority of this traffic. Foreign visitors are largely Americans from Minnesota, Washington and California. These travellers are young, 47.5% of Canadian adults who stated an intention of travelling to the NWT were below 34 years of age, to middle aged.

While non-consumptive adventure travel activities are popular, independent auto touring is participated in by about half of the road-oriented visitors. There is a large potential to increase visitation to the NWT for both outdoor adventure travel and general touring. The greatest area for growth is in non-consumptive adventure products such as naturalist trips, hiking/backpacking/skiing and boating activities. For general touring, in decreasing order of importance, the activities most often cited

as popular are: seeing wilderness and undisturbed nature, visiting historic parks and national parks, attending local festivals and events, purchasing local crafts and experiencing new and different lifestyles.

It is anticipated that for all of the NWT, 46,600 more trips could be generated for non-consumptive outdoor adventure products, and 78,636 for general touring. Although some growth is possible for fishing and hunting, these activities already attract significant numbers and are limited in terms of room for growth.

Since the Fort Smith Region is the principal destination for pleasure travellers to the NWT, it can be expected to receive a substantial amount of any increases in visitation. Estimates of pleasure travel for each zone by type of trip taken suggest that the Fort Smith Region now captures 70% of all fishing and hunting trips taken by non-residents to the NWT. Eighty-one percent of all adventure travel trips and sixty-three percent of all general touring trips go to the Region as well. (28) If these figures are applied to the market potential identified for these activities, the Fort Smith Region could increase consumptive adventure travel by 19,495 trips, non-consumptive travel by 37,746 trips and general touring by 49,540 trips. If one assumes that the ratio of total non-resident pleasure travel to non-resident road-oriented pleasure travel for the Fort Smith Region remains constant (18,000 to 11,000 for 1986 or 61%), the Region could increase road travel by 65,255 trips. While this may suggest crowded highways, it is highly unlikely such an increase would happen overnight. Without the facilities in place such an influx could not conceivably be properly served. This merely points to the potential market that is out there. More detailed breakdowns of the potential market, e.g., determining the strength of family market, could assist in appropriate infrastructure development.

Facilities along Highway #1 which relate to the interests of road travellers will serve them best and enhance their travel while in the NWT. Therefore, opportunities to see undisturbed wilderness, visit historic and national parks, purchase local crafts and experience different cultures are important. Also, providing opportunities for naturalist trips, hiking and backpacking as well as boating activities should direct future development initiatives.

28. Ibid., Table 4, p. 24.

APPENDIX C

Notes on Toponymy

The following notes may be useful in the interpretation of the sites.

1. Comments from George Morin, President of Metis Association

Red Knife Creek:

Red Knife tribe around the area of Red Knife Creek. They migrated to Dogrib and Chipewyan areas then name changed to Yellowknife (and the Yellowknivers became extinct). There was supposedly copper in the Red Knife River.

Bouvier:

Bouvier family trapped in the area, hence Bouvier River

2. Notes from Government of the NWT Toponymy Officer - See attached six pages.

Rapids of the Drowned: Slave River 60° 01' - 111° 52'

In 1820, John Franklin recorded "Portage of the Drowned" from "a melancholy accident" many years previous. Two canoes arrived at the upper end of the rapids; the first with a skilled guide shot the rapids, but narrowly escaped destruction. Upon hearing the agreed signal of musket fire, the second canoe followed, was upset and all aboard perished. Unfortunately the shot fired had been only a crack at a duck. (Franklin, 1824).

Alexandra Falls: Hay River 60° 29' - 116° 18'

In 1872, Bishop Bompas, while on an evangelical tour, discovered the falls and named them after Alexandra, then Princess of Wales and later Queen Alexandra. (CPCGN records).

Louise Falls: Hay River 60° 30' - 116° 13'

Dr. A.E. Cameron of the Geological Survey traversed the Hay River in 1917 and named the falls after Queen Alexandra's eldest daughter, Louise. (CPCGN records).

