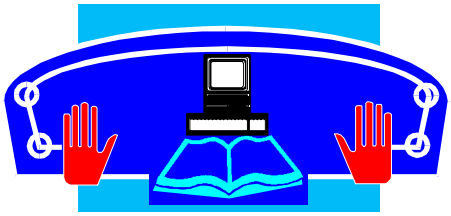

Fred Henne Park Development Plan Tourism, Tourism - Northern Frontier Facilities

Date of Report: 1982

Author: Eda Collaborative Inc.

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FRED HENNE DEVELOPMENT PLAN

Prepared by

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with technical assistance by

BARR RYDER ARCHITECTS

Prepared for

GOVERNMENT OF THE NORTHWEST TERRITORIES

Economic Development and Tourism

Northwest Territories

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April 26, 1989

File: E8087

Mr. Robin Reilly
Coordinator, Tourism and Parks
Capital Programs
Economic Development and Tourism
Government of the Northwest Territories
Box 1320
Yellowknife, Northwest Territories
XIA 2L9

Dear Sir:

RE: FRED HENNE PARK DEVELOPMENT PLAN
Yellowknife, Northwest Territories

We are pleased to submit herein our observations and recommendations for the upgrading and development of Fred Henne Park. This study's intent is to provide a concept plan outlining a phased approach for development over the next four years. The plan is also seen as a guideline for development that will allow the G. N.W.T. to develop and test policy, standards and details for this and other territorial parks.

When implemented, the development plan would see a number of changes to improve amenities, pedestrian movement, vehicular circulation, level of service and facilities. Park expansion, in terms of quantity of campsites, has been considered though is not seen as a priority. Rather, the goal of the plan is to provide more attractive sites with emphasis on quality rather than quantity.

The most notable development recommendation would see the separation of the Day Use and Campground. This separation would be seen in terms of both a physical separation of entrances and circulation systems as well as in terms of operations and management. The benefit of such a separation will see an improvement to services and better organization of space, making the park more inviting to both day users and campers.

The main goal of the plan is to provide a more attractive recreational experience that will attract visitors, encourage longer stays and invite visitors to explore further the history, culture and additional tourist opportunities of this unique northern region.

We wish to thank Economic Development and Tourism for the opportunity to assist you in this important development plan.

Yours sincerely,

EDA COLLABORATIVE INC.

Bob Nicholson, B.L.A.
Landscape Architect

BN:dlr

FRED HENNE PARK UPGRADING PIAN

TABLE OF CONTENTS

UST OF DRAWINGS

1.0 INTRODUCTION

1.1 Purpose

The purpose of this document is to establish a 5 year plan for development of Fred Henne Park, addressing issues and concerns brought to light from its operation and development over the past several years.

Fred Henne has, **Up to this time, experienced one of the highest levels of use of any territorial park** due, in part, to its location in relation to Yellowknife. It is easily within a short drive of the city which, in part, has created an identity crises, of sort. **Is** the park a territorial campground or is it a Yellowknife Urban Park? It may be that the park is both these things and requires a direction for development that sees the day use area developed in a manner that best suits the local users and the campground upgraded to standards expected by the tourists visiting the north.

Fred Henne Park must be developed in such a manner as to reflect, and if possible, enhance the distinct northern character of the Northwest Territories. It is this northern image of the park, that attracts the tourist and it is the high level of facilities that encourages longer stays and return visits. Territorial parks must strive to provide the best of both elements based on a positive development strategy. The local user too must be provided for in terms of improvements to existing day use facilities and the introduction of additional recreational activities.

Fred Henne provides an excellent opportunity to test and develop the criteria for development, due to its proximity to Yellowknife and its level of use. It becomes the test case which allows the development of policy, standards and details for a specific park **in advance of that park experiencing similar levels of use. '**

This development plan Outlines a phased approach to development, providing for a facility with a greater variety of year round recreational opportunities. Consideration was made to retaining and protecting the unique image created by the parks rugged terrain while providing a range of high quality facilities that the tourist, in general, has come to expect. Importance has also been placed on interpretive opportunities and encouraging park use by both tourists and local users who wish to learn more and experience first hand the northern, natural and cultural resources.

1.2 Summary of Goals and Objectives

In order to provide the facility and utilize the opportunities available within the park, several goals and objectives have been outlined to-reflect the vision for the future of Fred Henne Park.

The single most prominent goal is to create a single park structure with a separation of day use and camping to maximize the quality of each use while improving the collective image of the park.

An upgraded system of circulation, both vehicular and pedestrian is **viewed as a major goal to improve how the** park generally functions but also to create a safer and more pleasing, quiet place.

Capitalizing on the vast interpretive opportunities of the region to educate both visitors and the local patrons alike. The recreation role of the park can be extended to that of education and interpretation with displays and exhibits. The Prospectors trail begins to do this in terms of geology but there are also opportunities to explore northern history, native history, wildlife, plantlife, etc.

As the day-use portion of the park functions very much as an urban park, further recreational opportunities should be explored to expand the range of activities for local users of all ages.

Provision of a greater number of facilities geared toward group use both in the camping area and in the more active recreation activities to encourage social interaction.

Another goal would be to upscale services and facilities to a level experienced by Parks of equal scale in more southern communities. Handicap accessibility is an objective to be attained within the development of any new facilities to increase the comfort level for everyone.

Park expansion, especially in terms of number of camping sites, is not seen as a priority rather the goal would be to provide for more attractive sites concentrating on quality rather than quantity.

And in general, throughout the park it is a major objective to provide an overall improved image through theming of buildings and signage, upgrading of trails and roads, more convenient location of services so as to attract visitors, encourage longer stays and invite visitors to explore further the unique northern region.

1.3 Background

Fred Henne Park was established as a Northwest Territorial Centennial park project in 1970 as Long Lake Park. The beach area was established the following year by the City of Yellowknife. The park has been expanding and developing over the past several years without any definite direction and several concerns continue to resurface. Concerns regarding operation of the campground, operation of the day use, the question of separate access for these two uses, and the role of the park as Yellowknife's Urban Park. Answers to these are required before a logical development direction can be implemented.

In 1982, a report, "The Expansion of the Yellowknife Territorial Park Facilities", identified a plan for the development of Fred Henne Park, a plan which was adopted in principle by the Department of Economic Development and Tourism. Portions of this plan have been put in place over the past several years though the overall plan has not been totally implemented.

Operations of the park have changed hands several times. The City of Yellowknife operated the park from 1983 - 1985 due in part to its designation as a community park under the Territorial Parks Act. The Hunters and Trappers Association operated the park in 1988 and in 1987 the parks operations were contracted out to the private sector. This most recent contract contained a.5-year extension clause and operation of the park by the private management group (Arctic Focus Ltd.) continued through the 1988 season.

Fred Henne has experienced a history of problems with vandalism due in part to its proximity to Yellowknife, and the type of partying that occurs on a regular basis.

Seasonal permits have allowed a small portion of the campsites to be occupied throughout the summer months by transient construction workers. Due to this long term occupation, some of the campsites remain unavailable to tourists for the entire season.

Development is also affected by two specific private sector proposals. One for a private R.V. park and another for a truck stop service centre, both of which would have a great impact on the direction Fred Henne will develop in the future. With the possible development of an R.V. park, for example, any upgrading of campsites in Fred Henne to a higher level of service (i.e. power hookup) may be perceived as direct competition between the Government of the Northwest Territories and the private sector, something the Government of the Northwest Territories does not wish to do.

2.0 EXISTING CONDITIONS AND ANALYSIS

2.1 Regional Setting and Demand

.1 Location

Fred Henne Park is located approximately 3 km west of the City of Yellowknife on Highway #3, directly across from the Yellowknife Airport and encompasses approximately 80 hectares. The park and the City of Yellowknife are located at the terminus of Highway #3 approximately 520 km north of the Alberta border via Highway #1 (MacKenzie Highway) and 1020 km north and east of the British Columbia border via Highway #7 (Liard Highway) and Highway #1.

Due to Fred Henne Park's location, it receives a great deal of exposure. Everyone driving from the south to Yellowknife passes the park and many of those flying into Yellowknife will pass the park on the trip from the airport into the city. This exposure, again enhances the opportunity for the park to become the model to test park policy, principles, design criteria and construction techniques.

.2 User Groups

With Yellowknife being a major destination point for the tourist in the Northwest Territories, and with Highway #3 the only access road from the south, combined with the proximity of Fred Henne Park to Yellowknife, the park stands out as a major destination point for the tourist.

The majority of the users of the day use facilities will continue to be Yellowknife residents though it is assumed that a relatively high percentage of tourist users would also take advantage of these facilities, especially if they were made more inviting by a development program of upgrading and enhancement. With the implementation of the development plan, recreational 'expectation will be satisfied predominantly in the day use area with the campground area to a certain degree shifting away from the local user to better serve the tourist.

The visitor profile of the Yellowknife region, to date, shows an approximate percentage breakdown of 50°A non-territorial/Canadian residents, 40°A territorial residents and 10% U.S. (or other) residents (percentages may vary 3 - 5% from year to year). This shows that a majority of visitors are from out of the territories and from this information certain assumptions can be made. The tourist from the south is used to an increasingly high level of modern facilities and his expectations quite possibly remain high wherever he travels. At the same time, when traveling in the territories it is to experience the unique northern region which has a reputation of being "natural" and unspoiled. This upgrading program as outlined by the master plan, has taken into consideration both of these expectations recognizing both the need for modern convenience as well as the preservation of the natural environment.

2.2 Bio-Physical Summary

The bio-physical environment described within this document relates to several elements:

- climate
- geological formations and soils
- topography
- vegetation

.1 Climate

The sub-arctic climate is characterized by relatively long winters of extreme temperatures and short moderate summers with daylight in the mid-summer up to 19 1/2 hours. Hot summer days are few but intense and because of this, are very important, especially to local residents. Annual precipitation is approximately 250mm with more than three-quarters of this falling as snow. Prevailing winds are from the east and strongest winds in the summer months are from the North-Northwest.

.2 Geological Formations and Soils

The site is underlain by volcanic and plutonic igneous rock formations of the Precambrian period and generally characterized by a greenish grey pillowed basalt, a formation which occurs when lava is extruded under water or ice. The predominant secondary mineral found throughout the site is garnet. Within the park boundary are diabase and gabbro dikes, grandodiorite batholith formations with veins of quartz and traces of gold cutting the volcanic rock. Areas of muskeg are also present underfain by silt and clay washed from the till originally deposited on the rock outcrops. The beach is generally medium fine grain sand.

.3 Topography

The Canadian Shield rock formations that cover a majority of the north portion of the site provides for a typically northern image of rugged undulating terrain. Elevations (above sea level) on site range from 195m (641 ft) with many slopes as steep as 2:1 (or steeper on shear rock faces). The site drains generally to the west into the lake. Because of development and construction constraints in the past, due to the rock formations, roadways have been built along natural drainage ways and now in effect, the majority of the site drains to the lake along roadways.

.4 Vegetation and Wildlife

In lower lying areas there are relatively dense stands of a mix of pine, tamarack, spruce, birch, and poplar with a dense underbrush made Up of a variety of willow, native shrubs and grasses. At higher elevations, along rock outcrops, are stands of pine and scattered native shrubs. Small areas of grass covered muskeg are present though the majority are north of the actual area noted for recreation development. All of the botanical communities seem well adapted to their location, are healthy and show evidence of good regeneration.

Dense stands of vegetation of the types noted at Fred Henne Park can provide food and shelter for animals and likely support good populations of birds and small mammals. It is unlikely that larger animals would inhabit the area simply due to the presence of man, but it is expected that there would be some animals that reside nearby in a more secluded habitat. Bear populations, which are always a concern in the park environments, were noted not to be a factor at this specific location.

2.3 Site Potentials and Constraints

During the preparation of this development plan, several physical attributes of the park site were determined to impact development, some in a positive manner and some negatively. It appears that the positives outweigh the negatives and that even some of the constraints are relative and dependent on how an individual may view them. One example being the proximity of Fred Henne Park to the Yellowknife Airport, some people may be bothered by the noise and find the views of the airport disruptive while others may simply enjoy watching airplanes.

