



Arctic Development
Library

***Summary Brief - Tourism & Parks Plan -
Cambridge Bay
Catalogue Number: 11-30-17***

EDA COLLABORATIVE INC.

11-30-17

Landscape Architecture • Urban Design • Environmental Planning • Tourism Design
10532 110 Street, Edmonton, Alberta, Canada T5H 3C5
Tel. (403) 423-4990 Fax (403) 426-0659

February 10, 1988

File: **E7150**

Mr. Joe **Ohokannoak**
Regional Tourism Officer
Economic Development and Tourism
Government of the Northwest Territories
Box 78
Cambridge Bay, Northwest Territories
XOE OCO

Dear Joe:

Re: **Summary Brief**
Tourism and Parks Plan
Cambridge Bay

As promised to you in our FAX of Feb. 2, and discussed Feb. 8, 1988, please find attached the Summary Brief which outlines the various options, and current thinking for the noted plan. The brief is divided into various sections, each of which deals with the main development proposals of the plan.

We would ask that you **review the brief carefully** and consider the requested direction in your reply to us. As you will note all items do not necessarily require a response. Instead, we are simply presenting study **findings/recommendations** for your information and comment, if desired.

In order for us to provide you with a "draft" technical report and "draft" summary report before the March 22nd Hamlet presentation, we would ask that you supply us with review comments on the **attached** Summary Brief by February **26** at the latest. If you wish, Karen **LeGresley** can make herself available to discuss the report in **Yellowknife** with Jamie MacKendrick.

Respectfully submitted,

KDA COLLABORATIVE **INC.**

Ted Muller, B.L.A., A.A.L.A.
Associate

TM:dlr

cc: Ms. Karen **LeGresley**

SUMMARY BRIEF
TOURISM **AND** PARKS **PLAN**
CAMBRIDGE **BAY**

Submitted by
KDA Collaborative Inc.

February 10, 1988

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MARKET ANALYSIS

Summer Visitation and Expenditures

	N.W.T.		Arctic Coast	
	Visitors	Expenditures	Visitors	Expenditures
1982	43,800	\$40 million	400	\$440,000
1984	41,800	\$46 million	400	\$600,000
1986	52,000	\$47.5 million	1159	\$2.2 million

total number of visitors to Arctic Coast in summer 1986

(non-N.W.T. residents) - **1159**

average expenditure per **person** - \$1,800

origin - Alberta, Yellowknife, U.S.A. each contributed 20%

- 67% traveling on business
- 21% traveling on vacation
- 12% visiting friends and relations
- 89% who travelled in groups did not travel with other family members
- 75% male, average age 39
- total visitation to Cambridge Bay - 764
- average length of stay in Cambridge Bay - 11 nights
- activities most frequently participated in while in Cambridge Bay:
 - business (59%)
 - fishing or hunting (38%)
 - touring or sightseeing (26%)
 - visiting or socializing with locals (23%)
 - hiking or walking (10%)
 - camping (5%)
- hotels in Arctic Coast were **66.5%** full for year in 1986
- **Ikaluktutiak** Hotel at full annual capacity - 14,600 guests
 - at 66.5% occupancy would accommodate 9,700
- in 1987 about 200 visitors registered at Economic Development or Arctic Coast office
- if visitation grows by 2% **per** year for Arctic Coast and Cambridge Bay, by 1992 **Arctic** Coast would have **1,300** and Cambridge Bay would have 850 **non-N.W.T.** resident summer visitors
- Trends:
 - baby **boomers** are main visitors
 - tourists expecting **cultural/educational** experiences
 - visitors want specialty travel products
 - dogsled trips
 - views of natural environment
 - learn of **Inuit** culture
 - population is aging so **outdoor/adventure** market will decline
 - more Canadians **travelling** in Canada
 - deregulation of airlines may lessen travel costs
 - more awareness of North due to more news coverage

SECTION TWO

DEVELOPMENT PACKAGE: MT. PELLY

TERMS OF REFERENCE

"The consultant should choose an appropriate location for a campground near Mount Pelly. The campground will service day visitors to Mount Pelly (on tours and local visitors) as well as overnight campers."

- need for legal designation
- name of campground



ISSUES/DISCUSSION

- Mt. Pelly dominant visual, landscape feature in area.
- located approximately 15 km from townsite
access via road with at least one major water crossing (bridge)
- Mt. Pelly within municipal boundary - Hamlet jurisdiction
- Mt. Pelly affords excellent views of surrounding landscape and wildlife
- Mt. Pelly rises approximately 550 feet above surrounding landscape
- Renewable Resources have identified the south eastern slopes as an important falcon nesting area

a partially constructed lodge (plywood shell) and wooden cabin pads are situated on the east side of the mountain close to the adjoining lake shoreline.

two cabins (trailers) are located north of the mountain between the road and east lake

- the mountain top is accessible by foot-or on **ATV** from both the east and west slopes
- the site visit was limited to the north half of the mountain
- little or no protection is afforded the user from strong prevailing winds (**N.W.**)
- visitors wishing to visit the area would spend a minimum of a half day on any excursion or day trip
- Mount **Pelly** is either an esker or moraine produced during last glaciation 10,000 to 12,000 years ago
- at one time it was submerged, along with surrounding **land**, below sea level, as land rose once pressure of ice sheet left Mt. **Pelly** rose as well, beach lines and marine deposits occur on feature
- some form of marker is present on top of Mt. **Pelly**
- two other features occur in area: Lady **Pelly** and Boy **Pelly**

PROPOSED PROGRAM

- develop both a separate day use area and separate campground (refer to attached map)

Day Use

- locate enlarged roadway turn **around/parking** area for use by local taxi on the east approach
- provide outhouse (initially honey bucket, could progress to pump-out later on)
- picnic table could also be provided
- place low level trail head sign which informs users of **trail** length, viewpoint at mountain top and need to pack-out garbage delineate a trail to the top with low stone markers (possibly epoxy to fix in place) (such as **inukshuks**)
- construct a protected viewing platform, trail terminus where user can sit and view landscape
- may incorporate viewing scopes provided while visitors present but safely stored when no visitors at site
- viewing platform to be located off the crest **of** the mountain, on the east side

