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***The Expansion Of Yellowknife Territorial  
Park Facilities - Final Report  
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# THE EXPANSION OF THE YELLOWKNIFE TERRITORIAL PARK FACILITIES



FINAL REPORT  
April 1982

Prepared by  
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Addendum to the Final Report dated April 1982 for the Expansion of the Yellowknife Territorial Park Facilities

1. Plans 5.4 Add: Barricades are required at the end of the road loop in areas B and B1 to prevent vehicles from parking on public beach area. Similarly, there should be barricades confining vehicles to the roadway near the beach change houses and the entrance road at the west beach area.
2. Report 5.5.4 Add: For cluster type and walk-in campsites gravel pads are preferred. A small number of wooden platforms will be included to test their acceptability and endurance, particularly on the more inaccessible sites.
3. Plans 5.4 Add: The small structure next to the park supervisor's residence denotes a rental franchise building.
4. Report 5.4.1 Change: The permanent supervisor's residence will become a seasonal structure and will not be maintained year round.
5. Report 5.5.1 Change: The- last paragraph to read - The centre will be staffed by one person at any one time. The registration officer will be a full-time employee, being relieved by other staff or part-time personnel as required.
6. Report 5.5.4 Add to the last paragraph: Electrical services to a number of drive to sites are an optional development feature.
7. Report 5.5.6 Change last paragraph to read: Because of the greater usage anticipated, the existing change rooms and toilet facilities are to be renovated, bringing them to the standards of the existing pit toilets.
8. Report 7.0 Add to paragraph four: It is our recommendation, based on the percentage of day users versus overnight users, and the utility provided to the Yellowknife resident and the fulfillment of the GNWT objective of providing recreational facilities for the general Canadian and foreign market that the following cost sharing formula be considered:

The net operating cost less the revenue from receipts (as detailed in table 8.4) be shared in the ratio of 30% City of Yellowknife and 70% GNWT.

Operation Cost	=	\$71,570
Revenue 1983	=	<u>33,547</u>
Difference	=	<u>\$38,023</u>
30% X 38,023	=	\$11,407
70% X 38,023	=	\$26,616

9. Report 7.1 Add to fourth paragraph: In order to cover **all** shifts, the registration officer will require assistants which could be provided by some allocation of the working times of the interpretive officer and maintenance and service officer. A full-time registration assistant may not be required.
10. Report 8.3.2 Add: The \$10/night average fee consists of an average \$7/night fee for gate admission and the equivalent of \$3 credit derived from a general camping privilege fee which must be paid by the camper at his first entry into the Northwest Territories.

Actual first year fee for first year use may be set at \$2.50 per day user group and \$5.00 per day per overnight user group.

April 1982

ACKNOWLEDGEMENTS

The Project Team wishes to express its appreciation to the citizens of **Yellowknife**, staff of the Government of the Northwest Territories, City of **Yellowknife** Council and administration, and all who helped developed the ideas and information presented herein.

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## 1.0 INTRODUCTION AND SUMMARY

### 1.1 OBJECTIVES

The Government of the Northwest Territories, (G.N.W.T.) through its Department of Economic Development and Tourism wishes to expand the Territorial Park Facilities in the vicinity of **Yellowknife**.

This expansion of park facilities is necessary to serve two complementary recreational markets:

the tourism market with **Yellowknife** as a destination; and

the **Yellowknife**-based local tourism market.

The primary objective of the expanded park facilities is to provide both of these user groups with outdoor recreation opportunities of distinctly Northern character. Particular emphasis should be placed upon activities which do not currently exist within the City of **Yellowknife**, which are not generally provided by an urban or municipal park and which reflect the lifestyles of Northern residents while providing for the needs of the general touring public.

Owing to lengthy winters in **Yellowknife**, programs and facilities which allow the park to be enjoyed on a year-round basis have been considered and included in the development plan.

The success of the project will not rest solely with the evident factors of physical attractiveness and breadth of facilities provided. In addition, the development and operation of this tourism project must create substantial positive impacts on the local economy. To this end, and in keeping with the Department of Economic Development and Tourism's mandate to support local contractors, **labourers**, and suppliers of material, the facilities and programs must be considered to maximize local private sector involvement. Most importantly, the park must be located close to the City such that it encourages tourists to venture frequently into **Yellowknife** for shopping, entertainment, and sight-seeing, with the associated spin-off benefits. This essential proximity to the City will also facilitate use of the park by **Yellowknife** residents during the prime summer season and the "shoulder seasons" prior to and after peak tourist loads.

Within these general objectives, a development concept, implementation and staging plan are required. These are based upon market analyses, a site selection process, environmental capability and construction suitability mapping, an inventory of the natural and cultural features of the site, and its opportunities for linkages with other related functions in the vicinity. Guidelines for the administration and maintenance of the park, for the general promotional approach and means, and for the recommended interpretive program are also to be provided. As a check on the validity of all proposals, the consultant has been asked to provide an evaluation of the probable impact of his recommendations upon the natural and cultural resources of the area, and

the effects of his proposals on the economic and social welfare of the people in the **Yellowknife** vicinity.

## 1.2 APPROACH AND METHOD

A multi-disciplinary team of planners and designers commenced the project in mid-August 1981. The team, consisting of a landscape architect, an architect, a management and marketing consultant, an engineer, and two planners operated from field offices in **Yellowknife**, with backup and technical support from home offices in Toronto.

The first phase of the study, which was completed mid-September 1981, comprised an analysis of the market characteristics, the development of a program of user requirements derived from market characteristics, the assessment of alternative sites each capable of providing the proposed facilities, and the ultimate recommendation of one preferred alternative for development. These findings were illustrated in an Interim Report submitted September 14th, 1981, as well as in public workshops and presentations September 14th through 16th, 1981.

Subsequent to the Phase I presentations, the Steering Committee, consisting of representatives from **G.N.W.T.** Tourism and Parks in **Yellowknife** and Fort Smith, and from the City of **Yellowknife** Recreation Department, will review and consider the recommendations set forth in the Interim Report. They will present comments on the Report and decide upon the one site to be developed.

Phase II, which is scheduled to commence in early October and is to be completed by the end of March '82 will study and develop designs for the engineering, architecture, and landscape components, will provide guidelines for the implementation of the development concept, and will assess its impact upon the community. In order to ensure sensitive and optimal development of the terrain and its natural features, much of the landscape design and layout of roads and campsites will be undertaken directly on site.

These components of Phase II, along with agreed revisions to the Interim Report, will comprise the Final Report.

## 2.0 MARKET CHARACTERISTICS

### 2.1 INTRODUCTION

A Territorial park/campground located in close proximity to an urban **centre** (in this case **Yellowknife**, Northwest Territories) can be expected to generate user groups from both resident and transient sources. To satisfy these user demands while maintaining a high quality experience, the park/campground must provide facilities, services and programs that reflect the needs of both the transient (tourist) and resident (citizens of **Yellowknife**) markets.

At the present time opportunities for overnight camping are provided at only three locations between Rae/Edzo and Tibbet Lake on Highway 3 and Highway 4 (Ingraham Trail). One hundred kilometres separate the campground at Edzo from **Yellowknife** Territorial Campground. Prelude Lake Campground is 29 kilometres east of **Yellowknife** and Reid Lake is another 32 kilometres. The campgrounds in closest proximity to **Yellowknife** are listed in Table 2.1.

### 2.2 MARKET APPEAL

The completion of the Mackenzie Highway in the early 1960's provided road access to the **Yellowknife area** for the first time and the number of **visitors** has **risen** steadily since then. A 1980 survey conducted by the Department of Economic Development and Tourism indicated that 58% of the tourists stopping at the 60th Parallel Visitor Information **Centre** listed their leading reason for visiting the Northwest Territories

TABLE 2.1 FACILITIES AND ACTIVITIES OFFERED AT YELLOWKNIFE  
AREA TERRITORIAL CAMPGROUNDS

<u>Feature</u>	<u>Territorial Campground</u>		
	<u>Yellowknife</u>	<u>Prelude Lake</u>	<u>Reid Lake</u>
Campsites	43	28	27
Picnic Sites	0	20	10
Kitchen Shelters	3	1	0
Pit Toilets	6	10	4
Drinking Water	*	*	*
Firewood	*	*	*
Campsite Stoves	*	*	*
Sewage Dump	*	NA	NA
Boat Dock	NA†	*	*
Launching Ramp	NA†	*	*
Boating	*	*	*
Fishing	*	*	*
Swimming	*	*	*
Hiking	*	*	*

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\* Facility or activity available

NA Facility or activity not available

† Available at adjacent Long Lake Territorial Picnic Area

Source: Explorers' Guide '81

as camping. It further pointed out that 60% of the visitors included **Yellowknife** in their travel plans, an increase from the 45% indicated in earlier 1974-1976 GNWT reports.

Fly-drive and tour packages which are in the initial stages of development in the Northwest Territories add a further dimension to the potential demand for park/campground facilities in the **Yellowknife** area. Within the past two to three-year period **Yellowknife** has also become a focus for caravan camping. It is expected that groups such as the Airstream Caravan and Loners on Wheels will continue to frequent the **Yellowknife** area, providing adequate facilities are available.

The opportunity for extensive outdoor recreation in a semi-wilderness environment is a major appeal of the **Yellowknife** area to residents and tourists alike. The activity patterns of these two markets are greatly influenced by the extent of the existing road network in the **Yellowknife** area and the access it provides to interior lakes.

### 2.3 USER NEEDS

The activity patterns of residents and tourists indicate that campground developments must be adjacent to water bodies. The leading activities for both of these markets are: fishing, swimming, hiking and boating. Preliminary results from the 1981 Park User Survey indicate that hot showers, electrical outlets and nature and cultural programs are important amenities expected by campers to the

Yellowknife area. Equipment rental was also considered by some to be an attractive feature.

A 1977 survey of Yellowknife residents(1) indicated that 33% tent-camped, the fourth most popular activity, and 12% were recreational vehicle campers, the fifteenth most popular activity. While participants and user-nights of tent camping were projected to grow negligibly between 1977 and 1981 a 94% increase in total person user-nights was forecast for recreational vehicle camping. The same report projected that snowmobiling, dog sledding, cross-country skiing, recreational vehicle camping, sailing, trail motorbiking, nature study, hiking, bicycling and tenting were the fastest growing activities.

Based on the available user statistics for Yellowknife Territorial Campground in 1981, approximately 63% of the sites are used by recreational vehicles, tent trailers or camper vans.

#### 2.4 ADDITIONAL CONSIDERATIONS

Among the additional facilities and services which should be considered for inclusion in the campground/park development are a wash house providing hot and cold water, flush toilets, showers and outdoor sinks for dishwashing; a group picnic area; an interpretive centre; interpretive walking and hiking trails;

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(1) An Outdoor Recreational Land Use and Activities Survey of Yellowknife Residents, Dallard Runge Consulting Ltd. 1977



fitness and cycling trails; an outdoor **amphitheatre**; and a rental franchise facility providing canoes, bicycles, sailboats, sailboards and light provision/snacks.

It is anticipated that the interpretive **centre** could be used in the off-season for municipal recreation programs; by the YMCA; and as a "change" or "warm-up" house for cross-country skiers or snowshoers during the winter. During the campground/park operating season it would serve as an instructional facility for interpretive programs; a display area for exhibits; and an instructional facility for outdoor recreational activities as well as woodcraft, survival training, guiding and lapidary work.

The outdoor **amphitheatre** could, in addition to its use for interpretive talks, be used for weekly local entertainment or northern hospitality evenings.

The provision of a rental franchise would, in addition to its economic benefits, provide local residents and tourists with an inexpensive introduction to canoeing, sailing, sailboarding and bicycling. Above all, it would provide an additional incentive for potential patrons to use the campground/park.

Fitness trails or more complicated vita parcours have been used in numerous day-use, camping and marine parks throughout the United States and Europe with a great deal of success.