Lady Evelyn Falls: Kakisa River 60° 57' - 117° 20'

After Lady Evelyn Mary Fitzmaurice, daughter of Lord Lansdowne and wife of the Duke of Devonshire, then Governor General of Canada. Named by Dr. A.E. Cameron in 1917. (CPCGN records).

Whittaker Falls: Trout River 61° 09' - 119° 50'

The falls were named for E.J. Whittaker, who while working as a "fossil collector and preparer" for the Geological Survey of Canada, was the first to describe the geography and geology of the area (1922). (CPCGN records).

Virginia Falls: South Nahanni River 61° 38' - 125° 42'

Fenley Hunter of Long Island, N.Y. undertook an exploratory expedition to the South Nahanni in 1928, and was probably the first white man to photograph and measure the falls. Virginia, his daughter, was honoured by the name, which became officially adopted in 1930. (CPCGN records).

La Roncière Falls: Hornaday River 69° 07' - 122° 55'

Father Emile Petitot (1875) named La Roncière River after the French admiral and eminent geographer, La Roncière-le Noury.

Swede Creek 85-C 60°17'N 116°33'W approved July 7, 1960
N.T.D.B. (National Toponymic Data Base) -no origin information

McNallie Creek 85-C 60°55'N 116°19'W approved Jan. 20, 1964
N.T.D.B. "Proposed by J.E. Savage, District Engineer, Department of Public Works, Edmonton for Mr. A. McNallie, foreman for Western Construction and Lumber Co. which had the contract in 1956-57 to build the highway from Enterprise to the Mackenzie River. Mr. McNallie died Jan. 19, 1963." (see attached letter)

Kakisa 85-C 60°56'N 117°25'W approved Jan. 11, 1971
N.T.D.B. "Submitted December 18, 1970, by Commissioner of Northwest Territories. Slave Indian word. Its meaning is obscured in translation but indicates a lake between patches of willow."

Heart Lake 85-C 60°50'N 116°39'W approved June 7, 1960
N.T.D.B. "Name taken from Geological Survey map ... Reported by phone from Sid Mortimer, Legal Surveys, 7 July, 1967, that locally people refer to this lake as Hart Lake." (see attached letter)

Coral Falls 85-E 61°08'N 119°50'W approved July 7, 1960
N.T.D.B. "Named by Whittaker (1922) for the abundant corals that occur in the rock formation exposed at the falls and along the river in its vicinity. E.J. Whittaker first described the geography and geology of the area."

Whittaker Falls 85-E 61°09'N 119°50'W approved June 7, 1960
N.T.D.B. "Named for the late E.J. Whittaker who first described the geology and geography of the area."

Bouvier River 85-E 61°14'N 119°02'W approved Feb. 4, 1949
N.T.D.B. -no origin information

Wallace Creek 85-E 61°13'N 119°15'W approved Feb. 16, 1967
N.T.D.B. "Named after a DPW Engineer who died in Edmonton in 1966." (see attached letter)

Redknife River 85-E 61°13'N 119°22'W approved Feb. 4, 1949
N.T.D.B. -no origin information

Sanguis Lake, Gargon Lake, Ekeale Lake -not official names, no record of these names in the N.T.D.B.

Ekali
↑ local family name

DEPARTMENT OF PUBLIC WORKS

Box 488,
Edmonton, Alberta.

October 9, 1963.

Mr. G.M. Munroe,
Secretary,
Canadian Board on Geographic Names,
Ottawa, Ontario.

Dear Sir:

Enclosed is a copy of 4 miles to the inch topographic map 85C - "Tathlina Lake." In the upper right corner, there is shown a creek running into Great Slave Lake. We would like to suggest it be named "McNallie Creek."

Mr. A. McNallie was the foreman for Western Construction and Lumber Co. which had the contract in 1956-57 to build the highway from Enterprise to the Mackenzie River.