Campground

- locate campground on east side of mountain at existing lodge site
- reuse existing cabin pads (**3**) for tent pads complete with tie down loops and chains
- reuse and renovate existing lodge for a campground shelter and food preparation area
- incorporate garbage containers with lodge, away from exposed site - picnic tables

- construct access road to campsite from existing Mt. **Pelly** road
- provide one outhouse (honey bucket initially, pump-out once road from town can handle regular sewage truck traffic)

General

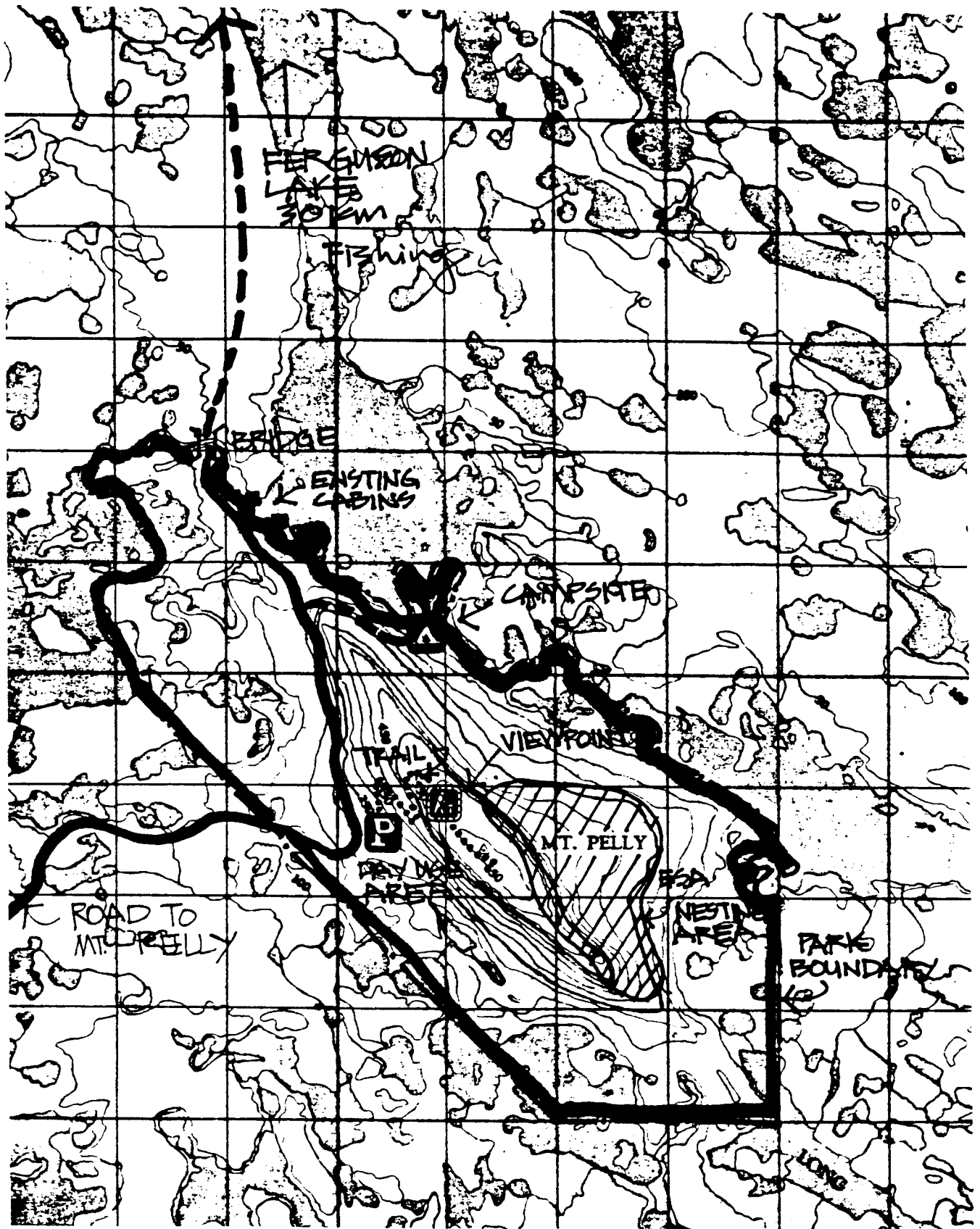
- restrict access and development on southeast slopes in order to avoid meeting conflict
- designate the Mt. **Pelly** area as an Outdoor Recreation Park to take advantage of Territorial funding opportunities
- designate a Park boundary that includes the entire mountain area and adjacent northern and eastern shorelines
- exclude the existing **cabins/trailers** to the north of the mountain from within the park boundary
- construct a new bridge over the Greiner Lake inflow channel allowing a future road access north to **Ferguson** Lake

OPTIONS

- no options to development have been considered but rather a phased approach in which the day use area components are developed first and the campsite developed at a later date
- options for a name include:
 1. Mt. **Pelly** Territorial Park
 2. an **inuit** name for the mountain
 3. other

DECISION

- a review and approval of the proposed program is requested including day use components, campsite components, Territorial Park designation and boundary delineation
- a name selection based on one of the three options



MT. PELLY AREA

NTS.

SECTION **THREE**

DEVELOPMENT PACKAGE: VISITOR CENTRE

TERMS OF REFERENCE

"This part of the study **will** determine the program requirements for the building. "

"The purpose of a regional orientation **centre** is to encourage tourism in the Kitikmeot by making visitors to Cambridge Bay aware of the region's natural and cultural history."