## 2.5 PROJECTED VISITATION LEVELS

Our projections for campground/park use are based on available statistics which indicate that the population of **Yellowknife** has increased approximately 6% per annum since 1979; the Northwest Territories 3%; and tourist visitation approximately 8%.(2)

### 2.5.1 Overnight Visitors

We have projected that 2,235 user groups will stay in the campground if all sites are available throughout the operating season (Table 2.2) . Historically, tourist visitation to the Northwest Territories occurs in summer, with more than 95% of all tourist visitation occurring during the summer season. Mid-June until mid-August is the peak period for tourist visitation. However, because the campground development is to be located close to **Yellowknife** and will be used by local residents, we have assumed an operating season of 98 days including the last weekend in May and the first weekend in September. We have retained this assumption throughout the projections for the first five years of operation. The total number of user groups is projected to grow each year and should reach 3,066 by the end of the fifth year of operation.

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(2) Based on available statistics and conversations with officials of the Department of Economic Development and Tourism, Tourism and Parks; Department of Public Works, Highways; Chamber of Commerce; Pacific Western Airlines Ltd. ; Northwest Territorial Airways; Parks Canada; Horizon Tours; De West Tours Ltd.; and the car rental agencies in **Yellowknife**.

TABLE 2.2 USER ESTIMATES, YELLOWKNIFE TERRITORIAL CAMPGROUND

<u>Year</u>	<u>Total User Groups Per Year</u> (1)			<u>Type of Overnight Accommodation</u>	
	<u>Overnight</u> (2)	<u>Day-Use</u> (3)	<u>Total</u>	<u>Drive-in Site</u>	<u>Cluster/Walk-in Site</u>
1	2,235	<b>4,867</b>	7,102	1,341	894
2	2,420	<b>5,159</b>	7,579	1,521	899
3	2,627	<b>5,469</b>	8,096	1,723	904
4	2,844	<b>5,824</b>	8,668	1,914	908
5	3,066	<b>6,232</b>	9,298	2,128	912

- 
- (1) Available statistics indicate that the average overnight user group contains 3.0 persons and day-use groups 2.4 persons
- (2) An overnight operational season of 98 days has been assumed for the initial five years of operation (includes last weekend in May and first weekend in September)
- (3) **We** have assumed that the day-use operational period will extend beyond 98 days to accommodate cross-country skiing and snowshoeing. Variable length periods were assumed for each activity, e.g. boating activities, possible throughout 98-day summer season, cross-country skiing approximately equal time period in winter, and swimming only part of summer period

Over the 98-day summer operating season, the average number of user groups per night will increase from approximately 23 in the first year to about 31 in the fifth year. However, based on historical trends, we expect the actual users to peak on weekends, with the heaviest concentration occurring from mid-June until the end of July.

It is anticipated that drive-in sites catering to recreational vehicles or camper-back vehicles will receive the highest level of use, approximately 60%

in the first year. We have projected the major portion of the growth in demand for campsites will occur with drive-in sites rather than those suitable for tents only. As a result, we have projected that the 1,341 users of the drive-in sites will increase to approximately 2,128, or about 70% of total use by the fifth year of operation. The absolute number of tent-camper groups will increase from approximately 894 in year one to approximately 912 in year five. The provision of electrical hook-ups will increase the market appeal for drive-in sites. *There will*, however, always be a market for a number of unserviced tent sites.

#### 2.5.2 Day-Use Visitors

Day-use of the campground/park will be dominated by residents of Yellowknife. However, tourists passing the site or using other types of accommodation in the immediate area can also be expected to take advantage of the facilities provided. The provision of such facilities as an interpretive centre, fitness and cycling trails and a rental franchise providing sail boards, bicycles, etc. which are unique to the area, will increase the appeal for both resident and non-resident visitors. Success in attracting non-resident users will ultimately depend on the profile that these facilities are given in promotional campaigns. An estimated 4,867 user groups are expected to use the park for day-use purposes during the first year after expansion, growing to 6,232 by year five. Because of the dominance of use by local residents we have projected a growth rate which approximates the growth in population.

During both summer and winter, peak use will occur on weekend days. We expect, therefore, that the day-use pattern in the first year will approximate the following: summer weekday 175 user groups, summer weekend day 280; winter weekday 10 user groups, winter weekend day 25.

### 2. 5.3 Facility Use

It is expected that the use of each of the facilities provided in the expanded park will vary greatly. Weekend use for **all** facilities will be higher than weekday use and summer-oriented use higher than winter. For example, no more than 20 to 25 persons would be found in the interpretive centre at any one time. During the course of a day, a maximum of 200 persons would use the interpretive trails, and a maximum of 55 to 60 the-fitness and cycling trails. The number of persons using the cross-country ski trails would be about the same; peak use however will depend on the length and variety of trails offered. Initially the rental franchise should limit the number of bicycles, sail boards and canoes to around 10. Once the concept of renting equipment in the park is accepted this number can be increased. The outdoor amphitheatre should be built to accommodate approximately 100 persons. The use of this facility however is expected to vary greatly depending on the event. Nature or interpretive talks are far more effective with groups of less than 25 persons. An event such as the suggested "Northern Hospitality Evening" would be more dynamic with a much larger number of participants.

## 2.6 MARKET AREA

Overnight users of a campground/park located close to **Yellowknife** will come predominantly from the Canadian market. Visitors from the United States will make up the remainder of the user demand. It is expected that approximately 85% of the campground/park user will be from Canada (Table 2.3) . Because of the campground's proximity to **Yellowknife** and its image as a "community park", it is expected that the number of overseas users will be negligible. The largest contributor from the Canadian market will be residents of the Northwest Territories (45%), followed by Alberta, British Columbia, Ontario and Manitoba.

Residents of northwest United States will form the majority of the U.S. vis-itation. California should continue to be an important generator of park visitors.

It is unlikely that major market shifts will occur during the first five years of operation of the campground/park. Due to the proximity of the park to **Yellowknife**, we have projected that the domestic market (Northwest Territories) will increase slightly. Higher energy prices will continue to create doubt for the growth potential of the United States market. Any loss in market share will be at the expense of United States visitors.

Throughout the initial five years of operation and conceivable for much longer, the use of day-use facilities within the park will be dominated by Territorial residents, particularly those from

**Yellowknife** and its immediate environs. As awareness among non-residents increases so too will the use of recreational facilities by this segment of the market. Approximately 75% to 80% of the recreational day-use during years one and two will be generated from within the Territories. During subsequent years this share will gradually shrink to 60% to 65%.

TABLE 2.3 ORIGIN OF VISITORS, **YELLOWKNIFE** TERRITORIAL CAMPGROUND

<u>Year</u>	<u>Overnight User Groups Per Year</u>	<u>Market Area<sup>(2)</sup></u>					
		<u>Canada</u>			<u>United States</u>		
		<u>Northwest Territories</u>	<u>Rest of Canada</u>				
			%		%		%
1	2,235(1)	859	38	1,041	47	335	15
2	2,420	944	39	1,137	47	339	14
3	2,627	1,024	39	1,235	47	368	14
4	2,844	1,109	39	1,365	48	370	13
5	3,066	1,226	40	1,472	48	368	12

(1) An operational season of 98 days has been assumed, before mid-June and after the end of July the proportion of other Canadian and U.S. visitors would be lower and NWT users higher

(2) Rising energy costs and the image of a "community" campground/park will lead to increased use by Northwest Territories residents

## 2.7 OVERNIGHT CAMPGROUND ACCOMMODATION REQUIREMENTS

The number of drive-in, cluster and walk-in campsites required to provide accommodation for the estimated user groups in the first year of operation are 42 and 30, respectively (Table 2.4) . These estimates are based on an average stay of three nights per user group. Less than 10 of these sites should be remote walk-in campsites. By the fifth year of operation the design quantities should be expanded to 66 drive-in and 30 cluster and walk-in sites respectively.

TABLE 2.4 OVERNIGHT CAMPGROUND ACCOMMODATION REQUIREMENTS

<u>Year</u>	<u>Overnight User Groups Per Year</u>	<u>Design Quantity(1)</u>		
		<u>Drive-in Sites</u>	<u>Cluster/Walk-in Sites</u>	<u>Total</u> (2)
1	2,235	42	24/6	72
2	2,420	47	24/6	77
3	2,627	53	24/6	83
4	2,844	60	24/6	90
5	3,066	66	24/6	96

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(1) Assumes user groups will stay an average of 3 nights per trip. To account for peaking from mid-June to the end of July and on holidays and weekends, a figure of three times the average number of users per night has been used to calculate the design quantity

(2) Cluster sites - denotes sites grouped in clusters with common parking facilities, no further than 30m from the site. Walk-in sites - sites located further than 30m from parking, located in remote areas of park.



3\*0 SITES ASSESSMENT

## 3.1 CONTEXT

The evaluation of alternative sites for expanded park facilities considered numerous factors and issues. These considerations have not been limited to the physical attributes of discreet sites. Rather, this process has considered overall regional factors (i.e. proximity to the City, adjacent land uses, compatibility with planned City growth) alongside with site specific criteria. It is our basic contention that the proper location is fundamental to a tourism development such as this. Within this broad regional context the sites have been considered in terms of their location and appeal to incoming tourists, as well as in terms of proximity and appeal for resident **Yellowknife** day-users or weekend campers. For the former group, it is not only distance to the City which is important, but also the ease by which the park can be found and its relationship to their main path into the City. It is an established camper pattern to find a site and set up camp prior to venturing into town. From the point of view of both the camper and the **Yellowknife** merchant, this park should be located so as to facilitate that process.

A second regional concern is that of the planned growth of the City *vis-a-vis* each alternative site. The park should be located so as to be accessible in the short run; but in that it requires a substantial land area (± 28 ha), a site which is too close at

hand could very soon become an impediment to development. Thus, there is an optimal proximity range at which the park can be located and continue to function in the foreseeable future without prohibiting growth. This distance is also a function of direction. The current **Yellowknife** General Plan indicates growth primarily in the southerly direction (i.e. Frame Lake South) ; it can be assumed that a park such as this at the southern edge of the City would be more susceptible to development pressure than would one to the north or the **east**.

Consideration has also been given to established secondary or tertiary plans, such as the Capital Site Development Plan and the new Airport Master Plan. These plans affect both the actual sites, as well as potential links to the City via trail systems across these development areas.

During design of the park facilities, in the second phase of the project, continued emphasis will be placed upon the aforementioned concerns within the regional context of the City of **Yellowknife**, and continued efforts will be made to liaise with the firms or agencies responsible for the development or implementation of these plans.

### 3.2

#### SITES

Based upon the regional context discussed above and the program of component facilities described in the previous section, seven sites were assessed as potential locations. These sites are illustrated in

figures 3.2 through 3.8 include

Yellowknife River  
Back Bay  
Kam Lake,  
Fiddler's Lake (Sammy's Beach),  
Long Lake,  
Jackfish (Stock) Lake, and  
Frame Lake.

These sites were pre-selected because each had relatively easy road access and each could, to varying extents, support a park facility as defined thus far.

### 3.3

#### CRITERIA

Evaluation criteria-were established for the sites, as illustrated in table 4.2. These criteria include

available land area suitable for development,  
water area, elevation, depth, relative temperature,  
and extent of pollution concern,  
serviced and un-serviced camping potential,  
relationship to the City,  
driving distance to the City,  
interpretive trail potential,  
picnic potential,  
boating potential,  
visual qualities (positive and negative), and  
cycling, fitness, and ski trail potential.