.1 Site **Potentials**

Long Lake - relatively warm water temperature with good for swimming and other water oriented recreational activities - good size to allow for good opportunities for canoeing, sailing, etc.
Beach area good size and quality of space with **room for expansion - good sun exposure.**
Potential for canoe-in campsites.
Prospectors trail - good geological interpretive experience - could be expanded.
Potential for further interpretive opportunities to be exploited.
Potential seen for additional nature trail development.
Proximity to Yellowknife provides regular users, which allows for recreation programs.
Lots of well-treed areas provide privacy and attractiveness of campsites.
Rugged topography allows for good northern image camping experiences
Accessibility to electricity on-site for future development.
East access point provides an excellent opportunity for a separate campground entry.
Good site accessibility and visibility.

.2 Site **constraints**

- Rugged terrain, rocky outcrops limit development - makes for high construction costs.
- Slopes are generally steep and shear - constrains circulation opportunities - existing roads should be utilized where possible.
- Lack of flat open space for free play - little opportunity for sports fields.
- No sewer connections on site.
- No water supply (piped) on site.
- Lack of space for parking close to beach.
- Close to airport - noise (though many people enjoy watching the planes).
- Proximity to Yellowknife - may have the tendency to attract partiers - increased noise and vandalism.

2.4 Development Issues

Several specific issues directly effect the potential **level of development and the direction it may take. One** such issue stems from how the park has evolved to this point, and how one park with it's interconnected uses serves two separate functions and two very different user groups. Fred Henne is both Yellowknife's urban park and a tourist facility campground, two functions that are not completely compatible and it is unclear as to where the line is that separates them. This causes not only operation and management problems but does not allow for positive development direction of either facility.

Access to the park is a concern related directly to the two uses. If there are in fact two separate uses then there should be two separate entrances and the vehicular connection between day use and camping is not generally necessary for public access.

Operations issues concerning two separate park uses relate directly to where the majority of users originate. The campground would be predominantly tourists from the territories, the rest of Canada and the U.S. with a number being **local** residents especially on weekends. The day use area would see a larger proportion of its patrons particularity on weekends and in the evenings.

Due to the low vacancy rate of the Yellowknife housing market that occurs in the summer months, Fred Henne Park has served some as an inexpensive form of seasonal accommodation. This seasonal use has been controlled by limiting numbers of available sites though there continues to be greater demand for the sites. There is some concern that this seasonal use may not be compatible with a high quality tourist facility and other arrangements should be considered as there are, generally, just not enough sites available for this use during the peak season.

Other major issues concerning development are two proposals from the private sector, one for the development of a Truck Stop Service Centre at the airport and the other for the development of a major Recreational Vehicle Park in the Yellowknife area. Both of these proposals, if implemented, will impact future development strategy of Fred Henne Park. The R.V. park would most impact the direction of development of the campground specifically in terms of the level of services provided in individual camp sites. Fred Henne has the capability of providing power hook-ups at a number of sites, a service which is desirable especially to the tourist which the larger recreational vehicle. This service if provided by the private sector in the form of a high-level service R.V. park may then be a lower priority within Fred Henne Park.

Another service opportunity for Fred Henne is a sewage dump station which may be accommodated in either the proposed R.V. park or the Service Centre. In this case, it may be a policy decision by the Government of the Northwest Territories which would determine that a sewage dump station is simply a convenience that the park should provide on site regardless of external influence. This area requires further consideration based on the outcome of both private sector proposals,

3.0 UPGRADING PIAN

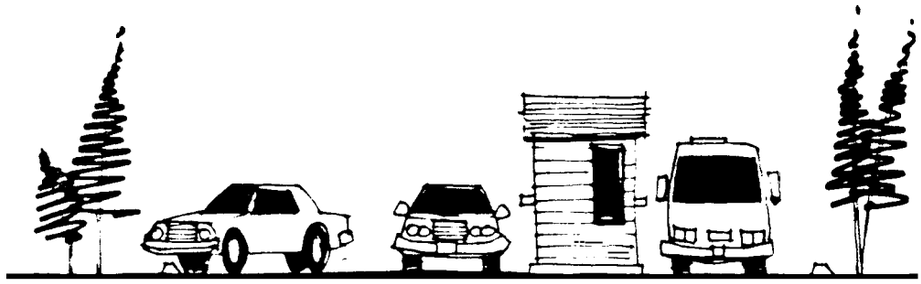
This section describes each of the major components that make up the development plan. It outlines problems, concerns and conflicts within the existing park structure and offers a conceptual design solution to Improve amenities, visual impact, circulation, facilities, etc. Each specific component was considered in terms of how it will fit into the optimum overall design scheme as well as being weighed Individually in terms of environmental impact, user need and cost efficiency.

3.1 Access and Control

The most prevalent concern noted in the overall circulation pattern is access and control. With a single access point It is difficult to control traffic for both day use and camping while at the same time collecting fees for a variety of facilities and allocating campsites to meet the camper's needs. This is a fundamental problem of combining two separate uses, one of local recreation and one of tourism, and channeling the patrons through a single entry point. The resulting situation becomes chaotic and can pose safety problems in terms of traffic volume on the single entry road. The primary improvement and the overall betterment d park organization and ease of operation would be the provision of a separate entry for the campground area.

.1 Day **Use Entrance**

The existing west access point becomes an entry exclusively servicing day use. This entry and its associated parking, as it exists, has a basic problem in terms of lack of organization. This is effectively remedied by channeling traffic to a check-in station at which point the vehicles are directed to their destination whether it be upper level parking, lower level parking or the boat launch. This organization can be achieved most simply by installing barriers of precast concrete or timber curbs or achieved through strategic landscaping. The check-in station building would be situated in such a manner that the operator can see all vehicles entering and leaving the day *use* area while having a good view of the boat launch and lower level parking areas to monitor their activities. The existing gate house building would be utilized with modifications and relocation. A drop off zone wwid also be provided at a point prior to the check-in station.



2 Campground Entrance

The existing access point to the east, currently fenced to restrict public access, is an ideal entry to the campground, both from a functional standpoint as well as aesthetically in terms of first image d the campground. This entrance is well vegetated and the roadway access winds into the campground so as not to give a clear view of the check-in and associated structures from the highway providing for an inviting natural gateway.

General upgrading of the entry road will have to be undertaken in terms of widening, though the overall grade of the road seems to be acceptable. Provision of a new check-in building is required and the possible establishment of a sewage dump station is under consideration, though further study would be required to determine user need based on a proposal for the development of an R.V. park in the area.

3.2 Vehicular Circulation

With the establishment of two separate access points, the requirement for public access by car between day use and the campground is no longer necessary and a portion of the east/west connecting road can be closed off with provision for lockable access control gates. The 45 m length of road closure **can remain as emergency access and can be used to facilitate ease of accessibility by maintenance staff between** the two areas for servicing needs.

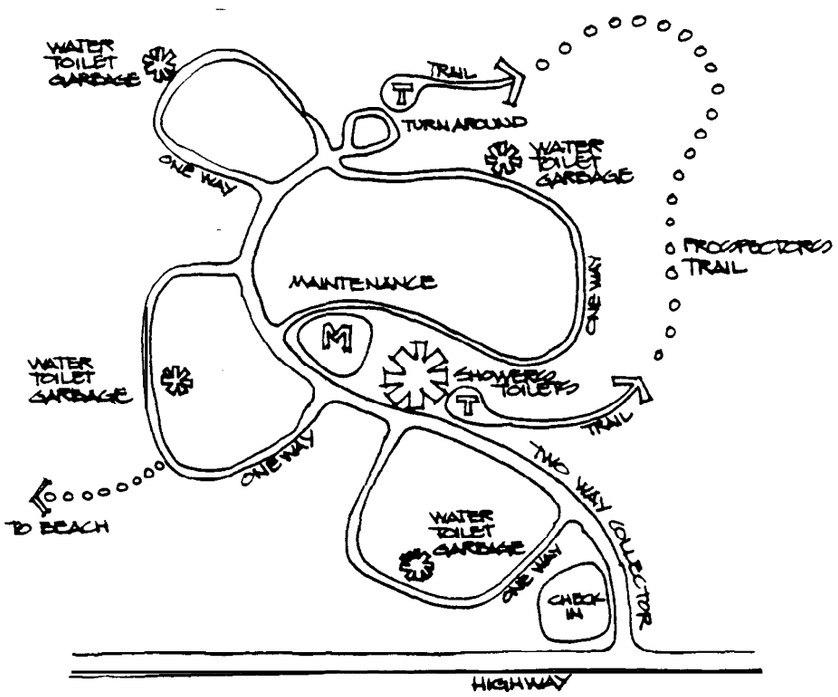
.1 Day Use

The day use road system acts simply as a feeder for associated lower level parking and for the boat launch. The boat launch is to be separated from the feeder road by means of a landscaped median space to eliminate conflict between car and boat trailer movements and through-traffic. The boat launch area would see an area provided specifically for parking of boat trailers and for vehicles hauling smaller boats and canoes. The large unstructured gravel area at the boat launch and adjacent to group day use would be structured by this new organization of space and the excess gravel areas would then be rehabilitated to become additional green space.

.2 Campground

Road hierarchy, or the lack of it, is seen as the main problem with vehicular circulation within the existing campground area. Roads are intertwined, with campground loops tieing into other campground loops and from the standpoint of a first-time visitor it is not immediately apparent as to where one loop ends and another begins.

A road hierarchy is essential for a general organization, creating a road system that is easily understandable even for the first time visitor. The hierarchy would provide for three levels: two-way main road, a series of one-way camping loops roads and a minor service road.



CAMPGROUND ROADWAY CONCEPT

The main two-way road brings the traveller through the campground to his destination camping loop and the one-way loop in turn brings him to his campsite. The major services such as showers, firewood, main garbage disposal area would be located on the main 2-way collector road so that they are easily accessible by every camper, This will keep the majority of the traffic movement on the main road away from the campsites minimizing noise and dust on the campground loops. A turn around is also provided, at the north end of the collector road, so that traffic will not have to move through loop D to return south.

Camping Loop Roads

All campground loops have been designated as one-way roads for ease of travel as well as minimizing road widths and in turn slowing traffic. With the one-way system, each 100p has only one access point off of the main collector which will greatly simplify the task of finding a specific campsite.

Service Road

The minor service road connecting day use with the campground would be provided with a lockable gate to restrict its use to service vehicles. The existing road could be decreased in width with some rehabilitation though consideration should be made to utilizing the roadway for overflow camping during peak use periods.

.3 Roadway Guidelines

As a general guideline, two-way roads within the park should be 8.0 m in width and one-way roads 5.0 m. This dimension allows for sufficient width of gravel base if there was a desire to pave the roads in the future. If paving is not a foreseeable improvement requirement, the one-way road width could be reduced to a minimum of 4.0 m. As a general guideline, the main collector speed limit should not exceed 40 km/hr and one-way loop roads should be restricted to a maximum of 30 km/hr. Speed limits within the park would have to be set by the operating authority of the park based on close monitoring of traffic.

3.3 Pedestrian Circulation

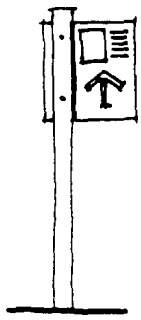
Pedestrian circulation requires **general improvements in structuring to better direct** traffic **and specifically required rerouting to eliminate pedestrian-vehicle conflict along major circulation routes.**

.1 Day Use

An important improvement to pedestrian circulation comes about as a result of the closure of the east/west connection between day use and the campground. Those walking to the **main day use area at the beach from the east end of the main day use parking lot, at the drop off, are no longer subjected to a safety hazard with vehicles at the bottom of the hill. The pedestrian flow moves from the drop-off to the beach area without crossing a roadway other than the service/emergency link.**

Pedestrian circulation from the main parking lot to group day use and on to the picnic **area is enhanced by providing a pathway on which amenities such as water, toilet and firewood are located. This encourages people to** use the path, somewhat **out of necessity due to** the services it provides them and discourages shortcutting across the day use entry road and parking lots.