ISSUES/DISCUSSION

- existing **ACTA** office recently renovated to provide office/display space
- existing **ACTA** office centrally **located** but **poorly** identified to visitors
- **ACTA** manager presently provides visitors with majority of Cambridge Bay tourist services
- need to define more specific tourist opportunities in community
- visitor/interpretive **centre** now open in Pangnirtung and planned in **Iqaluit** and **Ranklin** Inlet these centres average **310** sq m in size and offer office space
- display and theatre space
- space in existing building limited at present
- visitor **centre** would have to be located in community **centre** which is **zoned** commercial/institutional
- new building construction costs are very high (**\$2,000/sq m**) and must be scheduled for in advance of actual construction date (3 years)
- no visible information on visitor services available at airport terminal
- proposed visitor **centre** program suggested to include:
 - reception/seating** area
 - office space for two
 - storage
 - washroom
 - exhibit/display space
 - no requirement for **AV/theatre**
 - should accommodate **ACTA**
 - space for elders to meet
 - space for craft workshop
- visitor **centre** could service approximately 2,000 visitors per year
- the existing community library is overcrowded and looking for new, larger space

PROPOSED PROGRAM

- three development options have been identified for provision of visitor **centre** services (refer to attached maps)

Option 1: New Building (initial cost estimate \$500 ,000.00)

- this option would see the development of a new building that provides the required space functions for the visitor **centre**, **ACTA** office and new library under one roof
- three site locations for this new building have been identified
 1. on the **ACTA** lot with the existing buildings removed
 2. on an empty lot directly across from the existing **ACTA** office, and
 3. on a "Bay view" lot beside the Anglican church overlooking the bay

Option 2: Existing Facilities Expansion (initial cost estimate \$300,000.00)

- this option would see the expansion of the existing **ACTA** office as a link to a renovated library building to the east
- the present **ACTA** office space would be upgraded and expanded to offer more space
- the existing library building would be renovated to its original condition (**RCMP bldg**) and used as an interpretive **centre focussing** on Cambridge Bay
- the renovated library might also offer visitors and locals a light lunch menu (tea, **bannock**, char)
an exterior display (caribou tent, etc.) would also be developed

Option 3: "dispersed Facilities Expansion (initial cost estimate \$175 ,000.00)

- in this option no single visitor **centre** is developed but rather a dispersed facility with improvements at the airport, **ACTA** office in conjunction with the proposed **Co-op** hotel expansion
- development at the airport would include a large arrival display inside the terminal showing a map of Cambridge Bay and surrounding area together with a legend of attractions, names and phone numbers
- outside the terminal building : large **Inukshuk** would serve as an entry feature
- development at the existing **ACTA** office would include better identification signage and an interior display
- development at the hotel would include office space for a "community host", display space for exhibits and an information counter where visitors could collect brochures and book tours or outfitters for the entire region

OPTIONS

- three development options are described
- options for visitor **centre** name
 1. Kitikmeot Regional Visitor **Centre**
 2. Arctic Coast Regional Visitor **Centre**
 3. Cambridge Bay Visitor **Centre**
 4. Central Arctic Visitor **Centre**

DECISION

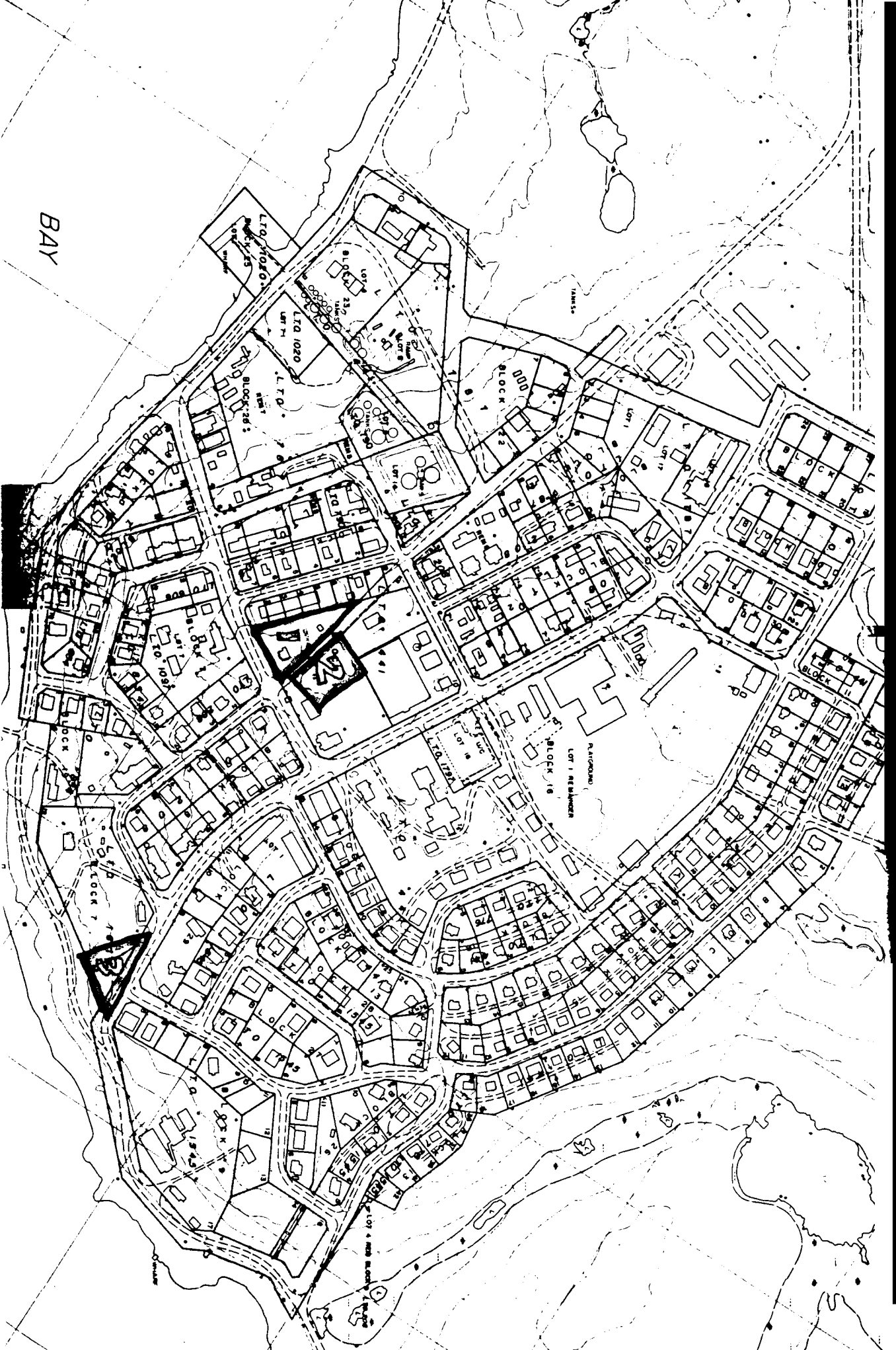
- a review and approval of the preferred option(s) for development is requested
- a name selection based on one of the four options or other