CRITERIA	1. YELLOWKNIFE RIVER	2. BACK BAY	3. KAM LAKE	4. FIDDLER'S LAKE	5. LONG LAKE	6. JACKFISH LAKE	7. PHAME LAKE
1. LAND AREA	± 20 ha/± 50 ac	± 28 ha/± 70 ac	± 20 ha/± 50 ac	± 40 ha/± 100 ac	± 80 ha/± 200 ac	± 32 ha/± 80 ac	± 32 ha/± 80 ac
2. WATER:	YK River & YK Bay	± 200 ha/± 500 ac	± 220 ha/± 540 ac	± 70 ha/± 175 ac	± 110 ha/± 270 ac	± 50 ha/± 125 ac	± 80 ha/± 200 ac
• AREA	± 156 m/± 513 ft.	± 156 m/± 513 ft.	± 168 m/± 553 ft.	± 196 m/± 644 ft.	± 196 m/± 644 ft.	± 177 m/± 576 ft.	± 187 m/± 614 ft.
• ELEVATION	very shallow	shallow	medium	medium	medium	medium	shallow
• DEPTH	cold for swimming	cold for swimming	warm	warm	warm	warm	warm
• RELATIVE TEMP.	minimal	substantial	great	possible from sewage lagoon downstream	minimal	should be monitored	substantial
• POLLUTION CONCERN							
3. CAMPING POTENTIAL	possible	difficult	possible	possible	possible	difficult	possible
• SERVICED	possible	possible	possible	possible	possible	possible	possible
• UNSERVICED							
4. RELATIONSHIP TO THE CITY	North-East on Hwy. 4	North-East on Hwy. 4	South-West on Kam Lake Rd.	North-West on Mackenzie Hwy.	North-West on Mackenzie Hwy. and Airport Rd.	North-West on Mackenzie Hwy. and Airport Rd.	North on Airport Road
5. DRIVING DISTANCE TO CITY	± 9.5 km/± 6 miles	± 2.4 km/± 1.5 miles	± 3.6 km/± 2.3 miles	± 8 km/± 5 miles	± 3.6 km/± 2.2 miles	± 2.6 km/± 1.6 miles	± .5 km/± .3 miles
6. INTERPRETIVE TRAIL POTENTIAL	possible, no link to city	very good, with link to city	good, no link to city	good, no link to city	very good, with link to city	very good, with link to city	very good, with link to city
7. BEACH POTENTIAL	possible	difficult	possible	excellent natural	existing, and can expand	limited	not possible
8. PICNIC POTENTIAL	existing, and can expand	possible	possible	good	existing, and can expand	good	very good
9. BOATING POTENTIAL	desirable	not desirable	desirable	desirable	desirable	desirable	desirable
• CANOES	not desirable	not desirable	desirable	desirable	desirable	desirable	desirable
• SAILCRAFT	desirable	not desirable	desirable	desirable (50 hp. max)	desirable	not desirable	not desirable
• POWER BOATS							
10. VISUAL QUALITIES	very limited views and vistas	excellent view of Latham Island and YK Bay	acceptable vista away from indust. park	excellent northern image	excellent view of lake, screening of airport view required	excellent view of lake, screening of power plant required	excellent view of city
11. BIKE/SKIDOO TRAIL	local	link to city	link to city	local	link to city	link to city	link to city
12. JOGGING/SKI TRAIL	local	link to city and ski club	link to city	local	link to city and ski club	link to city and ski club	link to city and ski club



## 4.0

SITE SELECTION

The sites and the criteria were listed in matrix format, tables 3.1 and 3.2. The first matrix quantified numerically (i.e. + 50 acres) or relatively (i.e. possible, good, very good) the data for each site for all criteria. The second matrix, utilizing the same criteria, assigned relative point scores to each site for all criteria. Table 3.2 illustrates the results of this process.

The Long Lake site scored highest with 76 points, Fiddler's Lake (Sammy's Beach) was second with 60 points, and **Jackfish** (Stock) Lake placed third with 56 points. These results were presented and discussed with the Steering Committee. A general **con-**census was reached upon the three most desirable sites; however, the over-whelming consideration of the intended municipal sewage lagoon to the south of the Fiddler's Lake (Sammy's Beach) site was decided, despite its physical attractiveness and suitable location on the Mackenzie Highway, to be sufficient to preclude its further assessment as a potential site. Thus, the Long Lake and **Jackfish** (Stock) Lake sites were further studied in terms of environmental capability and construction suitability.

Figures 3.10 and 3.11 map the capability and suitability of each of the two sites. From these, schematic park layouts have been developed and illustrated in figures 3.12 and 3.12. Based upon these proposed layouts, relative costs of development, operation, and maintenance have been estimated.

Other factors such as ease of administration, expansion potential, and compatibility with adjacent land uses have been further considered. The following sub-sections present our conclusions and recommendations with respect to these two sites.

#### 4.1 CONCLUSIONS

##### 4.1.1 Long Lake Site

Advantages - it is on the Mackenzie Highway/Airport Road main approach to the City.

it is sufficiently close to the City for cycling, jogging and skiing.

it is already established as a major tourist and recreation attraction in the region.

it has natural beach existing and capable of being expanded.

it commands good views of the Lake and has excellent appeal from the road.

it has excellent camping, picnicing, and interpretive potential, all of which can be expanded.

the Lake is of sufficient size to support in the foreseeable future most types of power and sail-craft.

the water is warm in summer and conducive to swimming.

the undulating rock terrain north of the existing park presents a distinctly northern image and yields potential for memorable camping experience.

the cost of capital development of this site, per campsite, is approximately five percent **(5%) less** than the Jackfish (Stock) Lake site.

the expansion of an existing park can facilitate the operations, maintenance and administrative processes. Combined staff and revenue allows equipment and facilities which could not be supported individually.

Dis-  
advantages

the view from the north shore of the Lake to sections of the airport is undesirable.

the existing beach area and park are confusing in terms of access, traffic, and orientation. These should be re-planned if an expanded park is to be successful.



#### 4.1.2 Jackfish Lake Site

Advantages - it is on **main** Airport Road into the City.

it is sufficiently close to the City for cycling, jogging, and skiing.

it commands good views of the Lake and has excellent appeal from the road.

the water is warm in summer and could conducive to swimming.

the undulating rock terrain presents a distinctly northern image and yields potential for memorable camping experience.

Dis-  
advantages

the view, noise, and potential pollution concern from the diesel power plant is undesirable. This could also be a concern in winter due to thin lake ice in the vicinity of the plant.

it is not currently established as a camping, swimming or boating attraction.

its potential for camping, beach, or **picnicing** is sufficient to meet anticipated demand for the next five years, but expansion beyond this is extremely limited.

the cost of capital development of this

site, per campsite, is approximately five percent (5%) greater than at Long Lake.

the operations, maintenance and administration would be more difficult than at an expanded Long Lake site owing to distance. This may require some duplication of staff, equipment, and facilities.

#### 4.2 RECOMMENDATIONS

The tabulation of conclusions presented above point heavily, in our opinion, to the selection of Long Lake as the one preferred alternative for development. The entire Long Lake site is a proven attraction and is an invaluable resource to the City. To split the demand which already exists for camping, boating, and swimming at the site could be a major step in the wrong direction.

It is, therefore, our strong recommendation that the emphasis in the next five years should be to sensitively develop and reinforce Long Lake as a prime tourist and resident recreation facility. This is until such time as it is deemed to have reached its safe environmental limit, at which point a second prime area (probably further from the City centre) should be developed.

In support of this basic recommendation, we make the following specific suggestions:

that all of Long Lake be designated in the current General plan revisions as a recreation area.

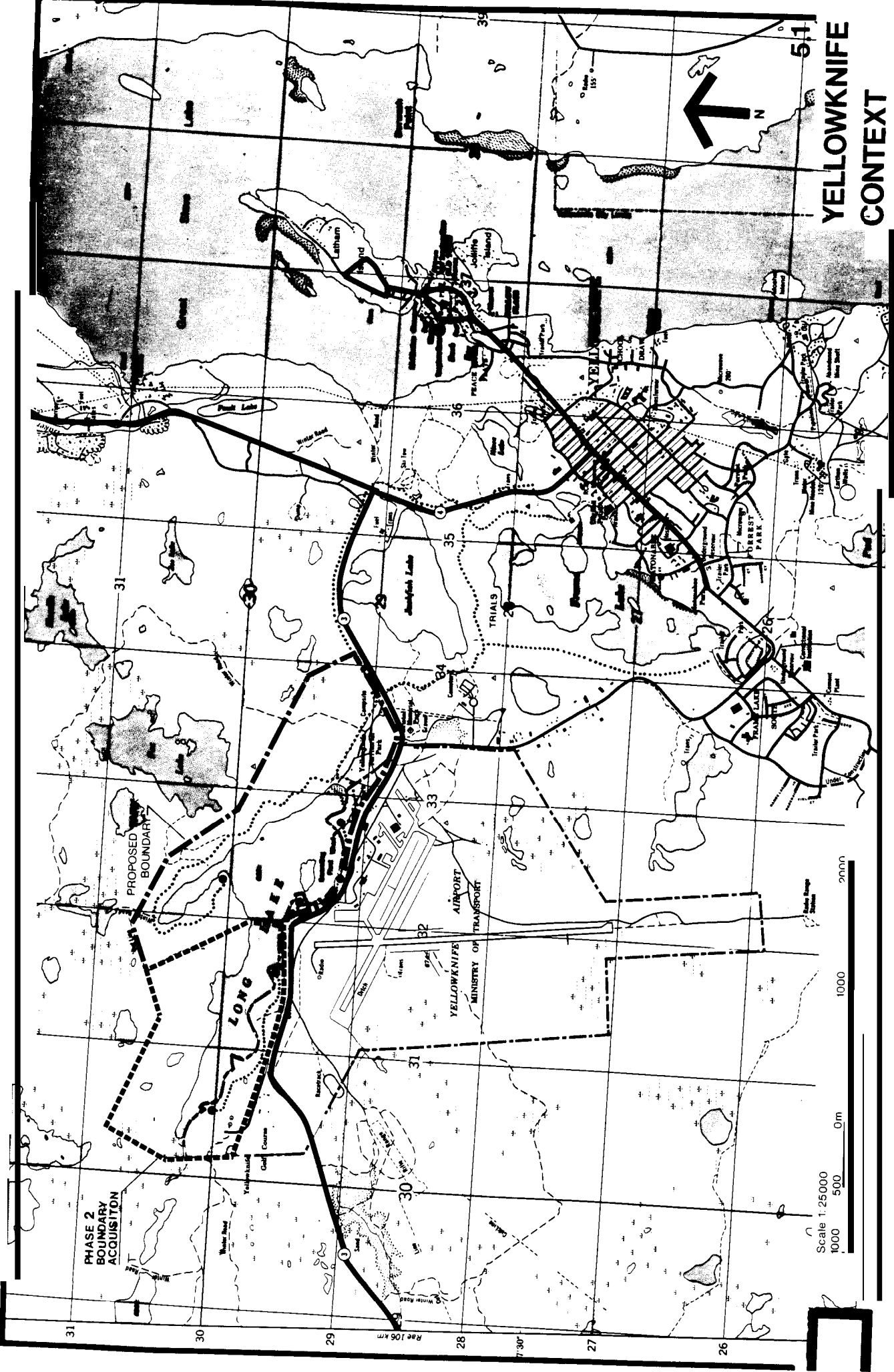
This would involve the acquisition of a portion the southwest lakeshore from the Ministry of Transport;

that a program for the monitoring of water quality at various locations around the lake be established to ensure preservation of this resource;

that provisions be made in the current General Plan revisions for interpretive, cycling, fitness, and ski trails linking Long Lake Territorial Park with the Northern Heritage Centre, the Ski Club, Frame Lake South, and the new Arena;

that reserve be made through the Government of the Northwest Territories Department of Town Planning and Lands for future recreation land along the Mackenzie Highway as close as possible to City limits. II'his reserve is to ensure that once Long Lake does reach its safe environmental limit, alternative and suitable lakefront property will be available for tourist and resident recreational needs.

# YELLOWKNIFE CONTEXT



PHASE 2  
BOUNDARY  
ACQUISITION

PROPOSED  
BOUNDARY

LONG  
LAKE

AIRPORT

YELLOWKNIFE  
MINISTRY OF  
TRANSPORT

Scale 1:250000

1000 500 0m

1000

2000

## 5.0 DEVELOPMENT PLAN

### 5.1 CONCEPT

The present Park components include 43 campsites and a beach for day-users. The Development Plan proposes that this concept of Park usage be maintained with expansion and improvements to the present facilities.

The Park has been designed to take the fullest possible advantage of visitor control, maximum site usage, easily accessible road network to and within the park, and environmental protection within an area of approximately 352 hectares, (871 acres) .

To accomplish this several changes have been made to the Park layout. The present visitor entrance has been moved farther west along Airport Road to offer easier accessibility to both day-use visitors and camping facilities, as well as to allow Park staff to better supervise and oversee the Park usage.