Due to existing road configurations it is unavoidable that the pedestrian path must cross a roadway. This **crossing is made near the boat launch which is seen as having the least amount of vehicular traffic. Proper signage should be provided to both pedestrians and motorists at this point to make both aware of the other's presence.**



As pedestrian traffic moves through the picnic area, there is an opportunity to organize the picnic sites along a circulation trail. This would act as a "people collector" for the day use area, tying all the parking lots to the picnic area, group use area, and the beach and its associated facilities. A secondary use for this pathway would be a short walking trail along the lakeshore for those not ready or equipped for a long hike, specifically geared towards families with small children or the elderly.

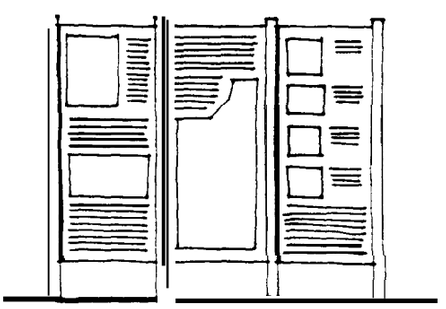
An opportunity is noted for the creation of a **lookout platform in association with the path within the picnic area.** This would be both a viewpoint as well as a docking point for canoes used by people in the picnic area.

.2 Campground

Pedestrian circulation within the campground was considered but it has been determined that pedestrian pathways would be costly due to the many topographic constraints. People moving from the campground to the beach area will probably do so along the most accessible route, the roadways. Access between the path through the picnic area, the path from the drop off and the path from the parking lot at the south west comer of the campground would converge at a point near the beach that would become a gathering space. This would be the location of an interpretive display area in the form of a sheltered meeting place.

.3 Prospectors Traif

The Prospectors Trail requires immediate upgrading in terms of location of its start and end points and their relationship to the roadway. The points at which one starts onto the prospectors trail at present are located so that they are difficult to find, one being situated within a campsite. A relocation of both the start and endpoint, to points on the major collector road in a location where parking could be provided is the first proposed change. A major upgrading of the start point and endpoint is required with associated decking, furnishings, signage and interpretive displays explaining to the layperson what the trail has to offer, its length, walking distances, walking times, and a map of the trail. This sets up a formal gathering point for people to orient themselves to the trail and possibly interpretive signage would make them more aware of what the trail is about. Consideration must be paid to the trail itself and how it is layed out and marked, while the guidebook, presently available, would continue to be provided as a quick reference along the trail. As part of future upgrading, additional trail opportunities should be examined with the first priority being an upgrade of a trail connecting to the canoe-in campsites which would allow for the **campsites to be used as hike-in sites.**



3.4 Parking

Parking generally requires improvement in terms of organization with consideration given to providing additional parking at key locations. The main priority of the development plan has been to provide for the needs of a variety of users by getting them as close to their activity as possible. Some constraints have been noted due to topography and the amount of available space, but the overall parking layout allows for ample parking for the clay-today operation of the park.

.1 Day Use

The main day use parking area off of the highway has parking stalls for approximately 120 cars with an additional space for 15 - 20 R.V. or car-trailer combinations. This lot would generally provide parking for all day use facilities with the majority being those using the beach, especially during peak periods and on weekends.

The lower level lots would provide parking on a first come first serve basis for those utilizing a picnic site or the group picnic area. Priority in terms of group picnic parking on the lower level would be given to the group organizers handling food, equipment, etc.

The boat launch would provide 5 stalls specifically for parking boat trailers on a first come first serve basis and additional vehicles using the boat launch would parking in the main parking lot.

A small number of stalls should be set aside on the lower level parking lot to accommodate the handicapped or elderly as an added level of convenience. The number of stalls would be dependant on need and at the discretion of the operator.

Bike racks would be provided at or near the beach and possibly at other locations as deemed necessary in the future. This would begin to encourage Yellowknife residents to cycle rather than drive to the park which would help to free up some additional parking especially at peak periods. With increased cyclist traffic to the park, there may be an opportunity to approach the city to discuss the provision of a special bike lane on or along side the highway in the future.

.2 **Campground**

Parking in the campground is provided on a minimal basis at key locations, generally in association with service facilities. Each minor service node would be provided with three parking stalls. One exception would be the toilet buildings located in association with tent camping parking lots. These would not have any additional parking to the stalls allocated for tent campers. It is assumed that due to their locations, the majority of use to these service nodes would be from campers in that tent cluster.

The main central service node parking lot will accommodate 18 cars, 8 of which would be specifically for users of the prospectors trail. Parking for campers taking advantage of the day use facilities is provided at the southeast corner of the campground off of loop B with space for 7 vehicles available. In addition, approximately 10 parking stalls are provided for use by campers at the boat rental concession building.

Short term parking is provided at the turn around at the north end of the collector road specifically for those using the prospectors trail. There would be additional short term parking at the campground check-in as well as at the food concession building.

As a general upgrading note, all parking lots require structuring in terms of providing wheelstops to clearly mark each individual parking space.

3.5 Upgrading - Day Use Area

The day use area is made Up of several site specific use areas, each of which has unique recreational opportunities. These areas are the group picnic area, picnic area, boat launch, and the beach, which can in turn be broken down in several specific use areas. Each area requires a different level of upgrading to optimize the recreational opportunity it provides.

.1 Group Picnic Area

The overall condition of facilities in the existing group area are good though general reorganization of space is required. The lower level of parking area bleeds into the **grassed area which requires a strongly defined edge. Pedestrian circulation through the area needs greater definition and parking** could be better organized. This area also requires a shelter that could accommodate larger groups in inclement weather and also could use an easily accessible source of water and possibly firewood.

General Upgrading

Because this area caters to groups that could exceed 30 **people, retaining an open area for social games** such as volleyball, catch, frisbee, etc. is the most important element of the group picnic area. This open space becomes the hub of the group area and because it is one of the only large grassed play areas in the park, will undoubtedly be used also by park patrons from the picnic and possibly the campground areas. All facilities in the Group area should be oriented toward this space but on the perimeter to retain as much free play area as possible to allow for social interaction.

Some rehabilitation of gravel areas could take place and additional planting would greatly enhance the space.

To encourage use by larger groups, clubs, and organizations, facility upgrading oriented to groups of 30 or more, a cookhouse/shelter associated with a major fire pit and picnic area are being proposed. Smaller multi-family groups are provided for by a number of smaller group fire pits, table and cookstove clusters.

Services

Amenities such as wood, water and toilets have been located near the parking lot due specifically to the need of accessibility by service vehicles. In turn, a garbage bin be located in close proximity to create a complete service node. Ail of these services would be located along the circulation path that comes down from the main parking lot and continues to the picnic area.

Buildings

The existing toilet buildings is adequate though requires upgrading as outlined within the General Architectural Recommendations and also requires relocation.

A new cookhouse/shelter is proposed in the group camping area which would serve as a cooking and eating area and as a shelter during inclement weather. This building would be roughly 47 m2 and could possibly be serviced by electric lights so that it may be used in the winter. There are no requirements for any mechanical system and the only interior fixtures would be two cookstoves and picnic tables.

Winter Use Opportunities

In terms of winter use, the group use area could become the main winter facility, providing a gathering area and warm-up shelter for cross-country skiers, snowshoers and possibly skaters. Its location is best in relation to the main day use parking lot, a small portion of which may have to be plowed. All lower level roads could then be maintained as ski trails.

The cookhouse/shelter could be insulated and the cookstoves would provide heat to the building. The building could then be reserved for use on a daily basis by families, groups and organizations for a small fee.

.2 Picnic Area

There is opportunity again for better spatial organization, though the general condition of this area is very good. Creating a logical pedestrian path system through the picnic area would provide ease of circulation and more privacy in individual picnic sites. Opportunities also exist for the creation of a viewpoint along the north shore. Parking is generally well located though could be better structured with more pedestrian access points and associated signage.

General Upgrading

A pedestrian link from the group use area to the beach, is proposed to run through the picnic area as part of the overall improvement to pedestrian circulation. This is seen as an opportunity to structure the picnic area and provide for a more accessible and serviceable site. More detailed on-site planning is required to determine exact numbers of sites and optimum locations but conceptually, the master plan looks at a central pathway with tertiary pathways and picnic sites feeding off of it to simplify campsite organization.

Services

Services required by the picnic area would be toilets, wood, water and garbage containers and could be shared, in part, with group use and, to a certain extent, the beach. Each service would be located adjacent to the road for ease of operation and maintenance.

Buildings

No additional buildings are proposed in this area. Due to close proximity to the changeroom/toilet facility proposed at the beach, no additional toilet buildings are required in the picnic area.

.3 Boat Launch

The boat launch and associated parking exist as a vast gravel open space with very little organization. There is an opportunity to better structure vehicular movement and separate boat launch activities from the main road.

General Upgrading

Though the boat launch is the most highly used facility in the day use area and should not encourage the use of power boats on the lake, it must be facilitated due to the relative popularity of long lake as a waterskiing area. Also consideration must be given to the tourists expectations to be able to access the lake at a major campground. Upgrading basically refers to reorganization and the elimination of extensive wasted gravel areas. This reorganization would see the separation of the parking area from the main road and the creation of parking for both cars and boat trailers.

Associated facilities, such as the dock to the south, see minimum upgrading in terms of wood decking and possibly of a small floating dock to allow for tie up of small boats, canoes, etc. The boat beaching area could see minor upgrading related to accessibility from shore. The breakwater requires upgrading in terms of its appearance which could be facilitated with wood decking and placement of rock to cover the gabions.

Gravel areas in and around the boat launch reclaimed through the reorganization of space will require some rehabilitation and planting to improve the aesthetic impact of the area.

.4 Beach Area

The beach area is by far the most popular day use facility in the park and has the greatest potential for improvement. Generally the condition is good though both expansion and facility upgrading are possible to enhance the area. The existing shower facility is one that would better serve the campground area and the existing group use shelter is not utilized to its full potential at the beach.

There is also the opportunity to designate zones within the beach area, each with its specific use. These zones are seen as the dry beach or sand activity and related facilities, the wet beach or swimming area, the commercial backshore and a proposed interpretive area.

Dry Beach

General Upgrading

The dry beach area itself is not being fully utilized due to some undesirable characteristic of the north portion, specifically wet sand. It is recommended that this section of beach be elevated ± 300 mm by the placement of additional beach sand, which may best be executed in the winter months. This would extend the useable beach area an additional 30 - 40 metres to the north. In addition, some fill is required at the north backshore area to eliminate standing water and there must be some provision made for the creation of a drainage channel from this area to the lake and construction of simple board walks through the wet areas. The creation of a drainage channel should be executed in such a way that it blends in naturally with the beach area and surrounding landscape with the use of rocks and possibly some plant material.

Activity Area

This beach rehabilitation allow for reorganization of spaces within the dry beach. The area currently used for passive recreation, suntanning, etc., would remain the same with additional beach area becoming an area for volleyball, frisbees and more active beach activities.

Playground

The existing playground is viewed as being in good condition and of sufficient size and quality to serve the needs of the beach area and would be retained in its original location. An area between the playground and the food concession building is seen as the area most suited to a parking area for bicycles, providing bike racks for 10-20 bicycles and allowing for expansion as the need dictates.

Buildings

A proposed change room/toilet facility is to be located along the pedestrian path accessing the beach so that it is serviceable from the roadway while providing the needed facility at the pedestrian entry/exit point of the beach area. This toilet facility could also be utilized by the picnic area to the west. The existing change rooms would be relocated and used as storage for maintenance.

The existing lifeguard/first aid station can be retained at or near its present location though the lifeguard station may be shifted north to better cover the expanded beach area. General upgrading is recommended as outlined by the General Architectural Recommendations.