OPTION 1



NEW BLDG. 1
New Bldg housing
ACTA & LIBRARY

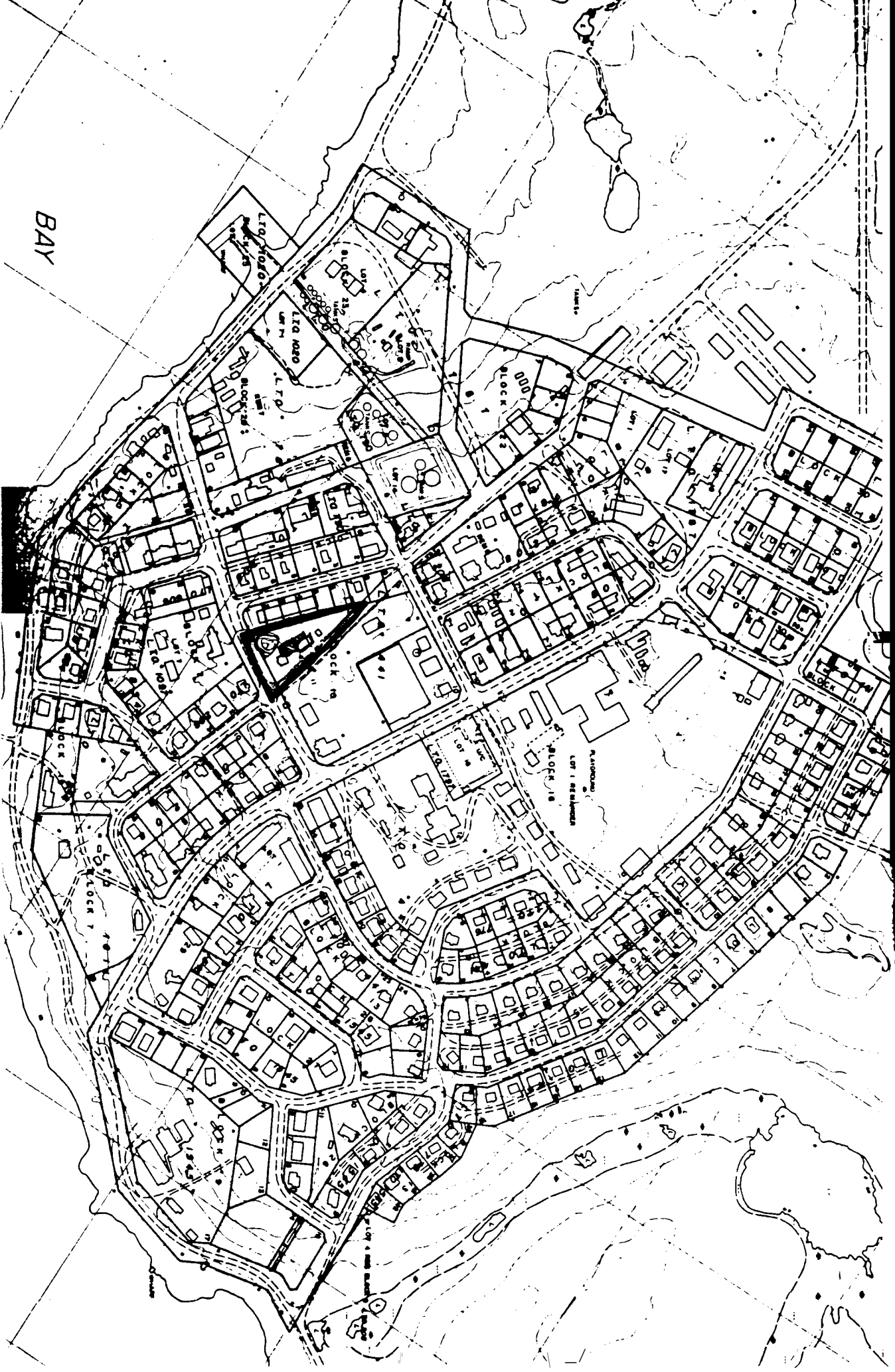
- (1) ACTA LOT w/o BLDGS.
- (2) ACCESS FROM ACTA.
- (3) "BAY VIEW"