The present Park entrance at the east end of the Park has been maintained for use by the maintenance staff only.

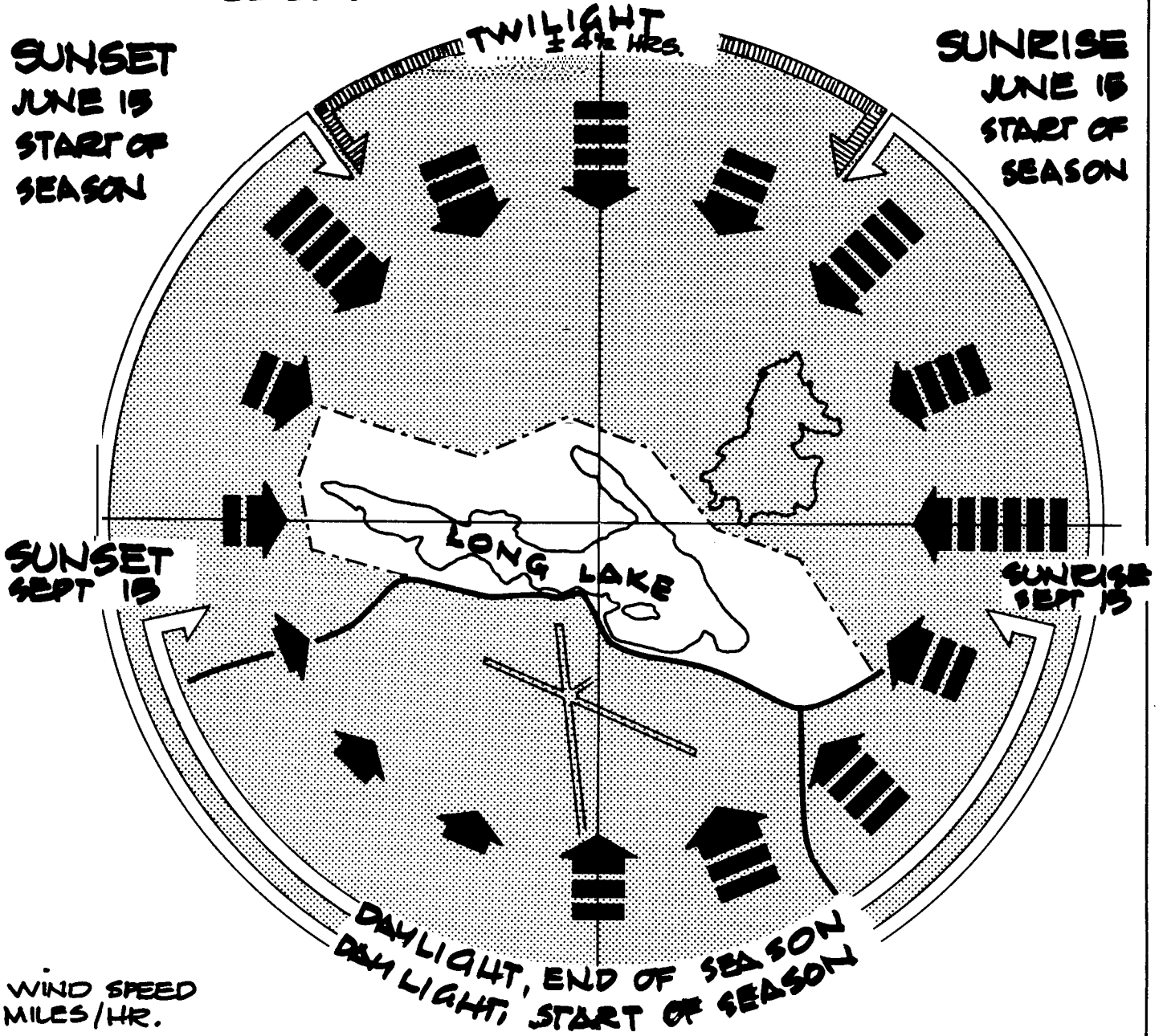
To improve the day-use facilities, the present beach has been expanded and a new beach has been proposed, downshore of the present beach. To complement the estimated increase in Park day-users, it is proposed that the boat launch be improved and the playground be redesigned to become less institutionalized and



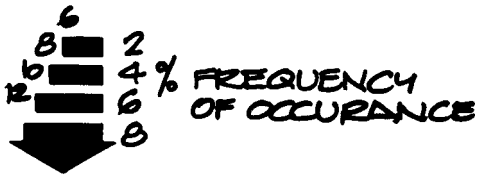
**INCLINATION OF SUN**  
 LATITUDE  $62^{\circ}28'30''$

**SUNSET**  
 JUNE 15  
 START OF  
 SEASON

**SUNRISE**  
 JUNE 15  
 START OF  
 SEASON



WIND SPEED  
 MILES/HR.



5.3

**YELLOWKNIFE PARK**  
 SUNRISE/SUNSET+ WIND

more informal, using indigenous building materials. In turn, it is proposed that a rental franchise and snack bar concession be established for day-users and campers.

To improve the variety and increase the use of camping facilities, an additional 53 campsites are proposed to give the Park a total of 96 campsites. More **infill** sites are proposed for the existing campsites, which will be serviced by an improved crescent or spur road network to each site.

To **accommodate** the more experienced or adventurous camper, the more rugged terrain in the north-west section of the park has been developed for walk-in and cluster campsites. Cluster campsites include approximately 10 to 12 campsites with group parking within. Walk-in campsites have parking facilities more than 30 m from the campsite, so that tent campers wishing relative privacy and a more primitive outdoor experience, must hike to the area. In most cases, an attempt has been made to locate campsites on rock outcrops to preserve the natural vegetation and provide views down the lake.

Provision has also been made in the design to accommodate group campers and group picnic areas to attract the larger organizations which wish to use the park as a group. These are located in the east half of the park and these areas can also serve a potential overflow areas for individual campers.

The Development Plan also calls for the construction of a registration centre at the new main entrance to

the park, as well as an outdoor **amphitheatre** and interpretive **centre**. These facilities are needed to attract visitors to the park and run the park in an orderly and efficient manner.

Interpretive trails, fitness, cycling and ski trails are also designed into the park to link it to the City of **Yellowknife** and increase the amount of recreational activities available in the park.

Therefore, the operational and physical components of the park will contain areas which include the following:

- campsites,
- a registration control **centre** at the **main** entrance to the park,
- an **interpretive/information centre**,
- an outdoor **amphitheatre**,
- wash houses,
- a **group** camping area,
- beach areas,
- a boat launch,
- a rental franchise,
- an interpretive trail system,
- fitness, cycling and **ski** trails,
- exterior park furniture,
- exterior park **signage**,

The approximate location of the above-mentioned principal components of the development concept can be seen in Figure 5.4.



## 5.2 PLAN FLEXIBILITY

The development concept calls for group camping and picnic areas; the former to be used as potential overflow camping, should the need arise.

## 5.3 BOUNDARIES

The proposed park boundary encompasses the eastern half of Long Lake (Figure 5.1) and encloses an area of approximately 203 hectares. A proposed future delineation which encompasses the entire area of the lake enclosing an area of approximately 362 hectares is also shown. We strongly recommend that the latter be implemented, thus **giving the** park authority control of the entire lake to allow the quality and usage of the lake to be controlled and monitored to insure its future preservation. For the interim, we are also suggesting to create a buffer zone in the above area between the highway and the lake until such time that the future delineated area becomes part of the boundary surrounding the entire lake.

The northern edge of Airport Road has been used as the southern boundary for the park in an attempt to control the deterioration of the water edge, by landscaping the area between the road and shoreline of Long Lake. This area is presently owned by the Ministry of Transportation, as part of the **Yellowknife** Airport, and negotiations should take place with the Ministry to acquire this land.

Every attempt has been made to protect the environmental features of the area. Campsites have been designed on the undulating rock outcrops to preserve the existing delicate vegetation in the area. Also, great concern was given to minimize water pollution in the area by the strategic location of campsites and the provision of flush toilets in the Wash Houses/ Change Rooms. It is recommended that a program for monitoring the water quality of the lake should be established by the appropriate water authority to ensure the preservation of this resource.

## 5.4

### ROADS

Yellowknife Park has been divided into 8 sections. The main entrance road which will be 6m wide, to handle two-way traffic, begins at Airport Road and ends in a loop-at Area C campsite. Subsidiary loop roads, 3.0m wide will serve as the internal park roads to each campsite. Figure No. 5.4 shows the road layout of the area. It is proposed that the roads will be treated in such a way as to keep the dust down (by either oil treating or watering) . At the present time, dust is a major problem with the road network in the park, and further study is needed to determine the best way to resolve this problem. The roads have been designed to allow for the through movement of trailers, without the need to back up.

### 5.4.1

Registration Control Centre

Permanent Supervisor's Residence

The above functions will be located in a complex of several buildings, strategically located along

the main road loop near the entrance of the park where its greatest impact can be felt. Here the visitor can register, view the overall park facilities, orient himself, and learn about the special features of the park and the **Yellow-knife** area.

The road system in this area provides an important gateway to the complex allowing for visitor and beach equipment dropoff, boat launching, or direct access to the **camping** area.

The parking near the interpretive centre and day-use beach area will be generally restricted to the visitor. They will be encouraged to either proceed to their camp destination or to the large day-use parking area near the registration booth.

The proposed location of the supervisor's residence in this area will heighten the sense of gateway and arrival and place the supervisor in a prime location to act as a host to the visitor. Furthermore, the location is an excellent vantage point for the overall surveillance of the area. During the off season the location **is** ideally suited for a permanent residence.

## 5.5

### PRINCIPAL COMPONENTS OF THE PLAN

This section presents detailed planning information on the various components of the Plan.

### 5.5.1 Entrance/Registration, **Centre**

As can be seen in Figure 5.4, the proposed main entrance to **Yellowknife Park** is located along Airport Road at the western half of the park. A 7m road, with entrance signs and direction arrows, leads to the Park Registration and Control **Centre** where visitors can register and inquire about park facilities and accommodation.

Parking for approximately 145 cars is provided for at the main entrance and immediate vicinity. These parking facilities will be primarily occupied by day-users of the park.

The **centre** will be staffed by two persons (Park Supervisor and Registration Officer, with extra office space to be-provided for part-time personnel.

### 5.5.2 Interpretive **Centre**

The interpretive **centre** will be designed as a large hipped roof shelter of wood with its sides open to the air, imparting a sense of lightness and non-confinement - its main floor extending beyond the roof line forming terraces for outdoor exhibits and lookouts. Visitors' toilets, private office and storage areas will be enclosed and contained under the main roof. We believe that this form of structure, unlike the more usual enclosed buildings, is less susceptible to vandalism.

In addition to its normal functions of administration information, and exhibit, instructional courses will be given in the summer. In the winter it

may be used for municipal recreation programs by the YMCA and as a warm-up house for cross-country skiers and snowshoers.