Wet Beach

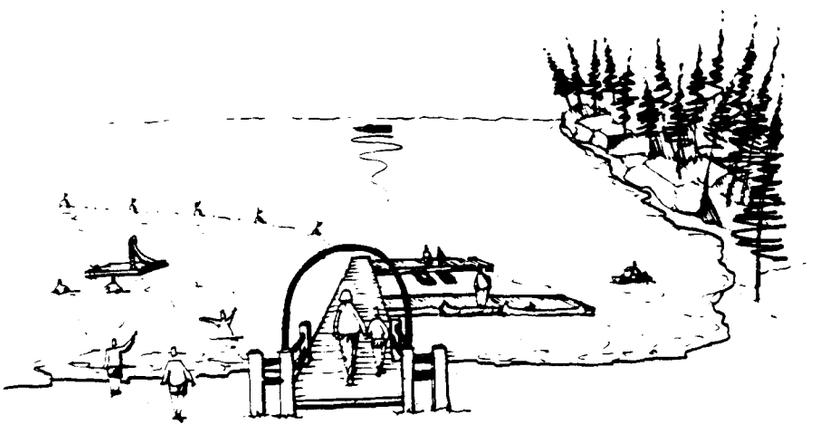
General Upgrading

The designated swimming area, as it exists, is of good quality, though expansion is possible with the expansion of the dry beach. The only addition to this area would be the creation of an anchored floating play platform which would see a slide and ladders for easy access. This Platform would be anchored ideally in approximately 1.5 metres of water.

Commercial Backshore

General Upgrading

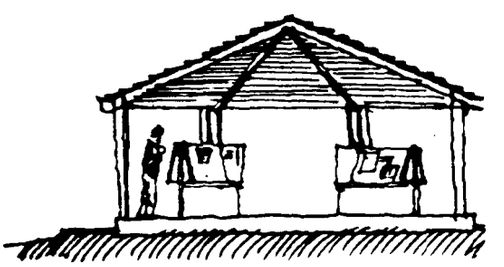
The redesignation of zones along the beach was developed in the concept phase and the relocation of the boat rental facility is seen as an important change to improving the general relationship of uses on the beach. This commercial facility would be resituated at the **furthest north portion** of the beach from its present location which tends to bisect the beach area. The location of the existing cookhouse/shelter does not relate to other day use facilities at the beach and for this reason it is proposed that this building become the boat rental office, concession and storage structure. The floating dock at the concession requires upgrading and would be a combination of a fixed pier and floating docks. This in combination with the existing shower building being convected exclusively to food concession, would set up a commercial zone on the north and central beach and **backshore** area.



Interpretive Area

General Upgrading

The creation of a meeting point that occurs at the intersection of the pedestrian trails to the beach is facilitated in the form of a proposed interpretive area. The main feature of the area would be a roofed, gazebo **like structure that would** house interpretive displays and provide the opportunity in the future interpretive for presentations to small groups. Within or around the structure would be signs and displays outlining the park facilities, and allowing for posting of special events. The interpretive area would **serve** as a gateway to the beach area while **provide** opportunities for a variety of interpretive programs or special event activities.



Interpretive Opportunities

Geology - The landform that are within and around Fred Henne Park offer a variety of geological features that are typical of the Canadian shield region. The predominant features within the park are rock outcrops, some showing dramatic movements in the earths crust. The prospectors trail has created an excellent opportunity for the tourist to see and learn about this unique geology and expansion and upgrading of the trails should be considered,

Native **History -** The history of the Dene Nation provides an enormous interpretive opportunity with the Yellowknife area being the largest community in the Territories.

Northern **History -** Because the north is considered the last North American frontier, it's history is of great interest to visitors. The first white explorers and the historical significance of the development of Yellowknife both hold fascinating stories that are largely unknown to visitors from outside the Territories.

Vegetation, Wildlife and Climate - All of these elements provide enormous interpretive opportunities of interest to adults and children alike.

3.6 Upgrading - Campground

Land area related to the campground is largely taken up by natural open space which is the key factor that creates the attractive image of Fred Henne Park. Campsites, have been for the most part, and must continue to be located in such a manner as to optimize privacy while at the same time minimizing environmental impact with major changes to topography and vegetation. Though the master plan provides for new sites with the creation of loop C, additional opportunities maybe revealed with the implementation of a more detailed survey.

Generally, criteria for site location was based on site quality rather than quantity of campsites. The campground is currently of a size which is easily manageable. Therefore, creation of greater numbers of campsites was not a priority rather than the creation of more attractive sites and an improved organization of those sites.

The existing and proposed new camping opportunities have developed into a zone structure which has been created both by a combination of user needs and loop location. Each loop is a zone having a unique character and therefore has been designated with a specific use and estimated user profile.

.1 Loop A

Loop A will serve as a group camping loop **providing 9 (and possibly** more in the future) campsites marketed to encourage use by caravan campers and multi-family holidayers. Its secondary function would be as the first stage of overflow when not fully utilized by group users. This location was chosen as the group loop for two main reasons. First, its proximity to the gatehouse which allows for ease of surveillance to monitor groups that tend to **stay Up later and generate more noise.** Secondly, its location far from the beach as many caravan type campers are older and less interested in the types of-facilities related to the beach.

General Upgrading

Loop A requires little in the way of upgrading of existing sites but does require a group gathering location. This is proposed in the form of a communal group fire pit which would be situated up on rocky outcrop on the east side of the loop. Minor road realignment required as well as site furniture upgrading.

Services

Loop A would be provided with a typical minor service node on the south side of the loop consisting of a toilet building, relocated from Loop B, in addition to water and a garbage bin.

.2 Loop B

Loop B would become the social camping/family loop **mainly due to its location** in relation to the beach and other day use facilities as well as a generally higher density of campsites. Nineteen sites are provided in this area which would cater to campers with children who want to spend a majority of their time at the beach, or be able to be close enough to monitor their children's activities at the beach.

It is assured that this **loop will receive a slightly higher level of both vehicle and pedestrian traffic to and from** the day use area facilities though this is balanced against the convenience of being close to the beach for those that wish **such locational advantage.**

General Upgrading

Due to the change in road structure seeing loop road B becoming one-way, some of the pull-through sites **orientation of trailer to activity area are reversed. For this reason, as well as creating more private campsites, the pull-through sites** are being proposed to be changed to back-in sites. These type of **campsites are more desirable from the standpoint of getting the campers activity area set back as far from the road (noise and dust) as possible. Road construction and rehabilitation required as well as site furniture upgrading.**

Services

A **minor service node is created at the location of the existing toilet building at the centre of the loop to the west with the addition of water and a garbage bin.**

.3 Loop C

Loop C would serve as a more secluded camping experience while still being close to the main service node (showers, washrooms, etc). Therefore, it is envisioned to be most popular to the average tourist looking for the northern experience while being in close proximity to the comforts of home -24 sites have been envisioned in this loop though a detailed survey would provide exact numbers.

General Upgrading

Upgrading would see the elimination and rehabilitation of a portion of existing roadway and the construction of an entire new loop road. The new loop would connect with the existing road at the south and with the collector road at its northern most point. Three sites on the existing portion of loop C require reorientation to the one-way road system. Major road construction and provision of site furniture.

Services

A typical minor service node is proposed at the north side of Loop C consisting of a toilet building relocated from day-use in addition to water and a garbage bin.

.4 Loop D

Loop D would continue to serve as a campground providing a good overall northern image providing the best views of the lake and surrounding terrain. More than half of the 15 sites within this loop allows for a good overall experience for the more avid “back-to-nature” camper.

General Upgrading

Loop D upgrading is limited as most sites appear in good condition. Opportunities for additional sites should be explored. Minor road construction as well as site furniture upgrading.

Services

Loop D has not been provided with a separate minor service area due to the proximity of service nodes in the two tent cluster areas as well as the service node in the north leg of Loop C, all within a short walking distance.

.5 Tent Area A

Tent Cluster A provides the opportunity for communal tent camping in an elevated location giving the camper a good overview of the surrounding terrain.

General Upgrading

Upgrading consists of expanding the parking area to allow for ease of movement. Also additional tent pads should be considered with 7 being a comfortable maximum number. Upgrade site furniture.

Services

The existing service node provided is in good condition and requires simple upgrading as noted in the General Architectural Recommendations. In addition to the toilet building and water provided a garbage bin would be located.

.6 **Tent Area** B

Tent Cluster **B** again provides the opportunity for communal tent camping giving the camper excellent views of the park.

General Upgrading

Upgrading consists of expanding and structuring the parking lot to accommodate larger vehicles. Additional tent pad can be considered but again to a maximum total of 7. A large group fire pit is to be provided to further encourage a social interactive camping experience. Upgrade site furniture.

Services

The existing **service** area is in good condition though, again, requires simple upgrading as noted in the General Architectural Recommendations. A garbage bin would be added to complete the service node.

.7 Tent Area C

Tent Area C is proposed as both a hike-in as well as a canoe-in camping opportunity. Tent platforms, tables and stoves as well as a pit toilet would be provided though water and wood would have to be brought in by the camper. The campsites would be located in groups of two (three at most) and would be scattered along the shore to discourage larger groups of **partiers.** In exchange for this minor **service** inconvenience, the camper is provided with a quiet more isolated camping experience while still being able to take advantage of all the park facilities. Additional upgrading is proposed to enhance the beaching area provide a small dock and develop a path system to the campsites.

.8 Campground Entrance

As a **major component of the reorganization of the internal circulation system of Fred Henne Park, the new campground entry is being looked at as an important area requiring special attention due to it being the point that a tourist gets his first impression of** the park. The existing east access road off of highway #3, presently gated to prevent public access, is well suited, both in terms of location and condition, as the point of entry into the campground.

General Upgrading

The road access presently is acceptable in terms of grade, in relation to the highway, though road width must be slightly increased to comfortably accommodate two lanes of traffic and a central median space. The median is provided to set up a safe separation space while creating a planting space between traffic lanes establishing a more attractive entryway.

With this new entrance to the campground, a new check-in building is required to control traffic. This building's location was determined based on distance from the highway, orientation to traffic, visibility of vehicles both entering and leaving the park and based, in part, on existing roadway configurations, By channeling traffic into the park along the existing road and out of the park along the road which was once the sewage dump station, an island is established in which the check-in building can be sited. This location provides an attractive setting for the building that allows good surveillance capability of inbound and outbound traffic and the opportunity to structure parking close to the building within a logical circulation system. Because the building is located approximately 100 m from the highway, it is felt that there would be little need to provide a stacking lane for vehicles lined up to enter the park.

Check-in Building

The proposed check-in building itself would serve several functions, first providing a check-in, which the operator would take camping fees and direct campers to their sites through a drive-up window arrangement. The operator could perform these functions without leaving the building making check-in a smooth running, convenient operation.

Secondly, the building would have a small reception area displaying maps of the park, and other camping opportunities in the region, This would allow campers to enter the building to look at maps and displays to get an idea of what **opportunities** for recreation, entertainment, shopping, etc. are available in the area, specifically, Yellowknife. Also, if the campground was full, the operator could point out other campground locations with available sites, for example, along the Ingraham Trail. The reception/ information function of the check-in building is not intended to compete with the Yellowknife Tourist Information Centre, it is provided as an information overview of the immediate area and its opportunities.

An additional space would be provided in the check-in building for a small office, and a sleeping quarters for the operator. Seven parking stalls would be located along the exit road for staff and for those who would stop to get directions on their way out of the park and onto Yellowknife.

Firewood

Firewood storage would also be associated with the check-in area in order to control consumption and minimize theft. The wood enclosure is to be located along the entry road immediately past check-in and would be set back into the trees and provided with additional screen planting. A pull-off would be situated so that campers have the opportunity to stop to pick up wood without blocking traffic.

It would not be desirable for the wood storage bin to be visible from the road, rather it would be the pull-off area that must be monitored. It is felt that if the pull-off is in clear view of the check-in and the wood storage bin itself is located at least 10 m away from the pull-off it would eliminate the opportunity for campers to back their vehicle right Up to the wood. This minor inconvenience of the distance factor and the watchful eye of the operator would discourage the pilfering of firewood.

Sewage Dump Station

An upgrade opportunity has been considered for a sewage dump station to be located south of the exit road though this is an optional element dependent on possible future development of an R.V. campground in the Yellowknife area.

.9 Maintenance Compound

To improve ease of maintenance of the park by by operation, a maintenance compound is proposed within the master plan. The compound is located in a relatively central location and, more importantly, is located on the main two-way collector road. It's location is ideal both in how it is located centrally in the campground as well as it's proximity to the day use area. The compound would be a fenced gravel area with a small office, the main function of which would be to store equipment and building supplied required in the general maintenance of the park.