OPTION 2

EXISTING EXPANSION

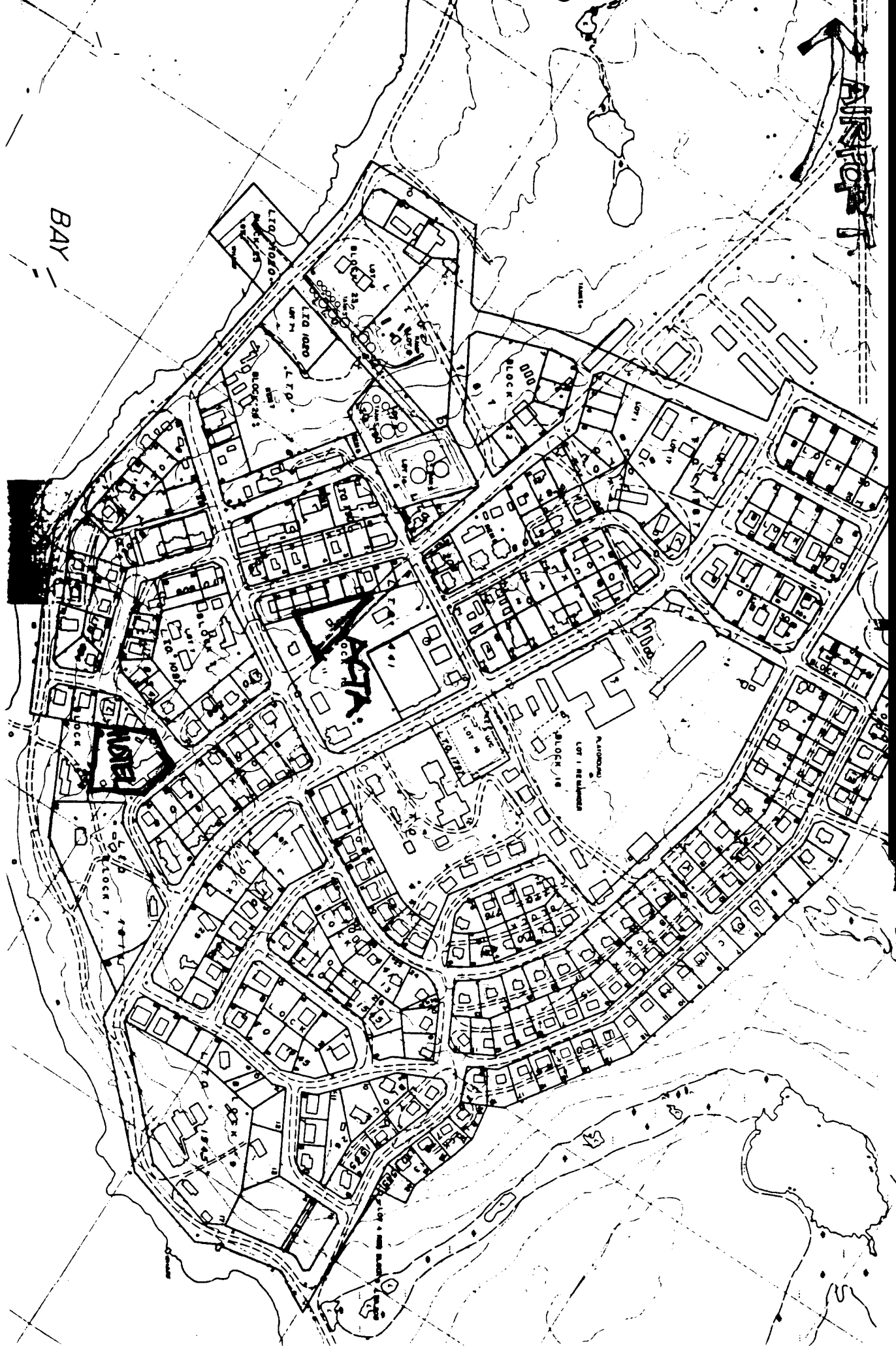
provide new lobby space
connect existing ACTA office
and renovated RAMP Bldg



OPTION 3

DISPERSED EXPANSION

- incorporate w/ hotel expansion
- upgrade existing ACTA w/ address display & fax room
- develop airport arrival display



EVALUATION FACTOR		Ability to meet regional needs	Ability to meet local needs	Visibility	Accessibility	Availability	Zoning	Development cost	East of Concession	Lead Time	Use of existing Facilities	Flexibility for future expansion	Economic benefit to community
OPTION	Option One: Site 1												
	New Build Site 2												
	Site 3												
Option Two: Existing Facilities Expansion													
Option Three: Dispersed Facilities													

- Most Suitable
- Suitable
- Least Suitable

SECTION **FOUR**

DEVELOPMENT PACKAGE: HISTORIC AREA

TERMS OF REFERENCE

"The area to be considered includes the boat, the "Eagle", the old Roman Catholic stone church, the "Bay Maud", and the old town site. There are some **Thule/Inuit** sites within this **area.**"

Approach

Although components of the historic area have been explained on an individual basis (e.g. stone church, **old town site**, etc.) we would propose an integrated development strategy, which phases development over a period **of years. We have termed this "a phased development strategy."**



ISSUES/DISCUSSION

Stone Church

- built by Ob late fathers Lemer , Steinman and Menez
- started June 1953, inaugurated September 1954
- two year effort
- story has it that stone for church was brought from Pelly Bay, by boat (used as ballast)
- walls are two and a half feet thick, sealed with mixture of

- wood for window frames and interior scrounged from packing cases **which** carried radar equipment for LORAN tower
- at that time about 300 Inuit in community, but mission started with only 9 Catholics - even by 1960 only 20 Catholics
- restoration was carried out on church in 1984 at cost of \$40,000
- visual landmark on opposite shore to **townsite**
- only remaining building from original, old **townsite**
- unique structure given central arctic location
- bell missing from church
- church site provides excellent vantage point of **townsite**, airport, Mt. **Pelly**, Bay **Maud**, windmills and LORAN tower
- vandalism of church a problem
- church site removed from **townsite**, hard to reach without vehicle
- church has "historical" status with Prince of Wales **Centre**

PROPOSED PROGRAM

Interpretation

- options include
 - plaque on side of church giving brief history
 - brief historical sketch detailing history of **Oblate** fathers in Cambridge Bay incorporating church-s history in it, mention publication of "Nuna".

Restoration Development Options/Phases

- three phases to development (refer to attached "Structural Investigation")
- although a phased development strategy is proposed for the church, the phases could be viewed as options and development limited to the extent described within each of the phases detailed below

Minimum restoration, Phase One

- stabilize stonework
- remove **all** windows, doors, and interior wall siding
- possibly have plaque or sign on or near church giving brief history - when built, by whom, when last occupied