In the spring of 1957, Mr. McNallie, accompanied by our location engineer, Mr. G.H. Little, attempted to cross this creek in a canoe. The stream at this point appeared very placid, but was in fact, only a short distance upstream from a sheer drop of fifty feet.

The canoe was swept downstream and the two men managed to fling themselves to shore before it went over the falls. The skeleton of the canoe is still visible from the top of the escarpment.

The creek was immediately dubbed 'McNallie Creek' by the road crew and has since been known locally by this name. Someone has erected a crude sign near the highway crossing of the stream announcing the fact that it is McNallie Creek. Since the falls are very pretty and close to a long, monotonous stretch of road, it is a regular stopping place and has become well known by this name.

Mr. McNallie was foreman on several other highway projects in the area before he passed away January 19, 1963. He was born in the United States in 1904 but moved to Rocky Mountain House in 1906. He worked on road construction from 1924 until 1962.

We feel that this would not only be a tribute to one man, but to all the road builders in the area from 1956 to 1961 who were engaged in building the Great Slave Highway to Yellowknife.

Yours truly,

(signed) J.E. Savage,
District Engineer, Development.

FIRE PREVENTION WEEK - OCTOBER 6 - 12, 1963.



Department of
Indian Affairs and
Northern Development

Northern
Administration
Branch

Ministère des
Affaires indiennes et
du Nord canadien

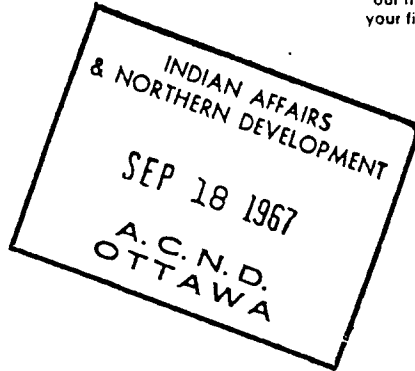
Direction
des régions
septentrionales

Mr. G.W. Rowley,
Secretary,
Advisory Committee
on Northern Development,
Department of Indian Affairs
and Northern Development,
Centennial Towers,
400 Laurier Avenue West,
Ottawa, Ontario

Fort Smith, September 12, 1967

our file/notre dossier
your file/votre dossier
date

84-13-4 (85C)



Dear Sir:

Heart (Hart) Lake, N.W.T.

I have heard both spellings used locally, each for an apparently logical reason. "Heart" Lake looks very similar to a heart when viewed from the air, even more so than it appears to on maps. The Mackenzie Forest Service prefer this spelling. However, the local fire tower lookout believe that the correct spelling is "Hart", a name derived from the fact that at one time white-tailed deer were occasionally seen in that locality.

According to our Gazetteer of Canada, there is already a "Hart Lake" near Yellowknife and a "Heart Lake" near Norman Wells. I suggest that "Heart Lake" would be the spelling least likely to cause confusion.

Yours truly,

K.W. Hawkins
K.W. Hawkins,
Administrator of the Mackenzie





DEPARTMENT OF PUBLIC WORKS

P.O. Box 488,
EDMONTON, Alberta,
September 22nd, 1966.

85-8

Chairman,
Canadian Permanent Committee on
Geographical Names,
Geographical Branch,
Department of Mines & Technical Surveys,
OTTAWA, Ontario.

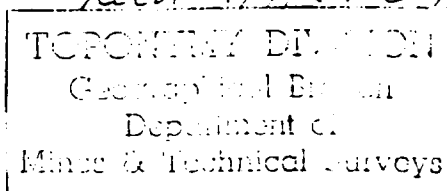
Dear Sir:

During the past ten years, the Development Engineering Branch of this Department has been engaged in highway location, design and construction throughout the Northwest Territories. This highway work has been carried out in many areas of the North that were seldom travelled on land previous to the construction of highways. A number of lakes, streams and other topographical features are of course un-named.