The office may initially be a prefabricated trailer unit or could be upscaled to a small wood structure. Needs of the operator would have to be assessed with park expansion but the office space provided within the campground check-in may be found to be suitable and no additional office space would be needed.

A small warehouse or garage may too be found necessary to store some materials in a dry location to provide added security. This again would have to be determined as the park expands.

An important feature of the maintenance area would be the ability to secure the compound, it is, therefore, proposed that it be enclosed by a two metre chain link fence and lockable gate.

.10 Major Central Service Nade

The basis for creating a new major service node begins with a problem with the location of the existing shower facility. It is oriented to the beach and day use area when that convenience is intended for the use of campers. The relocation of the shower facility to the campground is seen as a high priority within the development plan and it's use provides the focus of the major central service node. This node would provide most amenities to the camper at a single location and would therefore become a point at which additional elements could be incorporated to further strengthen the concept of the facility becoming the major node within the campground.

Outside the building would be a water outlet and a garbage container. Because it is assumed that the average camper would make at least one visit to this facility within a day, it has the best exposure of any area of the campground. It is for this reason that the start point for the prospectors trail is proposed at this location. It gives the trail maximum exposure and provides an area for interpretive displays, possibly a sitting area and ample parking associated with the building, In addition, the 'trail remains unobstructed by roadways or campsites to the north.

Shower Building

Toilets and sinks are to be incorporated within the proposed shower building providing all the basic washroom conveniences. This specific location was chosen for the building due to the topography , its orientation to the main connector road and its general central location. It is not located in the exact geographic centre of the campground though future expansion opportunities are seen for an additional camping loop or loops northeast of development proposed within this plan. Future expansion would then place this node approximately in the centre of the developed park area. Also, topography is very much a limiting factor.

This building's criteria is that it provides toilet and shower facilities which, in this development, means holding tanks. Another criteria is providing a handicap accessible building. This requires the building to be on or generally level ground with the door at or close to grade. This eliminates the option of having the holding tanks on the ground with the floor level raised more than a metre above grade, due to the amount of ramping required to retain the handicap (wheelchair) accessibility. It is felt that this particular location will provide the most strategic and cost effective site for a building with this criteria.

Parking

The parking lot is proposed to be a flow-through lot to ensure smooth traffic movement and minimize congestion, 18 stalls would be provided, 8 of which would be designated for use by people using the prospectors trail. The lot would be structured with wheelstops as with all parking lots within the park.

Play Area

A further element associated with the central service node is an area designed a free play space. This area is to be located west of the proposed shower building and would be a level grassed area with a creative play structure on a sand base. There are very few large level areas within the campground suitable for development into a play area. This specific area was chosen due to its location in relation to the major service area as well as its general site conditions.

It is felt that with the beach playground and one additional play facility in the campground, the needs of campers would be sufficiently met. Other opportunities may arise in the future to create additional play structures or free play areas but at this point the two designated within the master plan are more than sufficient to serve the parks needs.

Alternate Facility Location

Due to the variety of site conditions that occur within the park site there must be more detailed analysis of the surface conditions prior to construction. There may be locations that are deemed unsuitable due in part to these conditions in which case an alternate location will be chosen. In terms of the central service node it is most important that it be located strategically. Therefore an alternate location is being recommended on the south side of the main collector road between the entry and the exit of Loop B

This location is acceptable though not preferred. The rock formations at this location may make construction difficult and in turn may increase costs dramatically, Secondly, the location is too close to the beach and may be perceived as a day use facility and will experience increased pedestrian traffic and water consumption.

3.7 Site Servicing - General

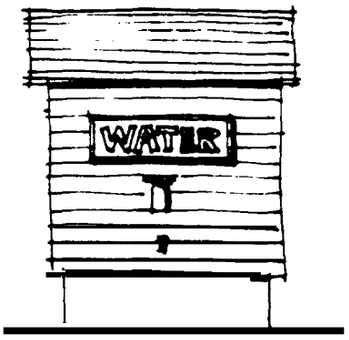
This section describes servicing of both the day use and campground areas of Fred Henne Park specifically the provision of water, toilets, showers, mechanized garbage bins, firewood distribution, and electricity and lighting.

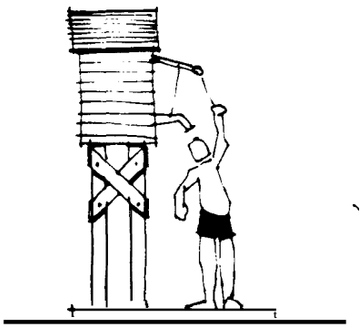
General design criteria referred to in this section used as a basis for location of services is a minimum standard set for campgrounds in Alberta by Alberta Recreation and Parks. In most cases, it is felt that the Alberta Standards are realistic and adaptable to the Northwest Territories' situation.

.1 water

Water requirements, due to the creation of additional needs dictated by an improvement to facilities, has been increased and water management options have been considered. A major shower facility will put a strain on water consumption within the park and additional drinking water outlets will add further to the problem.

Several **means of supply** have been considered; piping from the city supply, piping from the lake into a treatment and boosting station, pumping from lake, treating and storing in a water tower and then allowing gravity feed to an outlet. Each of these is a viable solution, though, weighing the cost of any of against the cost of the present system of tanked-in water, taking into consideration the relatively short season of peak use, the existing system of holding tanks is the most cost efficient solution. Supply is based directly on user consumption which will fluctuate through the season. Maintenance *costs* are minimal and with the exception of a seasonal maintenance program which would see flushing out and cleaning of the tanks by steam or chemical means to eliminate the possibility of biological contamination, there is little maintenance of such a system.





From an, aesthetic standpoint, the water tanks should be disguised in a manner that is sympathetic to the environment by means of a wood structure reflecting the building images proposed in the architectural recommendations within this document. Insulation should be considered to cut down on heat absorption as well as painting the wood structure with a light colour to reflect heat. Water would be provided within the park for 3 functions, shower/washing, drinking water, and as part of the sewage pump out process. Consideration was given to providing two water sources, one for drinking and pumped lakewater for shower/washing facilities. It was thought that lakewater for washing would not have to be treated but its possible consumption as drinking water would be impossible to monitor, therefore, this solution was disregarded. Overall, drinking water outlets would be provided at 3 locations within the day use area and 6 in the campground, with an additional shower post proposed at the beach as an upgrade option, and water associated with the shower building.

Criteria

The general criteria for water location in the campground was 1 outlet per 50 sites with 60% of all campsites being no greater than IOOm walking distance from a water source. This master plan has allowed for 1 outlet per 15 sites with 80% of campsites no greater than 100m walking distance. This higher standard allows for a dispersion of water use over a greater number of locations allowing for less number of times the water tanks have be to be refilled over a season.

. 2 Toilets

Toilet facilities are provided within the day use area at two locations, one at the group picnic area and one at the picnic area immediately south of the beach. The group picnic area toilet would be a standard combination vault toilet relocated from its existing location to the south. The changeroom/toilet facility would provide for a new building with 4 toilets per sex to **accommodate a higher level of use at the beach as well as a men's and women's changerooms.**

The day use would be serviced by a total of 5 toilets per sex, which is of reasonable quantity and located within acceptable walking distance from all facilities.

The campground is provided with toilets in the form of standard combination vault units at 5 locations. Three of these locations, on Loop B and at both the tent clusters will see the use of existing toilet buildings at their present locations. The two other locations, in **Loop A** and in Loop C, would see existing toilet buildings relocated from other locations within the park. An additional privy toilet is required in association with the canoe-in campsites. This would be a new structure.

The proposed shower building within the major service node would also see additional toilet facilities of 3 per sex. This gives the campground area excluding the canoe-in sites a total of 8 toilets per sex.

Criteria

The design criteria for toilet location within a campground is 1 toilet per sex/per 15 campsites, with 80% of campsites being no greater than 200m walking distance from any toilet facility. This master plan allows for 1 toilet per sex per 11 campsites, with 80°A of the campsites no greater than IOOm" walking distance from a toilet facility. This provides for a vety good level of service to all campers.

.3 wood Supply

Controlling the consumption and minimizing theft have been identified as two major concerns in terms of firewood is handled within the park, Education is a positive measure in cutting consumption by teaching the camper how to construct smaller more efficient camp fires. But wood is looked at as a commodity and the excess use has been determined to be a luxury rather than a necessity, therefore, wood boxes will be eliminated in the campground and a central wood enclosure is provided for controlled distribution.

The enclosure would be a wood fence-like structure, with a roof as an upgrade option, located on a well-drained dry surface across from the check-in station. This location was chosen so that consumption can be monitored and theft minimized. A pull-off for vehicles would be provided and easily accessible for service vehicles delivering wood.

Wood within the day use area is less of a consumption management problem due to the type of user and his minimal need for a camp fire. Users are only at a specific picnic site for a maximum of one day so the tendency to stockpile is not apparent. For this reason, it is recommended that firewood be provided to campers at a number of small bins similar to those in existence now, and the wood supply cost would be covered as part of the day use fee.

.4 Garbage

Garbage is a fundamental concern in terms of maintenance within the park structure. The level of service is measured by the user, in terms of accessibility and the distance factor in relation to their picnic or campsite. Providing garbage cans at every campsite may be the optimum in service to the camper but is costly from a maintenance standpoint. This can be overcome, again, by education and the strategic location of garbage bins in association with all service nodes. An additional container would be provided along the main collector road which you would pass when leaving the park.

Garbage bins **would be typically medium capacity containers (steel bins) that would be emptied by means of a specialized,** truck mounted, hydraulic lift system **common to most industrial waste management operations. Upgrading, site specifically, requires the provision of a gravel pad for the bin to be situated on in a location that is accessible to a lift truck. Note that there are both front load and side load systems of disposal** in operation so the gravel pad should be constructed in such a manner as to accommodate either system.

Criteria

The design criteria for the location of garbage facilities within a campground in 60°A of campsites are to **be no** greater than 200m from a garbage bin. This development plan meets this criteria providing garbage containers in the campground at 7 locations.

The day use area is provided with garbage bins at 3 locations which should provide ample convenience to both the picnic and group picnic areas. One of these bins is to be located along the major pedestrian circulation route in clear site of those walking back to the parking lots from the beach.

The beach is an area of special concern especially around the food concession area. To ensure that the beach remains free of debris, standard garbage cans should be provided **at IOm intervals along the backshore.** This is to encourage patrons to dispose of their garbage by providing them with the greatest level of convenience possible. These cans would emptied into the large bins by maintenance staff on a daily basis or as required.

.5 **Electricity/Ughting**

Power upgrading is recommended in several locations. First, proposed buildings, specifically the shower building, campground check-in and the group day use cooking shelter each of which may be used late into the evening. The cooking shelter is to have electric lighting specifically for its use in the winter as a cross-country skiing and warm-up shelter.

Secondly, a desire by the user has been noted for electrical hook-ups at campsites. This is being proposed on the south portion of loop C due, in part, to proximity to power lines which now supply the concession building. At this point powered campsites are considered a future upgrade opportunity based on the creation of a proposed R.V. park to be developed in the immediate area by the private sector. Total number of sites supplied with power, if it were determined a priority, would initially be 10 with increases based on **user demand.**

Lighting is also being proposed at a few key locations, in the form of an overhead flood light specifically the main central service node and both day use and campground entrances. Additional considerations **to** lighting the main entrance signs along highway would enhance the overall impression of the entry and improve visibility especially in the winter months.