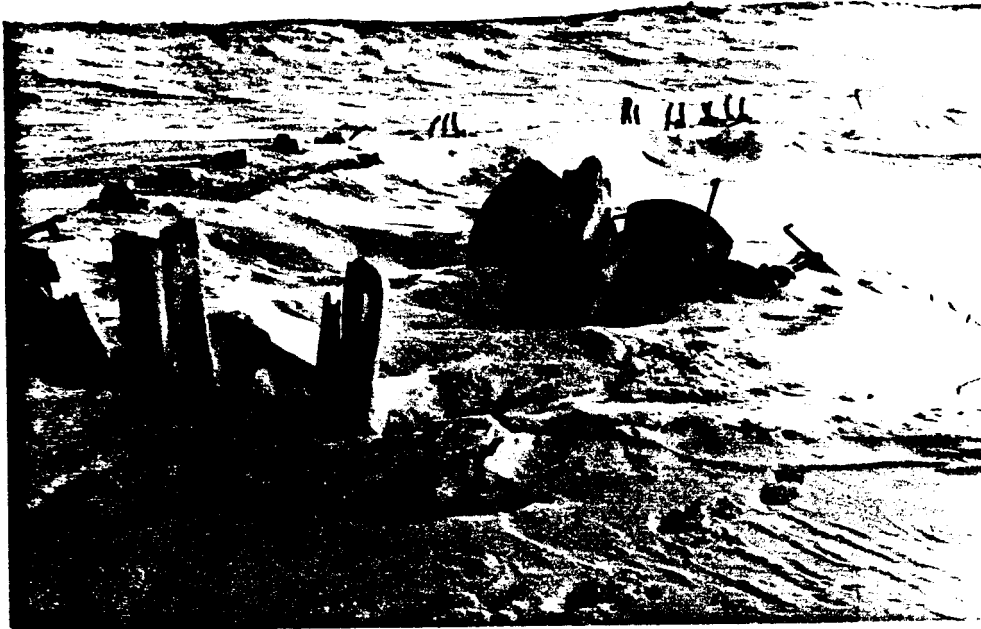
Moderate development, Phase Two

- replace doors and windows, paint wooden areas, replace bell and bell rope
- establish summer use - historic parks interpretive **centre**, craft workshop
- ACTA controls access with **keyto door** kept locked when not in use
- establish displays - historic pictures of church, old town site and town people, model of **Maud**
- provide brief written history of church in relation to **Oblate** mission history of Cambridge Bay
- provide history on "**Aklavik**" and "**Maud**"

Maximum development, Phase Three

- full restoration/reconstruction
repair wooden sections or replace as necessary
- provide heat for summer use as office for community host or ACTA
- furnish interior with period furniture
- keep church locked during winter months
interpretive displays and written sketch of church history

ISSUES/DISCUSSION



The Bay Maud

- originally named "Maud", 380 ton, three masted schooner was built for Roald Amundsen in 1917 at Christiania (Oslo) Norway. specially constructed so that ice would slip underneath the strengthened hull, pushing the vessel up on top of the ice. ship was 120 feet long, 40 feet wide with 14 feet draft. equipped with 240 horsepower Bolinder semi-diesel engine which provided speed of about 7 knots (8 mph), and carried 26 fuel tanks which acted as ballast. propeller was provided with a well in the stern into which it could be stowed to protect it from ice.
 - deckhouse contained: galley, dining saloon, laboratory, ten cabins for crew.
- Amundsen left Norway on July 18, 1918 with supplies for five years and intention of drifting across the north polar basin and collecting valuable scientific data

took **Northeast** Passage around Siberian coast
delayed **for** two years due to poor ice conditions
reached **Nome** in 1920
propellor damaged shortly after so sailed to Seattle in
summer of 1921.
wasn't until August 1922 that ship finally entered polar pack
ice for intended purpose
- drifted north of Siberia for 3 years, 2 months but farthest
north it reached was 760
returned to Seattle on October 5, 1925
Amundsen put boat up for sale and **Hudson's** Bay Company bought
it.
in June 1926 ship travelled north with supplies and proceeded
east stopping at Herschel and Baillie Islands, Bernard **Harbour**,
Tree River and Kent Peninsula
over-wintered in Bernard **Harbour**
in 1927 ship was moved to bay at Cambridge Bay where **HBC** post
was being established.
from then on it was used as floating warehouse, machine shop and
wireless station
- it provided the first regular winter weather reports by radio
from Canada-s arctic coast
in **1930**, boat developed a leak at the propeller shaft and sank
at her moorings
a model of the Bay Maud built by the **ship's** carpenter in 1926 is
on display at the Hudson-s Bay Museum in Winnipeg
majority of wreck below water surface, only hull remaining
wreck hard to reach and view without boat
historically significant ship for entire Arctic

PROPOSED PROGRAM

Interpretation (three phases)

- plaque on shore near ship
- plaque, plus period photographs on display in stone church
- attempt to have replica model like one in **HBC** museum made and displayed in stone church

Development Phase

Minimum development - Phase One

- install plaque or interpretive sign on shore
- Historic Sites and Monuments Board recognition may not be necessary

Moderate development - Phase Two

- interpretive sign on shore
- period photographs on display in church
- floating dock access to position above boat so visitors can look down through water to it

Maximum development - Phase Three

- fixed dock which provides access to ship location
- model of ship on display in church
- pamphlet with history of boat
- provide glass viewing boxes for tourists

* Historic Sites and Monuments Board

- initial evaluation of sites in area made and Bay Maud not identified
- application for designation could be made, if approved a plaque would be installed, but no further funding is available

ISSUES/DISCUSSION



The Eagle

longliner which was purchased by Father **Steinman** (OMI) about 1954 from Johnny Norberg of Tuktoyaktuk

- **Norberg** used to master for HBC

boat was towed from Tuk to Cambridge Bay, but constantly leaked when it reached Cambridge Bay it **wasn't** considered worth repairing so has sat on beach ever since

Father **Steinman** was transferred to **Laborador** so interest in making boat operational also left with him.

overall condition good except for wheel house siding which is missing (easily restored)

present location removed from townsite, hard to reach without vehicle.

present ownership of boat uncertain

PROPOSED PROGRAM

Interpretation

- essentially an uninspiring story with little significance for Cambridge Bay
- could place a plaque on boat which briefly describes its history
- if boat moved to another site similar action would suffice.
- history of boat prior to Cambridge Bay should be investigated.*

Development Phases

Minimum development

- brace sides of boat to ensure it is stable
- provide ladder for access for curious
- install interpretive sign on boat describing its history

Moderate development

- move boat closer to Bay **Maud**
- stabilize and restore
- install interpretive display
- could even consider establishing it as a children's playground centrepiece within historic park
 - would need installation of safety features
- or move to visitor centre location and use it as **children's** play equipment with sign indicating other features at historic park.

Maximum development

- repair to the point of seaworthiness
- use boat for excursions around **harbour**, to West Arm, Starvation Cove, possibly even **Ekalluk** River (archaeological sites) at west end of Ferguson Lake.

ISSUES/DISCUSSION

The Aklavik (wreck in Cambridge Bay waters)

- 30 ton schooner which operated in Western Arctic for **Hudson's** Bay Company, registered in Winnipeg
- in 1937 **Scotly (E.J.)** Gall was master and Patsy **Klengenber** was engineer and pilot
- on September 14, 1937 "**Aklavik**" met **R.M.S. Nascopie** at new HBC post, Fort Ross, on **Boothia** Peninsula
 - considered historic event in that this was the first time goods had been freighted via the Northwest Passage
 - **Aklavik** travelled from Cambridge Bay and met **Nascopie** which had set out from Montreal.
- in 1942 ship was sold to Patsy **Klengenber**

* further investigation of ship required

PROPOSED PROGRAM

Interpretation

plaque or interpretive sign in vicinity of Bay Maud to tell story of ship
period photographs in stone church, if church used as interpretive centre for historic park
possibly have scale model of Aklavik built for display
consider potential of wreck for scuba diving interest.