#### 5.5.3 Outdoor Amphitheatre

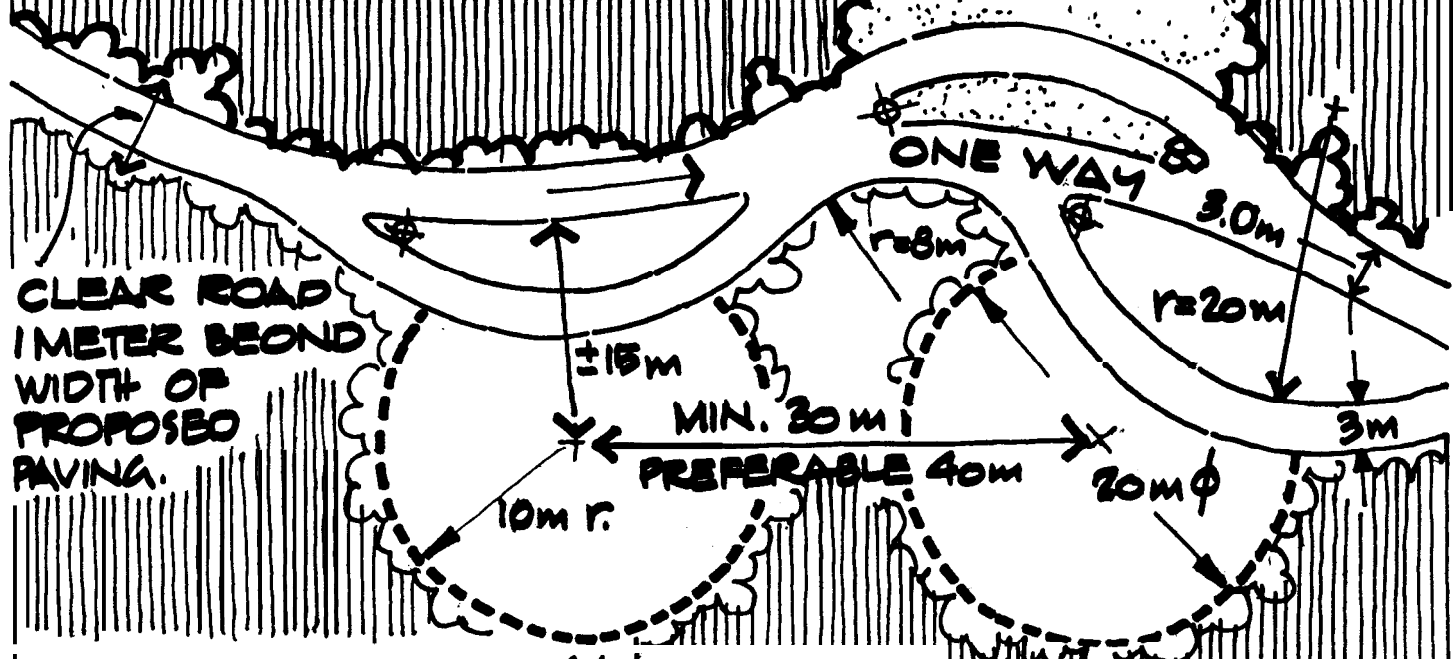
An outdoor **amphitheatre**, with a capacity of 75/100 people, is proposed along the shore of Long Lakes near the park entrance and the interpretive **centre**. The terraced outdoor **amphitheatre** will be constructed principally of earth berms and railroad ties, among the rock outcrops in the area and will form a normal extension of the terracing of the interpretive **centre**. The **amphitheatre** could be used for weekly or bi-weekly interpretive talks as well as local entertainment, "Northern Hospitality Evenings" or as a **centre** stage for festivals which can be accommodated by the **amphitheatre**.

#### 5.5.4 Camping Sites

The location and design intent of the various camping facilities are illustrated in Figures 5.4, 5.5 and 5.6. The present 43 sites are of a drive-in type designed to accommodate trailers, recreation vehicles and tents. This area will be slightly modified to accommodate a new access road to the new sites to the north-west, and some new sites will be developed. In the development of the new expansion program preference was given to drive-in type sites, but where terrain did not allow for this type of configuration other types were developed and are described below.

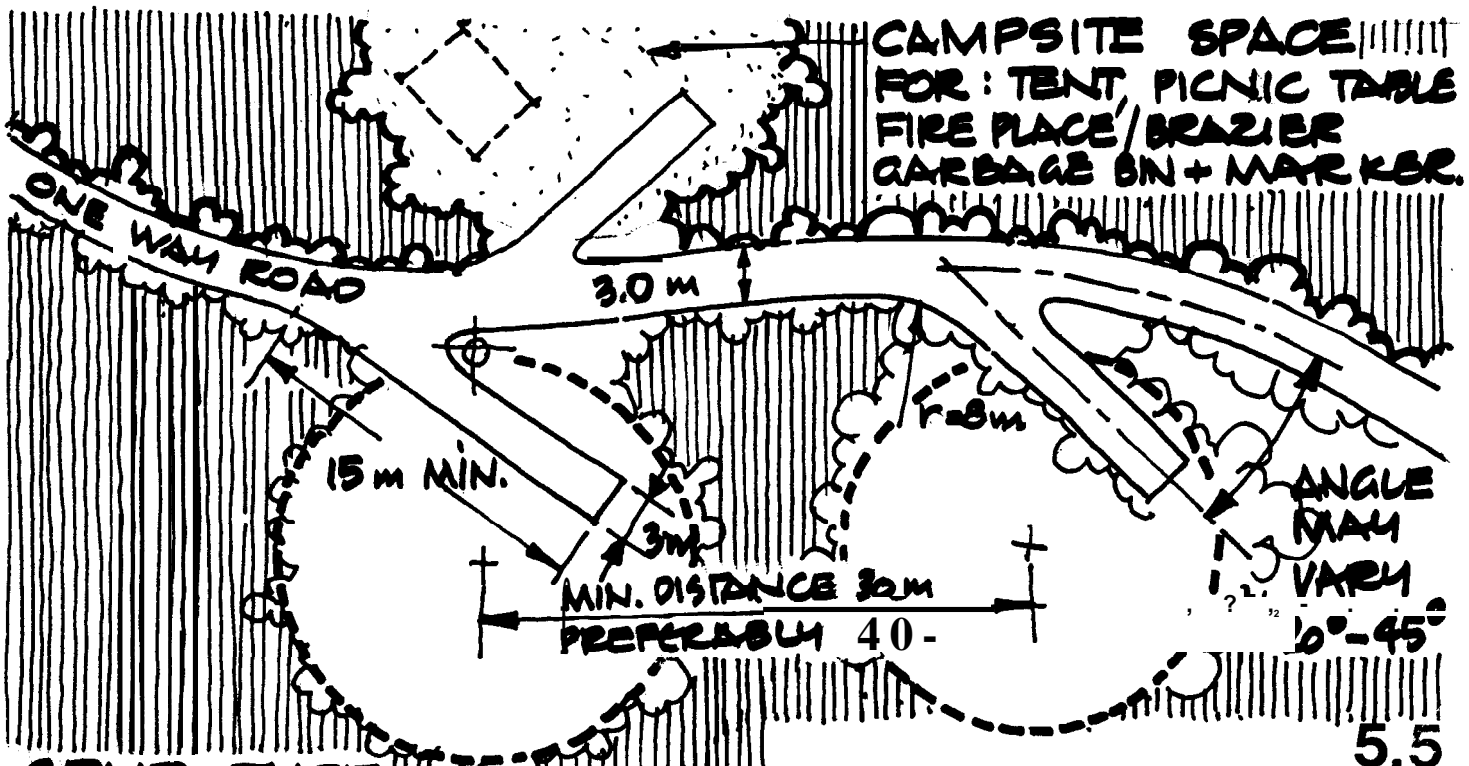
**CAMPSITE SPACE**

- FOR : TENT
- : PICNIC TABLE
- : FIRE PLACE OR BRAZIER
- : GARBAGE BIN
- : SITE MARKER



**CRESCENT TYPE CAMP LAYOUT SITE**

**CAMPSITE SPACE FOR : TENT, PICNIC TABLE  
FIRE PLACE / BRAZIER  
GARBAGE BIN + MARKER.**



**SPUR TYPE CAMP SITE LAYOUT**

**DRIVE-IN CAMPSITE DETAIL**

5.5

11

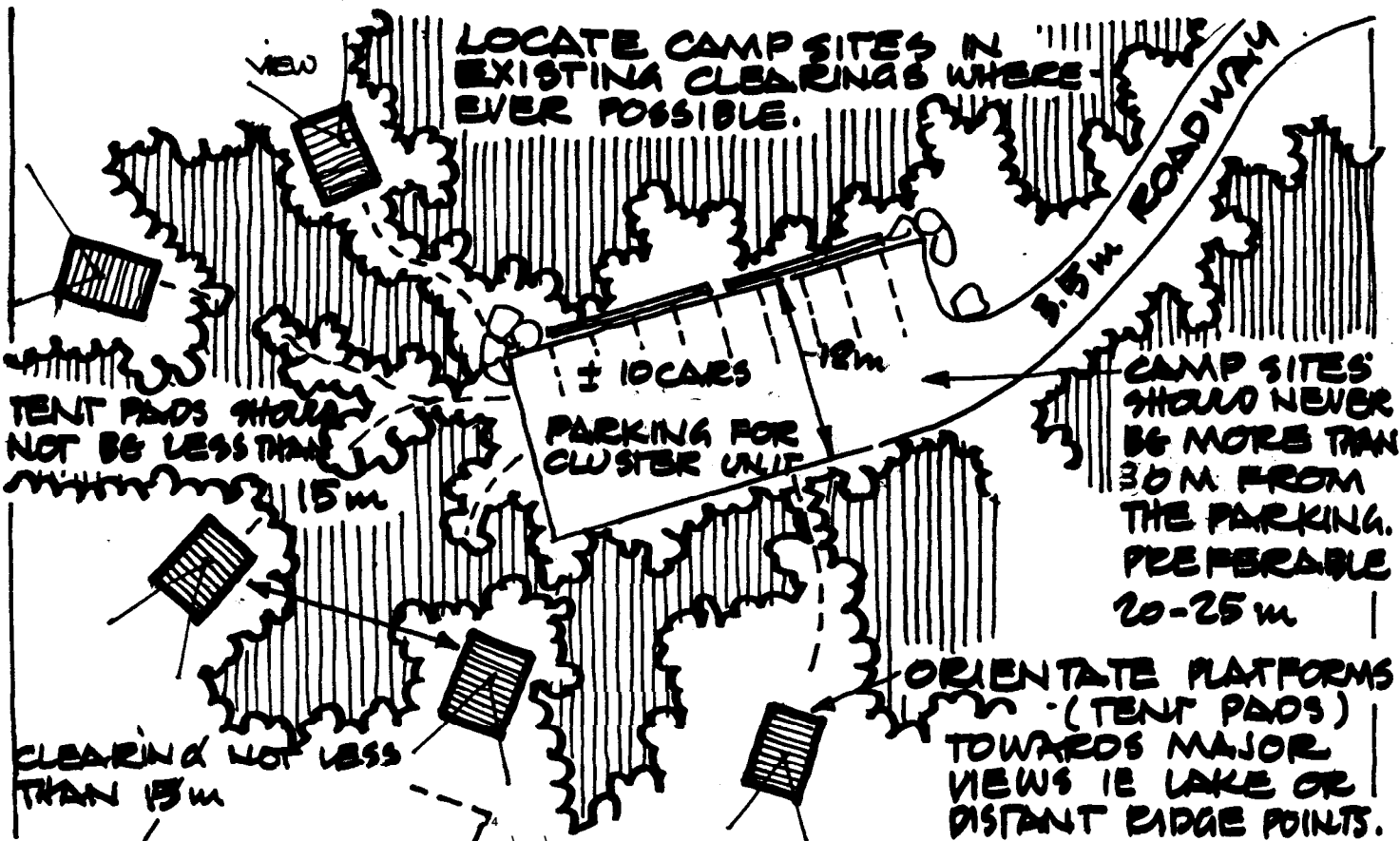
PLACE CAMP SITES ONTO ROCKS IN EXISTING CLEAR AREAS.

RETAIN VEGETATED POCKETS TO KEEP NORTHERN MOUNTAIN CHARACTER + ECOLOGY.