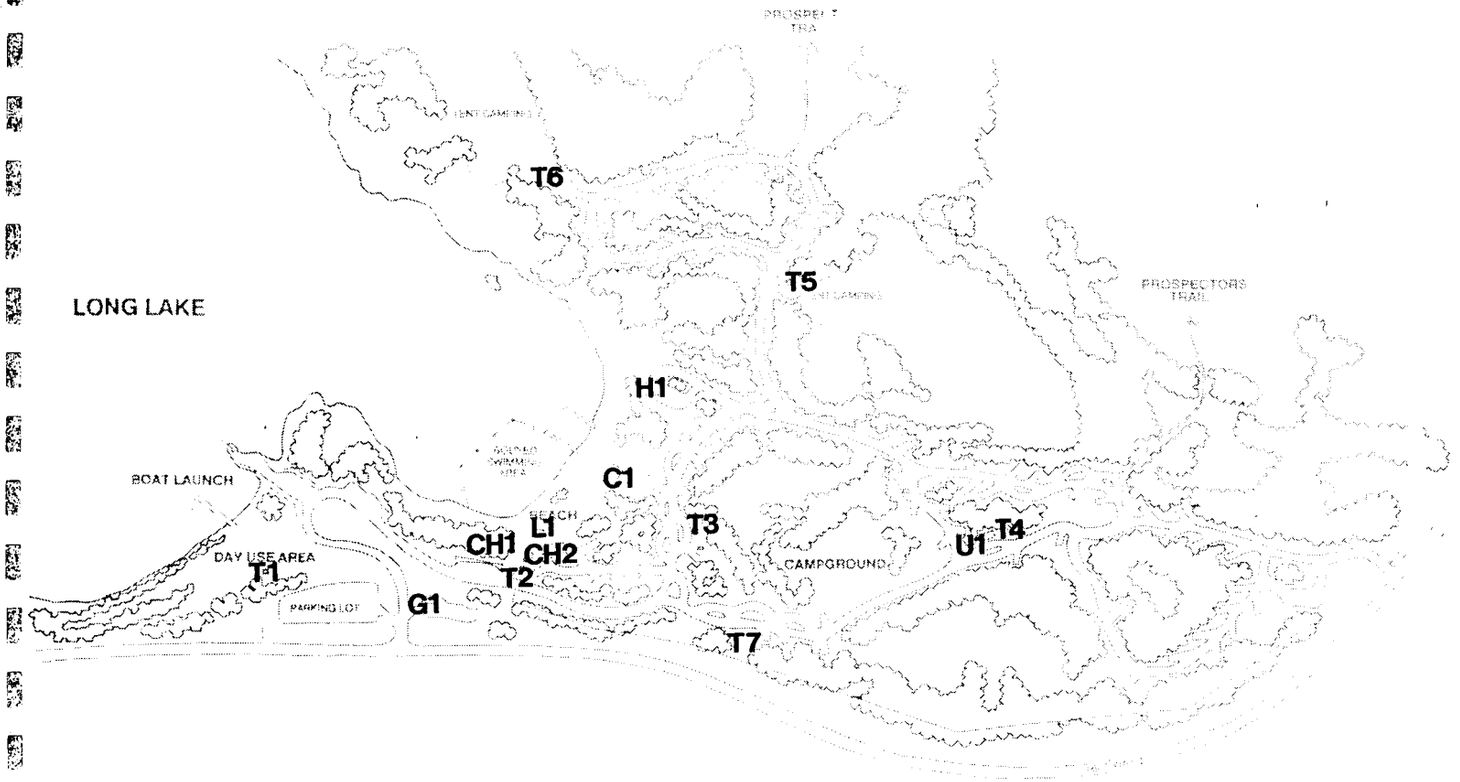
. 6 **Public** T e l -

Public telephones are recommended at 3 locations in the park. One would be in association with the shower building in the campground as this would be a facility used by most campers. Secondly, would be the beach near the food concession building as this would be the area with the highest concentration of people. Thirdly, would be at the day use entrance in association with the drop-off so that those leaving the park could call **for a ride if necessary.**

Private phone lines should be provided to the check-in stations, the lifeguard station and **to the commercial facilities if required by those operating the facilities.**

Fred Henne Park DEVELOPMENT PLAN

Northwest Territories



LEGEND

THIS DRAWING REPRESENTS LOCATIONS FOR ALL MAJOR EXISTING BUILDINGS

G1	GATEHOUSE
L1	LIFEGUARD
CH1	CHANGE HOUSE (MALE)
CH2	CHANGE HOUSE (FEMALE)
C1	CONCESSION AND SHOWERS
H1	GROUP HALL
U1	UTILITY SHED
T1-7	TOILET

OCTOBER 1988

NORTH

EDA COLLABORATIVE INC.

scale 0 50 100 200 300 metres

BUILDING LOCATIONS 7

3.8 Buildings

An evaluation of existing buildings was made from a visual analysis on site and generally the buildings were found to be in reasonably good condition though all needed minor renovations that would be considered a part of regular maintenance. One specific point was noted and that is that there are several different building styles on site which makes it difficult to recognize an overall theme. This could be easily corrected by establishing a consistent colour, **consistent detail repeated on all buildings and a consistent rock treatment.**

The following list itemizes the existing buildings and provides a coding that relates to the building location plan (Plan 7)

Day Use
G1 - Gatehouse
L1 - Lifeguard Station
CH1 - Changehouse (Male)
CH2 - Changehouse (Female)
Cl - Concession and Showers
H-1 - Group Hall/Cookhouse/ Shelter
T1 - Toilet
T2 - Toilet

Campground
U-1 - Utility Shed
T-3 - Toilet
T-4 - Toilet
T-5 - Toilet
T-6 - Toilet
T-7 - Toilet

.1 General Architectural Recommendations

It is recommended that a consistent building theme repeat throughout the park to help create a strong clear image. This can be attained by simple design details" that can be incorporated into both new and existing buildings.

1) Establish consistent detailing (trim, etc.) and stain colours (dark red and grey) for all buildings.
2) Use permanent security shutters as design theme on all buildings.
3) Establish consistent roof colours and treatments.
4) Establish consistent use of pavers or decking around all buildings.
5) Establish consistent lighting treatment for buildings.
6) Consider additional open but roofed shelters.
7) Create better integration of site furniture (e.g. wood boxes, garbage boxes, water tanks, etc.) with buildings and landscape treatment around buildings.

.2 Day Use Area

Gatehouse (G-1) - Existing

Description

The existing gatehouse building at park entrance is comprised of small office and storage area. The building is of wood frame construction with no foundation except cribs on grade and has a flat roof.

Evaluation

Existing building is in reasonably good repair and appears that the exterior finish has been recently stained. The building is of sufficient space to continue to be utilized as a check-in, though requires better orientation to entry and parking.

Recommendation

The building requires an image more consistent with other buildings within the park, specifically higher visibility achieved with a more substantial roof structure. Generally, new interior finishes are required and possibly a more inviting exterior finish in keeping with the park. Relocation is recommended along with both hard and soft landscaping to create a more natural setting.

Change House (CH-1 and CH-2) - Existing

Male change building, essentially one large one open room of wood frame construction on wood foundation posts. The roof is a 2 pitch roof with gable ends.

Evaluation

The building is in reasonable condition with adequate foundation. Exterior siding requires redoing and interior requires new finishes. Location and orientation is acceptable, however, a combination facility of changerooms and toilets may be more reasonable for the beach area. Volume of space is adequate but utilization is inefficient. Additional bench space and hooks could be incorporated into the space.

Recommendations

New exterior siding, new interior waii plywood (painted), new flooring, new screening and vent louvers, permanent security shutters, and new exterior doors and stairs. Renovations are extensive enough that consideration could be made to relocating buildings and providing for an upscale toilet/changeroom combination building.

Concession and Showers (C-1) - Existing

Description

Food concession with kitchen facilities and separate maie and femaie toilet and shower facilities with post and beam structure and floor beams supported on timber cribbing. Roof is a sloping single pitch roof (shed roof) and water tanks are on grade in crawlspace.

Evaluation

Requires new roofing, new corner trim, new exterior stain and new louvers and screens. Also may require additional permanent security shutters. Location is appropriate for concession, however showers could be better utilized in the campground. Also requires additional decking and paving around the building.

Recommendation

The building generally requires upgrading though more important are the conflict of uses. The showers should be eliminated from this building and relocated to campground area. Additional space gained by removing showers could become concession or storage.

Group Haii (1-i-1) - Existing

Description

A single storey wood frame building set on cribs close to the ground with a 2 pitch roof with end gables. Horizontal wood sliding give a log appearance (haif log style) and windows are high with permanent security shutters. The structure is essentially one large room with a stove/fireplace suitable for parties and groups of 30-40.

Evaluation

Requires new roofing, interior floor finish though has a good basic structure which can be added to and improved. It is well located in proximity of beach. Paving or decking is required and building and a covered deck/porch would be an attractive improvement.

Recommendation

Provide additional and larger windows with view to beach and provide exterior deck and/or covered porch. This building's location for group use is bad *so* it is recommended that this building be renovated for use as boat rental concession and storage.

Lifeguards (L-1) - Existing

Description

A small single storey wood frame and siding building with 2 pitch **room, one window and one door, sitting on skids on the grade.**

Evaluation

Requires siding, trim, roof, exterior stain and new interior finishes. Location is acceptable though requires additional decking or paving around building. Space is adequate for this use.

Recommendation

Construct wood deck on which to place building to raise it slightly higher. Refinish exterior and interior and provide permanent security shutters.

Toilet (T-1 and T-2) - Existing

Description

Male and female separate toilet facilities of wood frame construction with crib foundation on grade, sloping roof (shed roof) and pumpout holding tanks.

Evaluation

Requires new shingles, new vent louvers and screens, corner trim, new stain, new doors and hardware. Toilet accessories should be improved though interior finishes are adequate. Suggest painted plywood for walls and ceiling and rubber floor and toilet bench cover. Location is acceptable though some could be relocated to better service the park. Also, consideration to using paving materials or deck around buildings. Amount of space provided is adequate.

Recommendation

Bench seats recommended for exterior as well as additional screening walls. Shutters (permanent) to secure openings and possibly exterior deck one step down from toilet floor. Also, exterior stain required for colour coordination.

Cookhouse Shelter/Group Day Use - Proposed

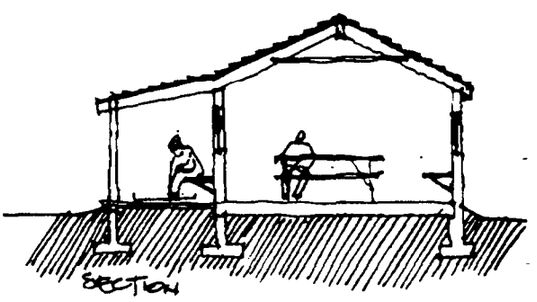
Function

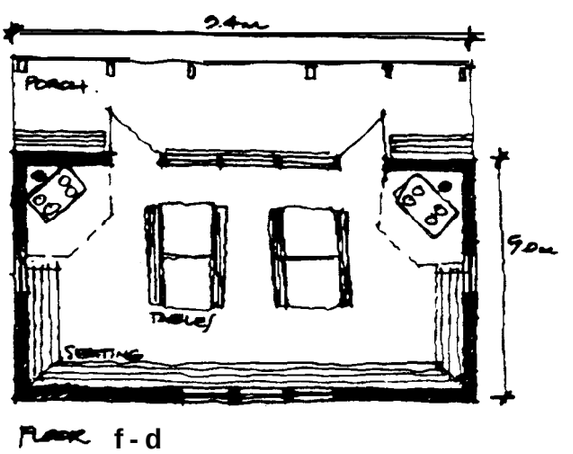
Provides for summertime cooking **use** for groups and **winter use related to trails, hiking and skiing organization.** For multiple use allow two means of access into the building and two separate eating cooking areas.

Features

Size: 5 m x 9.4 m -47 m^2

Provide indoor enclosed area with glazing as well as exterior porch area to allow eating outdoors. As facility will be **used in winter, it should be insulated** (R20). Heat for building when used in winter provided via cooking stoves and interior lighting is to be provided. Minimal plug-ins required.