Development

Minimum development

- install interpretive sign or plaque on shore near Bay Maud or Eagle telling story of "Aklavik".

Moderate development

- plaque on shore
- brief historical write-up
- period photographs for display

Maximum development

- plaque on shore
- historical sketch and period photographs for display
- model of ship for display
- provide glass-bottomed boat trips to wreck, promote for scuba-diving enthusiasts.

ISSUES/DISCUSSION

Old Town Site

- archaeological evidence indicates use of area for hundreds of years
- abundance of caribou, seal, fish (char) and wild fowl insured Inuit ("Copper Inuit") presence during summer.
- early explorers visited area
 - Dr. John Rae in 1851
 - Captain Richard Collinson in 1852
 - Roald Amundsen on board "Gjoa" in 1905
- Hudson's Bay first established post here in 1921, closed in 1925 and reopened in 1927.
- in 1947 LORAN beacon built near old town site
 - when construction completed over 100 Inuit had settled but population began to decline due to lack of work.
- RCMP first established post in 1926 (current library is original detachment building).
- in 1954 about 300 Inuit in community
- many of homes in old town site built from packing cases for LORAN tower and related equipment, and left over construction materials.
- current town site established in late 1950's with DEW line development

primarily. two main building sites on south side of Bay; one relates to the construction camp for the LORAN Tower, the other could be considered the true "old town site".
stone church only remaining building
old **RCMP** building site and docks location confirmed
exact location and extent of other town site buildings unknown
historic **airphoto's** available (1952) **1:40,000**
main boundaries of **old** town site set by stone church to the west, roadway to the south, the shoreline to the north and roadway/shoreline **junction** to the east.
townsite opposite side of Bay, hard to reach without vehicle.

PROPOSED PROGRAM

Interpretation

- interpretive signs
- walking trail
- obtain and display photographs of time period

Development Program

Minimum development

establish interpretive signs which indicate where town site was, how big it became and when abandoned.

Moderate development

- display any photographs of time period in church if it is used as interpretive **centre** for park.
- provide brief history which describes transition from nomadic hunter / gatherers to community dwellers by **Inuit** of area.

Maximum development

move **RCMP** building back to old town site and any other period building
establish walking trail to cemetery where some old grave markers could tell of past inhabitants.

- * designate the old town site area as an historic park to take advantage of territorial government funding.
- * park boundary should be designated so that it includes the "defined" old town site

ISSUES/DISCUSSION

Thule/Inuit Sites

Taylor/Bertolli recognized numerous sites along Freshwater Creek
no sites presently identified within **Old Townsite** boundary
Archaeological sites - Prince of Wales Heritage **Centre**, requires archaeological survey of area prior to any development
likelihood of archaeological sites very high given traditional fishing site status

Interpretation

- plaque **or** interpretive sign in vicinity **of** old town indicating that site has been used for hundreds of years by ancestors of today-s **Inuit**.
- brief history of **pre-Dorset, Dorset** and **Thule** cultures of Arctic with specific reference to "Copper **Inuit**" - traditional people first seen in area by European explorers.
- provide displays of archaeological artifacts unearthed from local sites
- possibly erect traditional summer tent or winter dwelling with interpretive signs in vicinity of old town.

Development Program

Minimum development

- establish interpretive sign in old town area indicating occupation of site by **Thule** culture and brief description of the people.

Moderate development

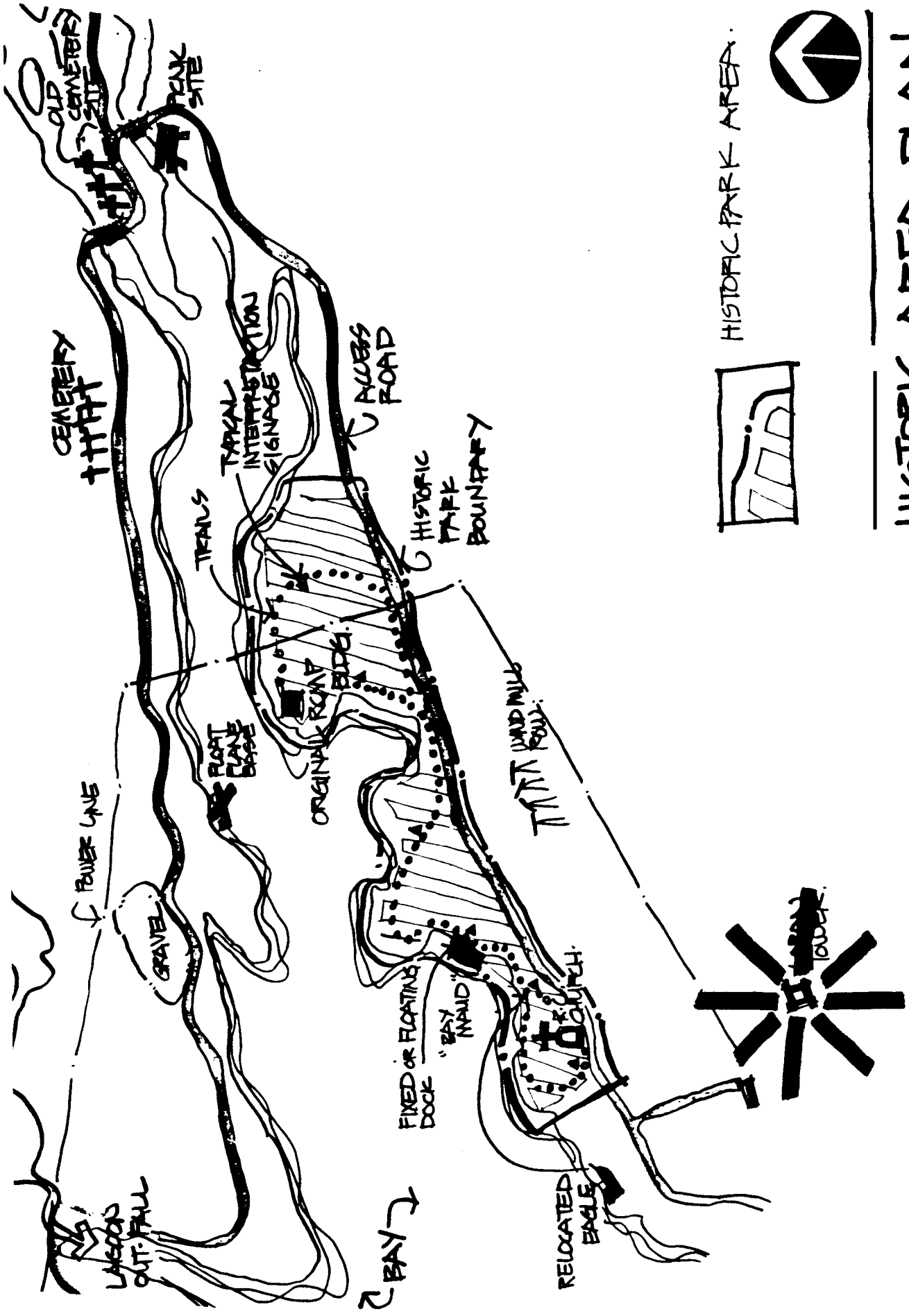
- provide brief history of migration of people into and through Arctic
 - **pre-Dorset, Dorset, Thule**
 - details of "Copper **Inuit**" known in this area
- also establish displays, if church used as interpretive centre for park, of archaeological artifacts from nearby sites
 - may want to use copies instead of actual artifacts for safety reasons