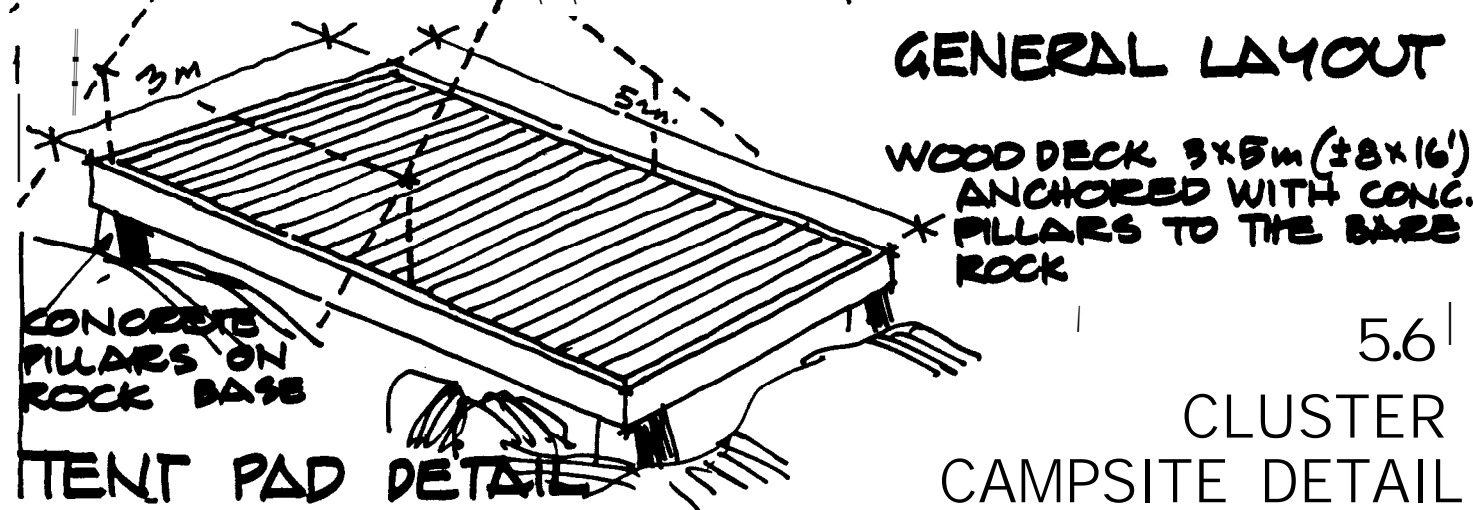
WHILE CREATING PRIVACY FOR THE CAMP SITES.

TENT PAD

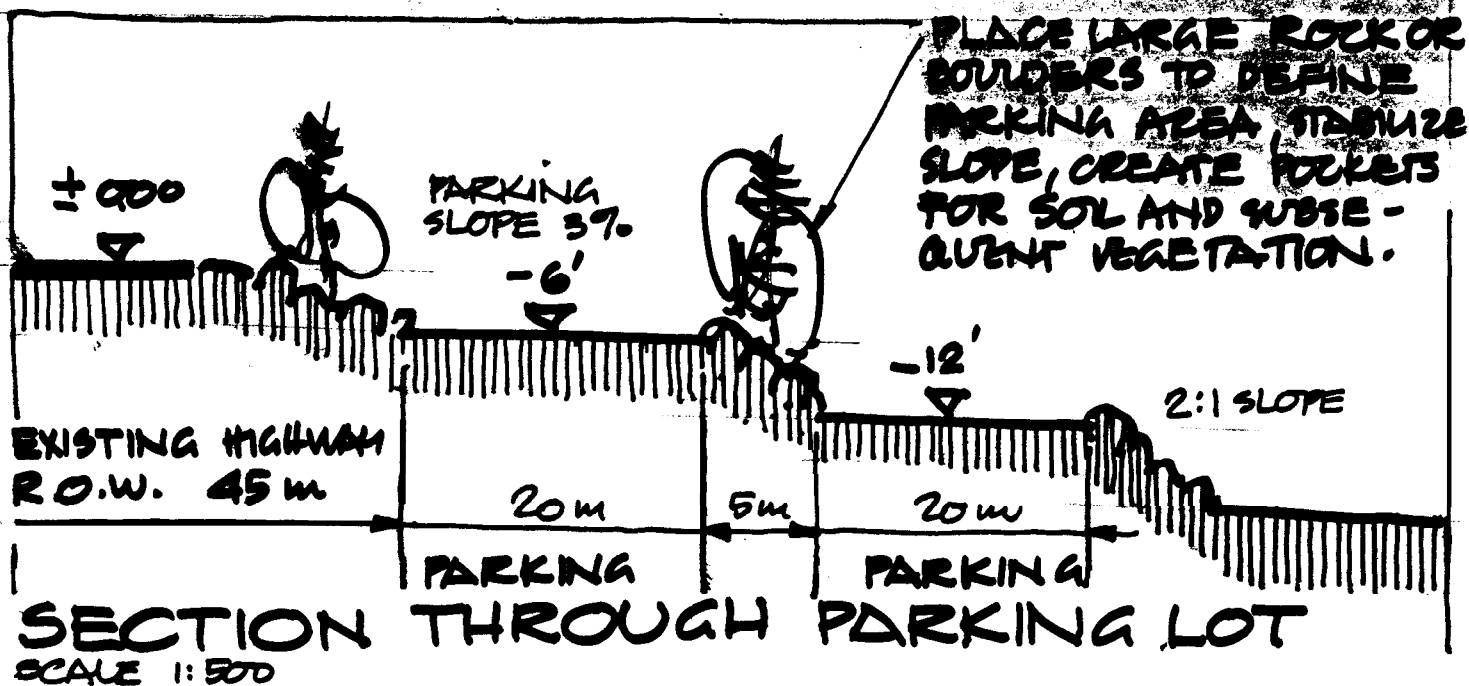
### GENERAL SITING APPROACH



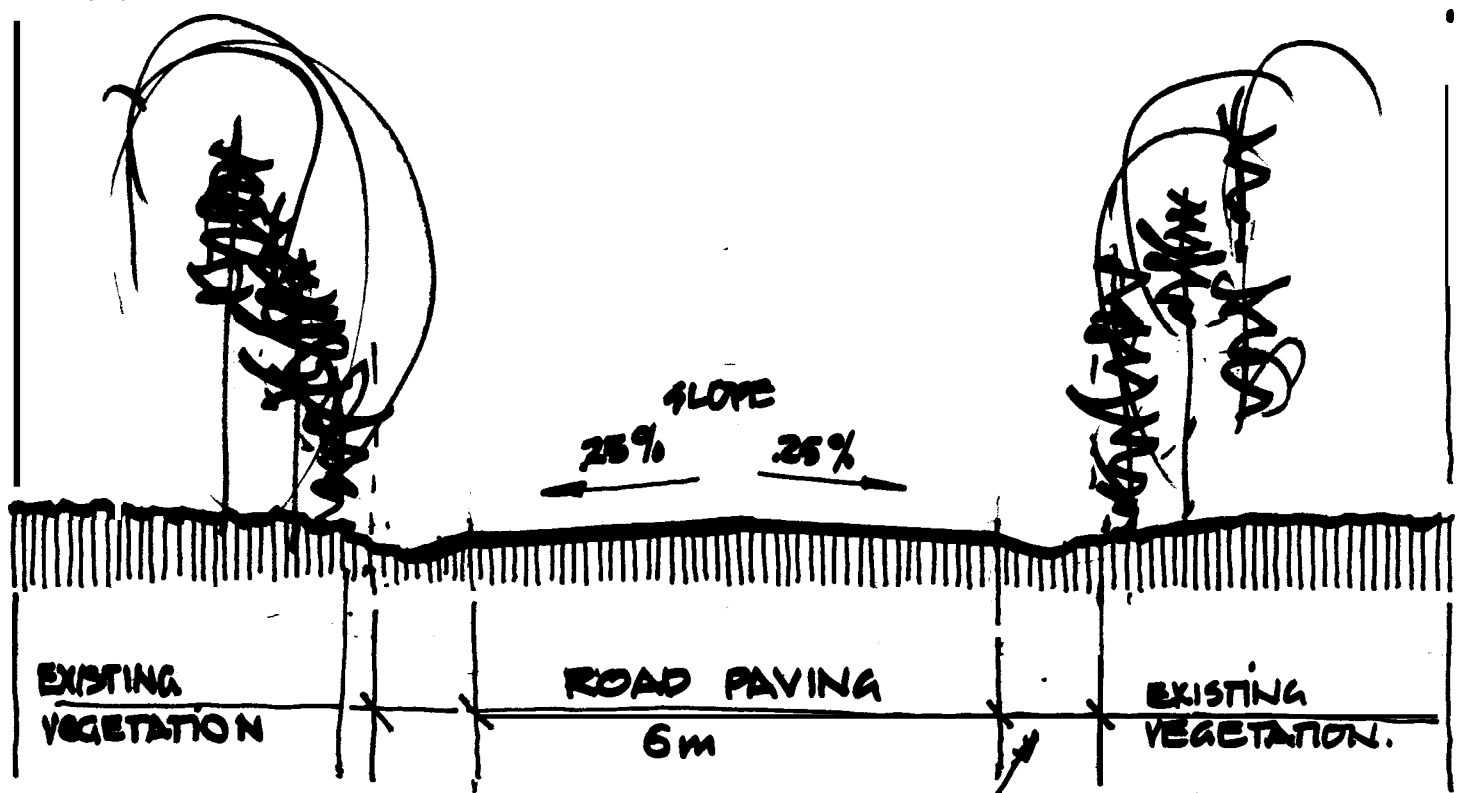
### GENERAL LAYOUT



5.6  
CLUSTER  
CAMPSITE DETAIL



**SECTION THROUGH PARKING LOT**  
SCALE 1:500



SPECIFIC ROAD SURFACING AND BASE MATERIALS AS WELL AS DEPTH TO BE DETERMINED AT DETAIL DESIGN STAGE.



The several types of campsites that have been designed into the development plan are outlined below:

#### Drive-In Type Campsite

A drive-in campsite allows for private parking and a private campsite area of approximately 20m in diameter. They can be distinguished by the following road networks:

Crescent shaped - A crescent-shaped road campsite as shown in Figure 5.5 allows for drive-thru parking on individual campsites.

Spur shaped - A spur-shaped road campsite, as shown in Figure 5.5, allows for a **back-in** or backing-out private parking space.

In both cases, campsites are approximately 30m to 40m apart and in general these are the sites that are serviced by electricity.

#### Cluster Type Campsite

A cluster campsite contains approximately 10 to 12 campsites with group parking within. The average distance between each site is 30m and no more than 30m from the group parking facility. Each campsite is approximately 13m in radius

#### Walk-in Campsite

A walk-in campsite has group parking located more than 30m from the campsite. These sites

are intended for tent campers wishing relative privacy and a more primitive outdoor experience.