A suggestion has come forward from the colleagues of a former employee of this Department, Mr. Joseph John Wallace, who died in Edmonton on April 5th, 1966, that a creek or other topographical feature be named for Mr. Wallace in recognition of his contribution to northern highway development. It has been suggested that the creek which is shown on the attached map, "Mills Lake 85E", bordered with heavy lines and which is now un-named, be called "WALLACE CREEK".

The location of the highway which is now under construction from Providence to Fort Simpson was one of the responsibilities of Mr. Wallace during his period as the Resident Engineer in the north.

I realize there may be policies or other reasons why this request cannot be met, however your consideration out of respect to the work carried out by this former employee would be appreciated.



.../2

K611

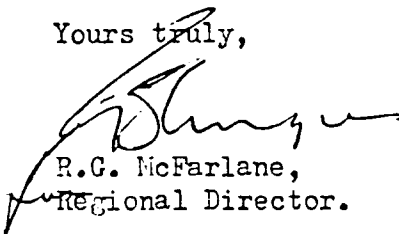
In the event that this matter is favourably considered, the following information is submitted concerning Mr. Wallace:

Mr. Wallace was born in Ottawa, Ontario, September 2nd, 1932. He completed his primary and secondary schooling in Ottawa and graduated with a B.Sc. in Civil Engineering from McGill University, Montreal, P.Q. in 1957.

He was first employed with the Department of Public Works, Development Engineering Branch, Edmonton Region, in June of 1958. In June, 1960 he was transferred to Hay River, N.W.T. as Resident Engineer and promoted to Area Engineer in April, 1961. He remained in Hay River until November of 1964 and was then transferred to the Regional Office in Edmonton. During his five years in the Northwest Territories, Mr. Wallace was involved in the location and construction of several hundred miles of road in the Great Slave Lake area. He was well known and well thought of throughout the region.

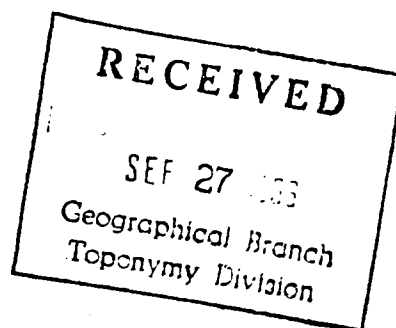
Thank you for your consideration.

Yours truly,



R.G. McFarlane,
Regional Director.

att'd.



APPENDIX D

Background Reports

The Project Planning and Implementation Process: A Guideline For Clients (Department of Public Works and Highways), 1985

Community Based Tourism A Strategy for the Northwest Territories Tourism Industry (Department of Economic Development and Tourism), 1983

Liard-Mackenzie Highway Corridor Tourism Development and Marketing Strategy (Marshall Macklin Monaghan Limited), 1988

Dehcho ts'Q Tili ts'Q Rivers to Roads A Guide to the Highways of the Northwest Territories (BRTA NFVA TravelArctic), 1988

Mackenzie Highway Corridor Tourism Study Economic Development and Tourism (I.D. Systems Ltd., Pannell Kerr Forster Campbell Sharp and Great Plains Research Consultants), 1984

Interpretation for the Northwest Territories Policies and Guidelines Department of Economic Development and Tourism (Sundog Productions Ltd.), 1982

Highway #3 Corridor Study Fort Providence to Yellowknife Tourism & Parks Division (EDA Collaborative Inc.), 1987

W.M. Baker, Park and Recreation Planner, Toronto

Liard-Mackenzie Corridor and Backcountry Master Plan Big River Travel Association (Marshall Macklin Monaghan Western Limited), 1986

Review of the Mackenzie Highway Territorial Park System (D.J. Chambers, Alberta Recreation and Parks), 1982

M.M.M. Study 60th Parallel

APPENDIX E

Notes on Water Quality

Robert Kielly, Environmental Health Officer for the GNWT, did various water samples in the study area. His notes are attached. Note that even if a water body is noted as being acceptable for drinking, the GNWT should inform visitors that they should treat all surface water. Samples are generalizations only; in an individual case, the source could have been polluted just upstream of where an individual is taking their water.