PLAN f-d

Interpretive Centre - ProDosed

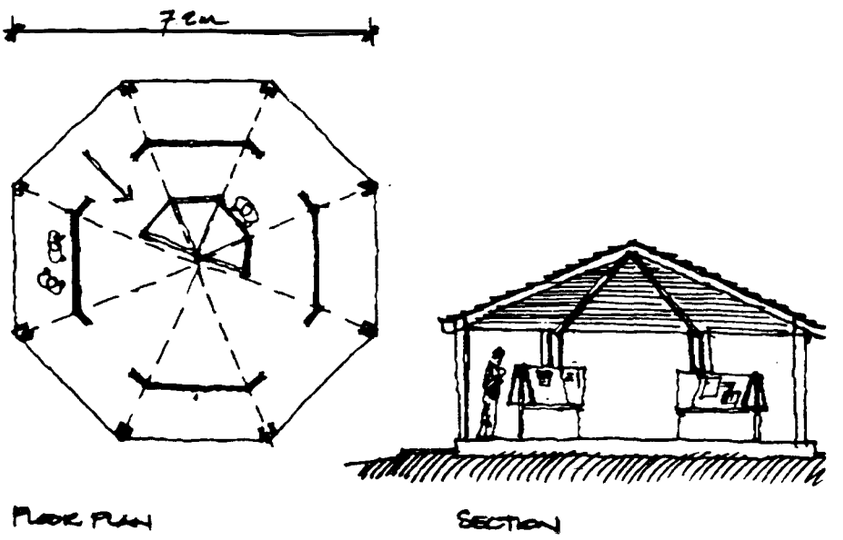
Function

To provide open-air area for a display of interpretive materials with priority on flexibility of display and material over time. Because facility sites in open area, equal access on all sides is important as well as ability to **circulate around display materials.**

Features

Size: 43.2 m^2

Insulation not required and no mechanical system necessary. Electrical system not necessary though display lighting may be considered. A gazebo-like structure is desirable with a strong roof form and attention paid to detailing.



.3 Campground

Utility Shed (U-1) - Existing

Description
The utility shed is **a one room storage facility of wood frame construction raised 1 m above grade providing a loading dock.**

Evaluation
Existing building is in reasonably good repair though could use exterior stain. Location is good and **volume of space is less than adequate for maintenance equipment and supplies** for this size of campground.

Recommendation
Some new exterior finish and trim and vent louvers. Relocation and possible expansion could be considered.

Toilet (T-3 - T-71 - Existing

Description
Male and female separate toilet facilities of wood frame construction with crib foundation on grade, sloping roof (shed roof) and pumpout holding tanks.

Evaluation
Requires new shingles, new vent louvers and screens, corner trim, new stain, new doors and hardware. Toilet accessories should be improved though interior finishes are adequate. Suggest painted plywood for walls and ceiling and rubber floor and toilet bench cover. Location is acceptable though some could be relocated to better service the park. Also consideration to using paving materials or deck around buildings. Amount of space provided is adequate. -

Recommendation
Bench seats recommended for exterior as well as additional screening walls. Shutters (permanent) to secure openings and possibly exterior deck one step down from toilet floor. Also exterior stain required for colour coordination.

Campground Check-In Building - Proposed

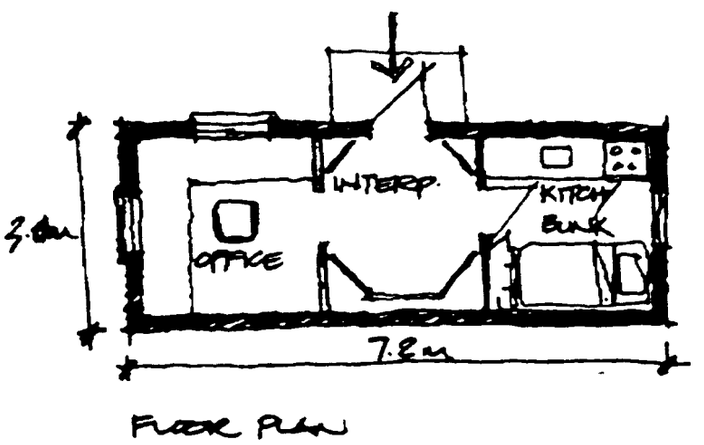
Function

A new gatehouse building is required at the proposed new entrance to the camping area. This building is required to monitor and control entry to and exist from the campground. A drive-thru area with a window will allow charging of fees and issuing of permits. Additional ancillary functions are to provide orientation and information as well as firewood for campsites.

Features

Size: 3 m x 7.2 m = 21.6 m^2

Three functional areas are required for the building: an entry and orientation/information area, an office/permit issuing/cashier office, and a kitchenette/storage/bunkroom area.



FLOOR PLAN

Orientation Area

This area would consist of an entry door related to the entry drive-thru side of the building and would contain a large wall map of the park and space for pamphlets and brochures. It should be located between the office Area (#2) and the Storage/Bunkroom (#2). The area required would be about 3m x 3m (10' x 10') for an area of 9.0m^2.

Office/Cashier Area

This area would be related to the entry drive and access road for visibility. It should have windows on three sides with this fourth side containing the door and connecting to orientation. There should be a desk space and built-in storage. The area would be similar to orientation (i.e. 3m x 3m for 9.0m^2).

Storage/Bunks Area

This area would be opposite office on the other side of orientation. Access would be from orientation. A window should be located opposite the entry door. Along one side wall should be a storage cabinet/counter area with kitchenette facilities. The other wall would have space for one or two bunk bees. The size of this module would also be about 3m x 3m for an area of 9.0m^2.

Campground/Shower Building - Proposed

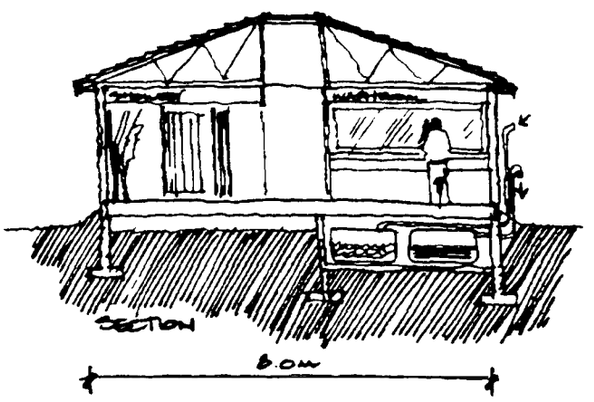
Function

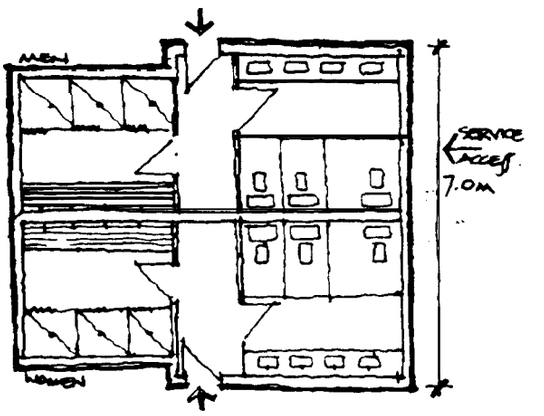
Provide for bathing and toilet functions for long term campers with three (3) toilets per sex (1 handicapped), three (3) showers per sex (with privacy), and sinks as required by cede. Building should be wheelchair accessible.

Features

Size: Approximately 8 m x 7 m -54 m2

This facility provides places for both campground showers and change room toilet areas. The design is split into male and female and dry **and wet zones.** The toilets are accessed discretely from the shower or change area, which avoids conflicts between dry and wet areas. A functional facility 'designed around the limitations of specific fixtures. Due to specific nature little opportunity for phasing. Low slope roof consistent with other facilities





FLOOR PLAN

3.9 Site Furniture

Of **major concern in regards to** all park furniture is durability. Many times this is achieved by sacrificing comfort or aesthetics. From a maintenance standpoint all furniture would ideally be constructed of concrete too heavy to move, virtually vandalism proof, theft proof and almost maintenance free. In terms of a park setting concrete is probably the least comfortable and shows little sensitivity to the environment. Wood furnishing elements are most conducive to a natural setting, though they are commonly vandalized and can pose an ongoing maintenance problem. A combination of wood and concrete or wood and steel are best suited for a park setting in terms of comfort, durability and their aesthetic impression.

.1 Picnic Tables

The existing concrete picnic tables are definitely durable but are cold and hard and not comfortable to sit on for extended periods of time. It is recommended that the seat portion of these tables be replaced with wood benches or wood be added onto the concrete bench. This would make for a table that could not easily be moved **from its** designated location though would provide a certain degree of comfort

. 2 Stoves/Campfires

Presently, the standard metal pedestal stove is being used in the campground area. It appears that campers have a tendency to build campfires on the ground in addition to their campstoves. One fire for cooking and one for warmth and maybe to keep mosquitos away. This forms a portion of the problem of excess wood consumption. These two fires could be combined into one by replacing the pedestal stove with a ground level swing top stove. This type of unit provides a controlled environment for a campfire as well as a 'grill that swings out over the fire for cooking.

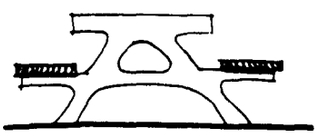
.3 Benches

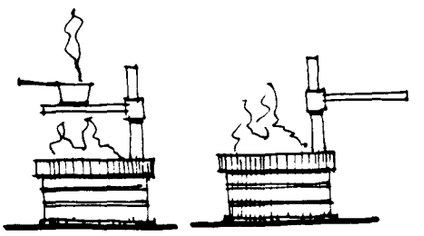
Seating could easily be provided at several locations where people could *sit* to rest, to wait for someone or to watch an activity. Some obvious locations would be at service nodes, at the day use drop-off, in association with playgrounds, at the start and end points of the prospectors trail, and along the backshore of the beach. The bench could be a wood and concrete unit or a wood and steel unit set into a foundation.

The day use drop-off area may require a sitting area possibly more elaborate than a simple bench. Assuming children would wait here for their parents to pick them up and weather may be inclement, a simple bus shelter type of structure could be constructed to protect those waiting from wind or rain. This may be a simple as wood structure with 3 walls and a roof overhang or may be more elaborate and provide for some interpretive display,

.4 Bollards, Rail and Fences

Control devices are required within the park at several specific locations. Fences are often necessary between parking lots and activity areas. Bollards or bollard/rail combinations should be considered between playgrounds or playfields and any parking lot or roadway. Several locations have been noted within the existing road system where guard rails are required on steep slopes and sharp turns. These types of controls should be located to control conflict situations as they arise though should be minimized if possible. All of these controls are recommended to be of wood construction and painted a colour sympathetic to the environment.





3.10 Signage

Fred Henne Park has been used over the past year as a testing ground for standards set out in the New Parks Sign Manual. Fred Henne Park should conform to Territorial Parks Standards for signage to provide for ease of maintenance and replacement. Several general observations have been noted and the following recommendations are being made for consideration.

Park signage can be broken down into 5 separate categories. Park identification and promotion outside of park boundaries, park and facility identification signage, park regulatory signage, interpretive signage and standard roadway regulatory signage.

Park Identification Signs

Park identification is required at both the day use entrance and the campground entry and should conform to the standards detailed in the parks signage manual. The existing identification sign at the park entry is unsuitable mainly due to its lack of information. Park identification signage must identify the park and list ail available facilities in pictographic form. This gives the tourist an immediate and complete impression of what the site has to offer to him. At this point he makes his decision as to whether or not it offers the facilities that meet his needs.

Park ID/Information Signs

Additional identification/information signage would be located at points along the highway 2 km from the first access to the park. This sign would identify the park and note the major facilities in the form of a pictograph and notify the traveller that the access to this park is 2 km ahead. Signs should be clear with high contrasting background and lettering so that they are clearly visible from a distance and by moving vehicles.

Facility Identification Signs

Park facility identification signage should be considered for major buildings. **This is most effective as a low level** sign noting a specific building or area (e.g. group picnic shelter). This signage should have large lettering and again good contrasting colours so that it can be seen from a distance. Its impact can be lessened with the planting of trees and shrubs behind and to the sides to create a natural setting. The sign would be oriented so that it faces the direction which the facility is most likely to be approached from.

Park Regulatory Signs

All park Rules and Regulations would be consolidated onto a single sign which would also be located in association with the check-in station. The sign would be located immediately across from the check-in or on the building itself, in clear view at a point when vehicles are stopped. This is an ideal location to ensure that everyone entering the campground read, or at least have the opportunity to read, the regulations which allows the operator to enforce them without question.