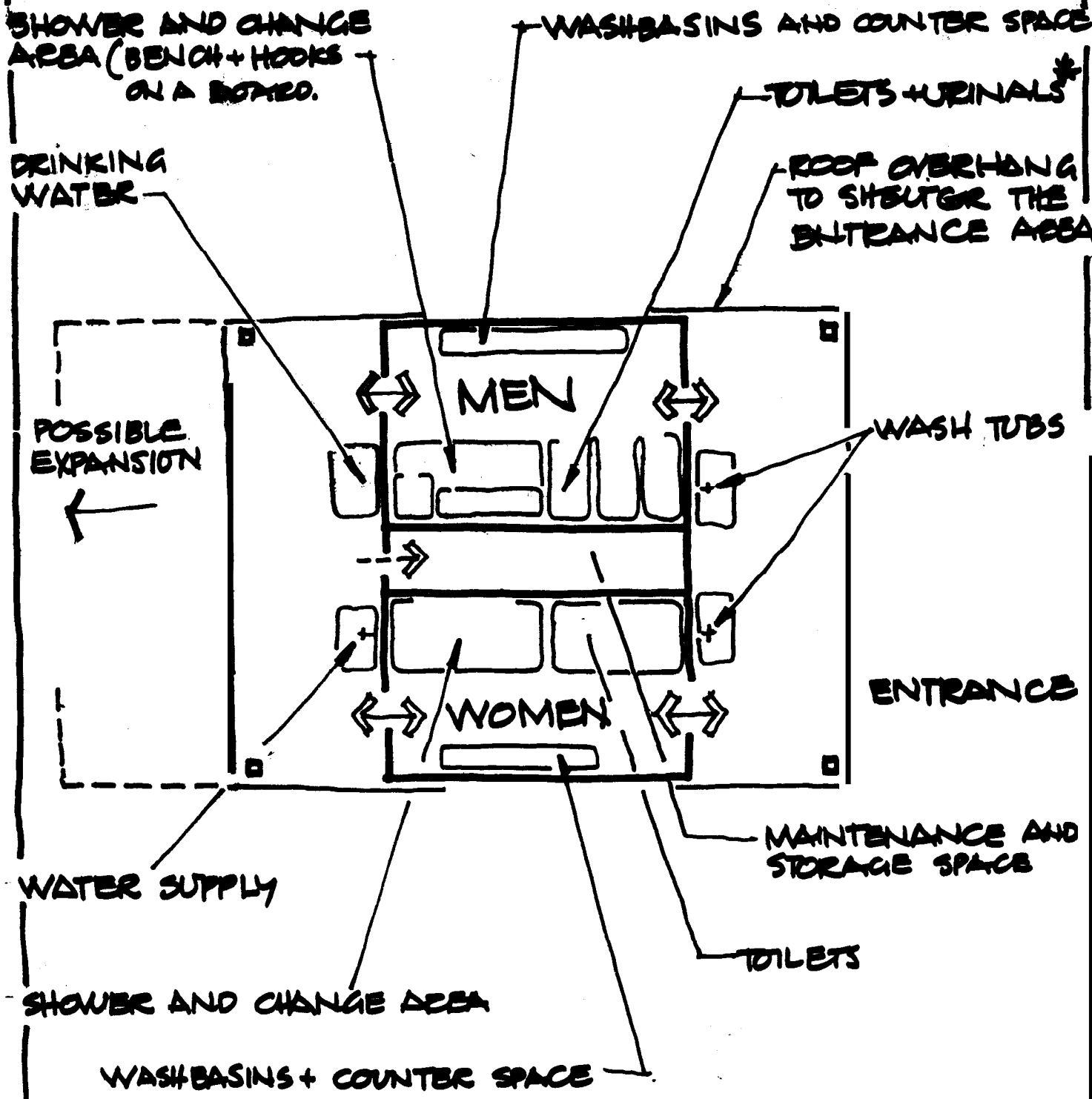
#### Group Camping

Some local Yellowknife organizations (i.e. Boy scouts, Girl Guides, Y.M.C.A.) , clubs and tourists may wish to camp as a group. Provisions have been made in the development **plan** for this group type of function and are located to the north of the existing camping area. It is separated from the drive-in campsites due to the differing camping style and the potential **annoyance** factor.

This area, when not being used for group camping, may serve as an overflow area.

#### Common facilities

Each of the above individual campsites will contain a picnic table **unit**, brazier, and a garbage disposal receptacle. In the case of the cluster sites, built-up wood pads are also being provided. The facilities in the walk-in campsites will be minimal containing only a ground fireplace.



NOTE \* URINAL MAY BE SUBSTITUTED BY A TOILET FOR EASE OF MAINTENANCE.  
 HOT WATER MAY BE SUPPLIED BY SOLAR HEAT AND/OR PROPANE GAS.

5.8

WASH HOUSE

## Breakdown of Campsites

Area	Type of Facility	No. of Sites	Pit Toilets	Wash Houses
A	Drive-in	25	2**	1
B	Drive-in	11	1*	
C <sub>1</sub>	Cluster	4		
C	Drive-in	16		
D	Drive-in	12	1	
E	Cluster	6	1	
F	Cluster	8		
G	Cluster	8	1	
H	Walk-in	6		
Main Beach	-		1*	
West Beach	-		1	
	Total	96	8	2

Note: \* Denotes existing pit toilets - total 4

## 5.5.5

## Service Centres (Wash Houses)

Service centres are illustrated in Figure 5.8 and contain the following:

- . potable water supply
- . 1 male and 1 female wash house, each with 6 WC's, 4 lavs, 2 showers
- . exterior wash tubs (roofed)
- . firewood enclosure
- . electricity
- . water storage (hot water and cold water)
- . sewage holding (separate tanks for grey water and sewage)

Each wash house will have easy road access for services vehicles and be centrally placed for a cluster of approximately 20 campsites (28 people).

These service centres will also contain a firewood and a potable water supply.

#### 5.5.6 Beach Area

The doubling of the present park facility and the predicted increase in day usage will place higher demands on the bathing area. In addition, since the water oriented recreational facility is a prime attraction of the park, we are proposing to expand and create a new beach to the west of the present docking facility and add to the existing beach at the northern end. The beach area is also expanded by selected clearing particularly near the northern portion of Area B.

Because of the greater usage anticipated, new change rooms and toilet facilities are proposed near the present location, but set further away from the beach area. A new snack bar facility is also proposed remaining in approximately the same location. Although the location of the existing playground is well located, we are proposing new equipment which is less institutional and more in character with the other wooden structures being proposed.

#### 5.5.7 Docking and Boat Launch Facilities

The Development Plan proposes that the existing dock be retained but upgraded. Small water

craft, such as motorboats, **canoes**, and small sailboats, will be launched from an area adjacent to the dock, but docking will be generally restricted to simple beaching.

#### 5.5.8 Rental Franchise

A significant demand exists by both tourists and resident Yellowknife day-users for the rental of canoes and small sail crafts. Provision has been made on the plan (see Figure 5.4) to provide an on-site small boat rental operation. This can also be expanded to include bicycle rentals for tourists wishing to cycle back and forth into the city.

#### 5.5.9 Interpretive Trail System

An on-site interpretive **centre** is provided to accommodate an instructional program and displays dealing with topics of natural and cultural history such as: Physiography and Geology; Wildlife and Vegetation; Climate; Astronomy and the Seasons; **Human History** and the Economics.

Emanating from the interpretive **centre** and running through the park, ideally linking with the city and related points of interest (i.e. Northern Heritage **Centre**, remnants of mine operations, municipal parks, the Ski Club, etc.), is an interpretive trail system. These trails vary in both length and composition, with each trail concentrating on one of the aforementioned themes and joining with the **fitness/ski** trails.

#### 5.5.10 Fitness, Cycling and Ski Trails

These trails are intended for year-round use by **Yellowknife** residents and seasonal use by tourists. They will serve as alternative non-vehicular routes to and from the city and Frame Lake South. The cycling trail is distinct from the fitness/ski trails and runs parallel to the airport loop roads.

The **fitness/ski** trails optionally run cross-country and are combined with the interpretive trail system. Two potential routes to and from the town can be seen in Figure 5.1. One route joins the Park to the old town section and Heritage Museum of **Yellowknife**, while the other route joins up the new development of Frame Lake South to the park.

#### 5.5.11 Group Picnic Area

Three areas have been designated for group picnic areas (see Figure 5.4)

- 1) on the rock outcrops near the Interpretive Centre;
- 2) near the base of the parking area at the west end of the beach;
- 3) downshore of the west beach area.

These areas will largely serve resident day-users who wish to picnic and will generally not be used by campers.

#### 5.5.12 Exterior Park Furniture and Signage

All tables, benches, and brazier units, will be consistent in design, following the format

presently in use, namely the continuing use of concrete picnic tables and brazier units.

The present garbage containers and firewood enclosures should be maintained. A few existing and new large signs (two to three signs approximately 3' x 10' in size) will be required for the main entrance and to explain the rules of the park.

Approximately 10 medium sized signs (2' x 6' in size) will be required to **identify** recreation areas and points of interest., such as the Interpretive Centre, Amphitheatre, etc. A larger number of smaller signs (40 signs, approximately 14" x 14" in size) will be required for identification, information, direction, safety, and traffic control purposes.

These signs will be constructed as per the Standard Sign Manual established by the Government of the Northwest Territories - Department of Tourism.



## 6.0 OPERATIONAL IMPLEMENTATION GUIDELINES

### 6.1 INTRODUCTION

Yellowknife Territorial Park will increasingly assume a greater role as an urban park in the City of Yellowknife. Given the proximity of the park to the City it will be necessary that it respond to the needs of both the local residents as well as the growing tourist component in the years ahead.

The development guidelines for the park and implementation will ensure that the following essential objectives are met:

- economic benefits from the park development will be directed primarily toward the Local Contractors, labour force and retail component;
- park administration will be carried out at the local level thereby emphasizing local autonomy;
- park facilities will be further developed to meet the needs of local-residents and also the future transient tourists.

On the basis of these objectives, guidelines have been developed for the following:

- Park Interpretive Program;
- Site Promotion

### 6.2 PARK INTERPRETIVE PROGRAM

The City of Yellowknife is an attractive destination in itself and also a "gateway" city to future exploration for tourists in the Northwest Territories. As the Territorial capital, Yellowknife offers a broad range of cultural and historical facets of life in the Canadian north.

In recent years **Yellowknife** has developed into a focus for caravan camping, fly-drive and other tour packages for both the immediate area and points of interest throughout the Northwest Territories. The attractiveness of **Yellowknife** as a destination will increase with the completion of the "circle-tour" along the Liard and Mackenzie Highways. Therefore, **Yellowknife** Park will be required to fulfil an increasingly important role for transit tourists in the capital City for both accommodation and recreation.

The objective of the **Yellowknife** Park interpretive program is to offer an entertaining, educational activities and relationships through the use of original artifacts by firsthand experience and illustrative media. The program will assist visitors in their unique experience whether their interests are natural or cultural.

The Interpretive Program should be broad in appeal and focus on the following general items:

- . Physiography and Geology,
- . Wildlife and Vegetation,
- . Climate, Astronomy and the Seasons,
- . Human History,
- . Economic Development and
- . The Northwest Frontier.

Each program theme is briefly described below in terms of general principles and attractions. The actual development of the thematic descriptions and techniques of presentation will be addressed at such time that the program is initiated by an interpretive co-ordinator.

- 6.2.1.            Physiography & Geology:  
This area is generally flat with few heights of land rising above 65 metres from the level of **Yellowknife** Bay. Bedrock outcrops are predominate throughout the region and geological features such as faults, veins and dykes are often weathered forming lineal draft-filled depressions. The faults fo **Yellowknife** Bay are included in the largest steeply-dipping dislocations of the earth's crust and should be pointed out in discussions of the geological formation of the **Yellowknife** Group of lavas and volcanic rocks.
- 6.2.2.            Wildlife and Vegetation:  
A variety of both fish and wildlife can be found in the **Yellowknife** area. Visitors will be interested in the migration patterns of birds, the availability and type of fish caught in the lakes and presence of upland game species. Vegetation is very much a part of wildlife in the region and as the habit changes through the seasons so the species of birds and mammals will be affected. The proximity to the tree line and the transition zones and vegetation types is an important point of interest.
- 6.2.3.            Climate, Astronomy and the Seasons:  
The Canadian north has a unique climate and offers an excellent vantage point to view the constellations planets and to experience the phenomenon of the midnight sun. The impact of the climate and the seasons on the life style of the northerners similarly offers a very interesting message.
- 6.2.4.            Human History  
Once the home of the **Yellowknife** Indians, and later the Dogrib Indians of the Dene nation, **Yellowknife** is now the largest community in the Northwest Territories.

The first white explorer's arrival in 1771 and the establishment of a settlement in 1934 has made this region a most interesting history of the meeting of the several cultures. The modern development of the area reflects this rich heritage.

#### 6.2.5. Economic Development

The economic development of **Yellowknife** is an exciting story of mining and bush-pilot aviation in the Canadian north. The discovery of gold in the **Yellowknife** River and the staking of claims contributed to a prosperous era. The more sophisticated **commercial** production of gold by 1938 and the rapid increase in population during this period formed the foundation for the future prosperity of the City.

The growth and development of centres such as **Yellowknife** was made possible by the early bush-pilots. With the proximity of the airport to the Park, consideration should b-e given to the development of an outdoor historical aviation display at the airport which would highlight the important role played by these courageous pilots with the very simple aircraft in use during this era.

#### 6.2.6. The Northwest Frontier

The Canadian north has always held a fascination for visitors. The people, the land and the history are unique and largely unknown. The growing importance of this area, particularly the capital city of **Yellowknife**, will be central in portraying fascinating understanding of this great land. The program must appeal to a braod range of **interests** hopefully offering an attraction for each visitor to the park. The Prince of Wales Northern Heritage Museum in **Yellowknife** which is readily accessible to the Park has made a

significant contribution in highlighting the varied and interesting history of the Territories. The interpretive program could draw on this source of information and hopefully compliment it in the future to the benefit of all visitors to the area.