Maximum development

- establish typical summer or winter habitation of **Thule** culture in reproduction which tourists can view and enter
 - would have interpretive signs

DECISION

- a review and approval of the proposed phased development strategy for the identified components (stone church, Bay **Maud**, Eagle, Aklavik, Townsite and **Thule/Inuit** sites)
- approval for Territorial Park designation and boundary delineation.



HISTORIC PARK AREA



HISTORIC AREA PLAN

N.T.S.

FIG. 1.

SECTION FIVE

COMMUNITY MOST

Issues

- development of territorial park at Mount **Pelly**, historic park centred on old town site and visitor **centre** will create tasks which require person/people to carry them out
- territorial park at Mount **Pelly** requires person to:
 - clean up sites
 - ensure equipment is available for visitors
 - maintain equipment and trails
 - ensure weather and vandalism haven't destroyed equipment or facilities
 - enforce territorial park regulations
 - if interpretive program developed, act as interpretive guide
 - historic park needs person to:
 - maintain site and interpretive signs
 - act as interpreter - tell story of old town site, church, and boats
 - answer questions **of** visitors or guide them through site
 - open up stone church in summer for visitors, make sure it is secure, close it up for winter, curb vandalism on site
 - visitor **centre** could make use of a person to:
 - meet visitors arriving on flights at airport
 - greet visitors to community
 - conduct community tours
 - give out information about tourist opportunities in Cambridge Bay as well as other Arctic Coast communities
 - keep track of number of visitors to **centre**
 - help visitors book trips with local outfitters
 - for park at Mount **Pelly** and-historic park interpretive programs should be developed in order to establish means of presenting story of each to visitors in simple but effective manner
 - person could be hired, or study commissioned, to develop these programs
 - community host would be summer only position, therefore last for 2 months.
 - would also require training period of, perhaps, 3 weeks prior to work start

Options

1. hamlet hire individual as community host
 - could be problem of lack of funds in hamlet budget
 - may be able to access funds through Canada Employment and Immigration Commission (**CEIC**)
2. Economic Development and Tourism hire as parks **officer/host**
 - again, question of budget
 - possibly could hire under STEP or through funding assistance from **CEIC**, maybe Economic Development Agreement

3. **Arctic** Coast Tourist Association hire **community** host
- associations can access funds through Priority Funds available to tourist associations from **G.N.W.T.**
 - also could be funds available through Economic Development Agreement
 - in this instance, **G.N.W.T.** could contract ACTA for park duties such as clean-up, maintenance, interpretation, enforcement
 - perhaps hamlet could supply some funding for community host who would be operating as 'community **ambassador**".
 - would be effective as assistant to manager of Arctic Coast allowing her to perform regional duties while seasonal person performs local ones.

DECISION

- a review and approval of the preferred option is requested

Structural Investigation

R. C. MISSION STONE HOUSE **CAMBRIDGE BAY, N.W.T.**

On January 21, 1988 a structural investigation of the R. C. Mission Stone House (church) was conducted by Mr. R. Andriuk, Mr. E. Muller and Mr. D. Lapp.

Snow outside as well as inside the church made a comprehensive structural evaluation of all areas impossible. Measurements were taken and areas of structural distress were noted. The inside face of the stone walls were not exposed for evaluation. Historic information such as photographs and written documentation was provided by the tourist association. This information enabled us to better evaluate areas of distress and cause of structural deterioration of some of the building components.

The stone masonry walls vary in thickness from 20 to 30 inches. These walls are uneven and not straight or truly vertical but provide an attractive rustic appearance. Some cracks have already occurred in the mortar joints in the exterior face of the walls even though these walls were restored three years ago.

The doors and windows were damaged beyond repair. The ground floor and upper floor as well as roof structure appear sound and generally good condition.

Suggested Restoration Strategy

Phase One:

The stone masonry walls should be restored to withstand severe temperatures without substantial deterioration.

Phase Two:

Install new doors and windows. The door and windows should be of a type suitable for the northern climate and be vandal proof.

Phase *Three*:

Restore house interior by lining the walls with insulation, vapor barrier and suitable wall covering. Other features can be added depending on the type of occupancy.

It is our opinion that 75% of the restoration budget will be spent on Phase One, Stone Wall Restoration.

SECTION SIX

TOURISM **AND** PARKS PLAN
CAMBRIDGE BAY , **N.W.T.**

TECHNICAL REPORT OUTLINE

FEB. 05, 1988

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CAMBRIDGE BAY, **N.W.T.**

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