The rules should be spelled out in association with a pictogram to ensure there is no confusion and regulations posted at other locations within the campground then need only be pictogram. Also, attention should paid to the negativity of a rules and regulations sign, trying to minimize the NO aspect, though it is often necessary, and it should be stressed that the par rules are to ensure the comfort and safety of all campers.

As a general rule these type of signs should be of an unobtrusive color that is sympathetic with the environment. They would not stand out in the distance, rather they would rely on location along roads and paths to ensure their visibility.

Interpretive Signs

The park and region provide for a variety of interpretive opportunities such as geology, native history, northern history, vegetation, wildlife and climate. These are all of interest to the general public and should be brought forward. Interpretive signage is proposed at several locations within the park each of which would require individual attention to detail design. Some of these locations would be at the campground check-in, day use drop-off in the main parking lot, at the interpretive centre adjacent to the beach and in association with start and endpoints of the prospectors trail.

4.0 MANAGEMENT RECOMMENDATIONS

This section provides general recommendations for the operations, management, and maintenance of Fred Henne Park Day **use area and campground. These recommendations are not meant to establish policy but rather to suggest opportunities noted during the creation of the development plan.**

4.1 Operational Structure

This recommendation for operational structure considers both the new physical layout and upscaling of Fred Henne Park as well as the past operational **experiences since 1983. An evaluation of past structures** for park administration notes that the G. N.W.T. must continue to oversee all aspects of operations in order to maintain the quality of facilities at a level consistent with all territorial parks. An authority overseeing all aspects of parks operations and development would be made up of individuals from the G. N.W.T. as well as the City of Yellowknife. The city representatives input would be directly related to issues concerning the day use area while the regional representatives would be involved with the parkas a whole.

.1 Roles

G. N.W.T.

The G. N.W.T. would be responsible for the tendering and evaluation of a single contract for operations and maintenance of the park, with contracts to be let on a three year cycle, The private operator and the contract would be reviewed after one year and could be open to extension after three years.

Firewood supply would be the responsibility of the G. N.W.T. though management and distribution would be executed by the operator, G. N.W.T. would also be responsible for park signage, interpretive displays and all issues related to determining capital budgets. _

City of Yellowknife

The City of Yellowknife's responsibilities would be related to organization of recreational programs and the provision of lifeguards for the beach.

Park Operator

The operator would be responsible for supervising all operations and maintenance duties, for hiring of staff and for administration of any sub-contracts. Operations and maintenance staff would include, as a minimum, 2 individuals to man the check-in stations, one to operate the food concession, one to operate boat rental concession, 1-3 maintenance people (which may or may not include those servicing the site with water, garbage pick-up and toilet pump out). Maintenance would include day to day repairs of buildings, furniture and roads though major renovation work would have to remain in the hands of the G. N.W.T.

.2 Maintenance Considerations

Maintenance provided by the park operator's maintenance staff would be in terms of general upkeep of park facilities. Buildings would be kept in a general state "of good repair, replacing broken or missing boards caused by wear, weathering and vandalism. Buildings would be provided with a fresh coat of paint on an annual basis to insure a high quality, clean image is maintained. Furniture within the park would also be monitored for missing or damaged components. General supplies and regular cleaning would be provided to park **facilities such as toilet buildings and** showers. The overall cleanliness of the park would be monitored and trash not properfy disposed of by campers and picnickers would be removed on a regular basis.

Additional duties of maintenance staff would see road upkeep, beach clean-up, monitoring vandalism to vegetation, signage, buildings, furniture, etc.

Service Roads

Maintenance considerations have been incorporated into the park in terms of location of facilities and services and the park's circulation system. The road connecting the day use area with the campground has been closed to public traffic but would be accessible to service vehicles. Lockable swing-away wood or metal gates would be provided at either end of the service road and could be left open during the day. Additional signage would have to be provided at these locations noting that the road is restricted to "service vehicles only."

Facilities

Attention was paid to locating toilets, water and garbage containers so that they would be easily accessible to the vehicles that would be servicing them on a regular basis.

Servicing

Service requirements as a part of ongoing maintenance would see water supply, garbage pick-up and sewage pumpout. The responsibility of operations and maintenance people though would likely be sub-contracted out to other private operations. Each of these would be executed in a manner and of a schedule so as not to disturb campers.

Firewood

Wood supply would be provided by the territorial park authority and distributed by the operations and maintenance staff.

.3 Seasonal *sites*

At present, there are concerns about the continuation of the leasing of seasonal sites and their impact on the park development. Concerns range from how the seasonal user treats his site, with furniture and supplies strewn around, clotheslines permanently stretched between trees, accumulated debris, etc. These are not necessarily typical problems of all seasonal residents but there is a greater potential for this type of user to abuse his privileges. Concerns are also noted in terms of how the tourist views these types of sites and how the role of the territorial park is interpreted in regard to providing a semi permanent residence for a select few. The greatest problem occurs when tourists see a site, that is resewed for a seasonal camper, unoccupied at the same time he is told there are no available campsites.

It is recommended that this use be eliminated as it is not compatible with the overall park concept. The elimination of the seasonal site program would be phased over the 5 year period of development with a lesser number of sites provided each year. The implementation of the proposed R.V. park would see an immediate shift of desire for seasonal sites to that development especially if it were a fully services facility with sewer, water and power hook-up.

4.2 Implementation

Given the extent and nature of the proposed work outlined in this development plan, it is felt that total implementation can be achieved in a four to five year period. To minimize impact on the user, construction should be scheduled so as to avoid major works during peak use periods especially those such as road construction, which can cause a major disturbance. With a well though-out schedule and a good cooperative attitude, the park users and those overseeing construction, the park can continue to operate with a good degree of normalcy throughout the upgrading process.

4.3 Conclusion

Fred Henne Park, as it exists, is a most attractive setting and has a great deal of potential for improvement and expansion. With the park experiencing one of the highest levels of use of any park in the territories, it provides an excellent opportunity to become a test case for other territorial parks. Policy, standards and details can be developed for other parks in advance of those parks experiencing the same level of use as Fred Henne. This plan begins to lay out the framework to achieve this objective.

With the park being in such close proximity to Yellowknife it should continue to develop with the needs of the local users in mind as well as with consideration for the tourists needs. It is the type of image and the level of services that the tourist experiences that brings him back, encourages longer stays and invites him to explore further, the northern region. Though the tourism industry will certainly be impacted positively by the upgrading of Fred Henne and, of course, other parks, the benefits are seen to be more far reaching.

With the recommendations for development outlined within this plan, it is hoped that the direction set forth will provide the framework to create a more functional, better organized and more attractive park environment,

5.0 DEVELOPMENT PHASING

This development phasing plan outlines a list of specific tasks ranging from general clean-up duties to the design and construction of major buildings. Though the list is specific to elements that together make up the complete upgrading scheme all are based on the master plan which is conceptual in nature. Cost estimates, therefore, included in this section reflect an estimated cost magnitude for all elements include in that phase development.

PHASE 1-1-

Spring/Summer	
Day Use	
Beach - install floating piay platform	$500.00
Gazebo - interpretive structure design development	3,500.00
Picnic - construct lookout deck	1,000.00
Trails - develop new trails at picnic area	2,000.00
Roads - close road between day-use and campground	700.00
Subtotal	$7,700.00
Campground	
Roads - campground entry road redeveiopment	$5,000.00
Check-in - building planning development	3,000.00
Signs - installation of new signage (ongoing)	1,000.00
Shower - shower building planning development	10,000.00
Wood - storage area planning development	1,000.00
Maintenance - maintenance compound planning development	2,000.00
Water - upgrade water tanks	10, 000.00
Subtotal	$32,000.00
Fail/Winter	
Day Use	
Beach - install bike racks	$2,000.00
Change - renovate change rooms	1,500.00
Roads - barricade and closs-off day use campground connection	7,000.00
Subtotal	$10,500.00
Campground	
Road - road upgrading and construction and signage	$5,000.00
Check-in - construct check-in building	3,000.00
Signs - install new signage (ongoing)	1,000.00
Subtotal	$81,000.00
PHASE I TOTAL	**$131,200.00**

PHASE 2-1990-91

Spring/Summer	
Day Use	
Parking - upgrade parking areas - design	**$5,000.00**
Check-in - relocate existing building	**1,200.00**
Beach - expand beach to the north	**2,000.00**
Lifeguard - renovate lifeguard shack - planning	**200.00**
Docks - replace floating boat rental area docks - planning	**600.00**
Change - renovate change rooms - planning	**1,500.00**
Beach - install floating platform	**5,000.00**
Subtotal	$15,700.00
Campground	
Trails - prospectors trail planning development	$2,500.00
Trails - develop prospectors trail interpretive **signage**	10,000.00
Trails - construct new trails	20,000.00
Group - construct new cookhouse/shelter	1,500.00
Gazebo - construct interpretive shelter	35,000.00
Gazebo - design and construct interpretive displays	10, **000.00**
Shower - construct new shower building	100, **000.00**
Wood - construct new wood storage area	10, **000.00**
Toilets - renovate and install new **building**	15,000.00
Maintenance - construct new maintenance compound	20,000.00
Playground - **install new playground**	10,000.00
Check-in - display design development	1,**000.00**
Subtotal	$235,000.00
Fall/Winter	
Day Use	
Parking - construction and upgrade of parking lots	**$50,000.00**
Check-in - renovations to check-in building	**12,000.00**
Phone - install telephone	**3,000.00**
Beach - expand sand area	20,000.00
Lifeguard - renovate lifeguard shack	2,000.00
Docks - construct and install floating docks	8,000.00
Concession - design development of building renovations	1,500.00
Roads - repair and rehabilitate roads	20! **000.00**
Subtotal	$116,500.00
Campground	
Check-in - display production	**$10,000.00**
Roads - rehabilitation and construction	20,000.00
Signs - Install new **signage** (ongoing)	**10,000.00**
Trail - prospectors trail expansion	**25,000.00**
Subtotal	**$65,000.00**
PHASE 2 TOTAL	**$435,200.00**

PHASE 3- 1991-92

Spring/Summer

Dav Use

Drop-off - shelter design development	**$500.00**
Boat Launch - upgrading planning development	2,500.00
Hall - renovate existing group hall to boat concession	15,000.00
Cookhouse - design development of new cookhouse	4,000.00
Subtotal	**$22,000.00**

Campground

Trail - prospectors trail interpretive signage	**$10,000.00**
Campsites - canoe in campsites planning development	**1,500.00**
Stoves - planning development of new stoves	**3,000.00**
Tables - planning development of renovated **picnic tables**	2,000.00
Subtotal	**$16,500.00**

Fall/Winter

Day Use

Drop-off - construction of shelter	**$ 5 , 0 0 0 . 0 0**
Concession - building renovations	15,000.00
Boat launch - upgrading and construction	25,000.00
Cookhouse - construction of new group shelter	40,000.00
Subtotal	**$65,000.00**

Campground

Camping - construction of canoe-in sites	$15,000.00
Stoves - replace existing stoves	30,000.00
Tables - repair existing tables	20,000.00
Subtotal	**$65,000.00**

PHASE 3 TOTAL	**$188,500.00**

PHASE 4 - 1992-93

Spring/Summer

Day Use

Trails - construction of new trails	$20,000.00

Campground

Campsites - **campsites upgrading planning development**	$3,000.00
Campsites - construct new campsites	**2,500.00**
Campsites - eliminate old campsites - rehabilitation	**2,000.00**
Planting - buffer planting	**2,500.00**
Roads - construct new campground roads	**8,500.00**
Sewage - sewage dump station planning development	**3,000.00**
Power - electrical hookups design development	**5,000.00**
Subtotal	**$26,500.00**

Fall/Winter

Campground

Trails - construction of new trails	**$20,000.00**
Campsites - upgrading	**30,000.00**
Campsites - construction of new sites	**25,000.00**
Campsites - elimination of old sites - rehabilitation	**20,000.00**
Campsites - buffer planting	**25,000.00**
Campsites - construction of canoe-in sites	10, 000.00
Subtotal	$130,000.00

PHASE 4 TOTAL	**$176,500.00**