Essentially the program will consist of both an indoor component and out-of-door exhibits and interpretive aids. Entrance signs, picnic areas, lookout tower, a trail system and a registration and information facility will be required early in the program to compliment the development of themes over the first five years. Each theme should be developed incorporating as broad a range of presentation techniques and aids as possible, including:

- . Brochures, tour maps, and a general information folder;
- . Information Centre -displays, visual aids, and booklets; and
- . Park guides and guest speakers.

Over the first five years, it may be necessary to modify the program and thereby to adapt to changing visitor interests particularly with respect to instructional courses in the various seasons for activity such as canoeing, sailing and cross-country skiing.

### 6.3 SITE PROMOTION

#### 6.3.1 Introduction

The marketing strategy for Yellowknife must recognize the following factor:

The resident population of the Northwest Territories is currently small and dispersed and is expected to remain so for the foreseeable future. As a result

while domestic tourism will dominate the market share its growth pattern will not reflect that of other more distant markets.

In absolute term, day use visitation will always be larger than overnight use primarily because of the park's proximity to the City of **Yellowknife**. During the winter, park use will depend, almost exclusively on the residents of **Yellowknife** and the immediate area.

Non-resident markets are a great distance away. Within the Canadian market, Alberta will continue to dominate park use. The opening of the Liard Highway will, however, decrease travel time from, northern British Columbia and therefore increase the expected market share. Yukon and Alaska will become increasingly important markets. Due to its nature as a community - oriented park, the overseas market will not be an important consideration.

Repeat visitation is not an important consideration for the non-resident market since the Northwest Territories is considered a "once in a lifetime trip".

Non-resident visitation will occur exclusively in the summer season.

#### 6.3.2. Approach

**Yellowknife** Park has the potential to be recognized as one of the Northwest Territories most diversified park. It will, however, lack the uniqueness of one like **Blackstone**. As a result it will be extremely important to market both its day-use and overnight use opportunities. Proximity to **Yellowknife** and the

"urban amenities" that it can provide within a wilderness setting will be attractive features to emphasize.

Since the appeal of the park will be more broad based within the domestic and Canadian markets, target marketing will not be as effective as with other parks which have a more unique appeal. The marketing plan should concentrate generally on the Northwest Territories, Alberta and British Columbia. Once the Liard opens the Yukon and Alaska might be added. Ontario, Saskatchewan, Manitoba and the northwest border states should be considered as secondary "long haul" markets.

Advertising within the above mentioned markets should be concentrated on those newspapers with the broadest spectrum of campers and outdoor types. Consideration should be given to those magazines which are more family-oriented and those in which fly drive and tour packages are being advertised. The most effective direct mailings would be those sent to vehicle-oriented camping groups such as Loners on Wheels and Airstream Caravan. Local newspaper, radios and television coverage will be the most effective means of publicizing the day-use facilities within the park. Since the activity period associated with each of the day use opportunities will vary over the operating seasons, community reminders can be used to indicate operating hours of the rental franchise, time and type of nature talk and any seasonal addition of interest in the interpretive centre. Flyers left with other tourist material at local hotels, restaurant, the Chamber of Commerce office and community group offices will encourage increased local and non-resident use of the park.

Border-point information centre and information centres on Highway 1, 3 and 7 will continue to be important vehicles for promoting the area as well as the entire Territorial Park system. Reinforcing the Explorers' Guide with specific brochures on the park facilities, programs and events will thoroughly introduce potential visitors to the park and ensure a high level of both day and overnight use.



OPERATIONS, MAINTENANCE, AND ADMINISTRATION

The basic premise in the operations, maintenance and administration of expanded park facilities is that responsibilities should not be split jurisdictionally within the park, but that the entire park should operate as one unit under a joint agreement between the Government of the Northwest Territories and the City of Yellowknife. It is proposed that the City and GNWT appoint an individual to establish and head a Yellowknife Park Authority to accept responsibility for the management of the Park.

As has been cited throughout this study, the demand for recreational facilities by both tourists and Yellowknife residents is interwoven, and very similar by nature. This demand as it exists now, and in the foreseeable future is not sufficiently large to permit duplication of facilities.

The confusion and misuse which currently exists at Long Lake is an excellent example of the problems that result from attempting to split facilities which are in close proximity, and for which, neither of the funding agencies have been able to provide adequate supervision or equipment.

A cost-sharing formula between the Government of the Northwest Territories and the City of Yellowknife would be based on the percentage of campers versus day-users anticipated, which could be amended after the first year of operation based upon actual statistics. It should be emphasized that this approach will not increase the park staff requirements. It will, in fact, reduce them by avoiding duplication of function and jurisdictional confusion.

It is recommended that the Authority should hire a resident Park Supervisor to run the daily affairs of the Park and this Supervisor would hire the remaining Park staff.

## 7.1

### PARK OPERATIONS

The park should have full-time supervision. This supervision should take place for 24 hours per day during peak summer use, with 12 to 16 hours per day during the shoulder seasons. No park facility of this size can be expected to operate satisfactorily, and continue to draw tourists, without such supervision. In addition the extra dollars which would inevitably be spent in repairs and maintenance would soon outweigh seasonal salaries.

The Park Supervisor's 'areas of responsibility would include the operation and maintenance of:

Campsites, wash houses-, walking trails, roads, waste disposal, water supply, electrical supply, Interpretive Centre, beach area, group picnic area and Registration/Information Centre interpretive programs, visitor entertainment, park security and the overseeing of the rental franchises and snack bar concession.

To assist the Park Supervisor in his duties there should be a small staff consisting of a Registration Officer, an Interpretive Centre Officer, and at least one maintenance man.

The Registration Officer would be responsible for the control of visitors to the Park and collecting Park user fees. The job would be full time during the season.

The Interpretive Centre Officer would be responsible for establishing and developing interpretive programs as well as providing information to visitors. This job would be run-time during the season.

One maintenance personnel would be on staff to take care of a variety of responsibilities and duties associated with the Park. Part-time or summer student assistance would be hired as the need arises.

## 7.2 MAINTENANCE

It is proposed that a private maintenance entrance be maintained by the Park for the user of maintenance personnel and vehicles.

At this stage, three options can be proposed for the location of a maintenance compound. They include:

- a) locating a maintenance compound to store equipment and building supplies, as well as a small office for the maintenance staff, **inside** the Park boundaries at the east end of the maintenance entrance
- b) or, locating this compound and office in an existing structure in the City of Yellowknife.
- c) a combination of a) and b).

An on-site maintenance compound is preferred, but an economic feasibility study should be carried out to look at the associated costs of the options.

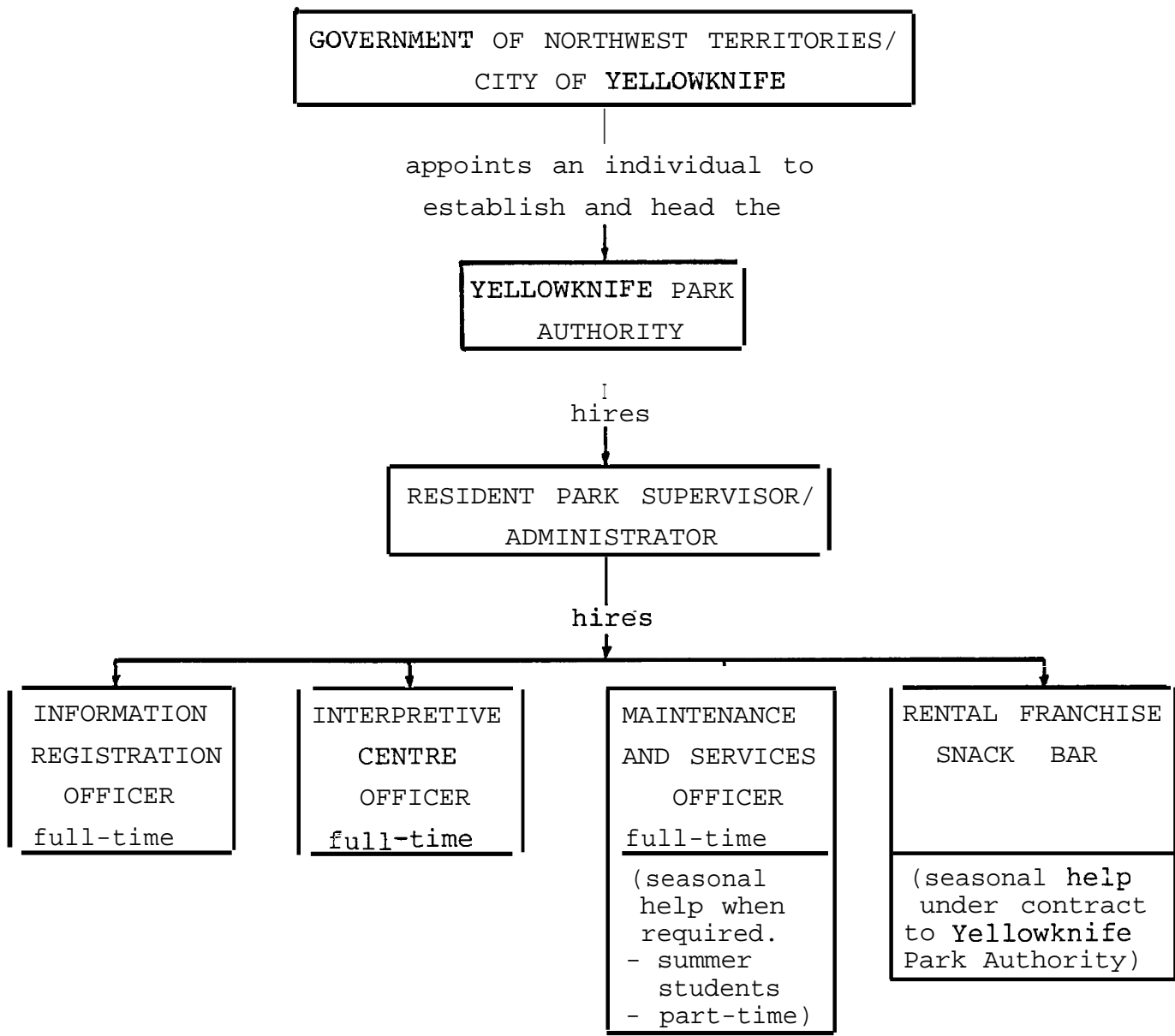
In addition to the normal **duites** of park maintenance and repair, an on-going program of planting and landscaping could be undertaken.

**7.3. ADMINISTRATION**

Figure 7.1 illustrated the recommended administrative structure of the park operation=

The Government of the Northwest Territories and City of **Yellowknife** would appoint an individual to represent them under a **Yellowknife** Park Authority. This Authority controls the operating costs of the park and determines the cost-sharing arrangements between the City and **GNWT** to **operate** the park. This Authority would be directly responsible to the City of **Yellowknife** and the Government of the Northwest Territories. However, its operation and management would be independent of the City of **GNWT** administrative structure.

The Authority would hire the resident Park Supervisor to handle the daily affairs of the Park and one of its policies would be to hire, wherever possible, **local** contractors, companies, organizations and individuals to carry out work within the park.



PROPOSED ADMINISTRATIVE STRUCTURE

FIGURE 7.1

8.0  
8.1

CAPITAL

TABLE 8.1 MMA OF CAPITAL COSTS

Facility	Cost in 1982 Constant dollars
Roads and Parking Areas	3 000
Walking trails (6km)	4 200
Signs	500
Registration Control Booth	700
Interpretive Centre/Information	3,000
Park Supervisors Residence	62,800
Amphitheatre	50 000
Rental Franchise Facility	50 000
Improvement Beach Areas	4 500
Playground	6 000
Change Houses (2) (upgrade)	9 000
Snack Bar Concession	6 000
Maintenance Building (upgrade exi . .	9 000
Launching Area	1 500
Picnic Areas 3 Locations - 15 sites	1,500
Drive-in Campsites (43)	5 000
Cluster Camping (26)	(15) 20 500 (20) 30,000 (8) 12,000
Walk To Sites (6)	54 500 112, 8 700 137,46 200
Wash Houses (2)	500
Pit Toilets (4)	44 000
Relocate Existing (4)	40 000
Pit Toilets	10,000
Group Camping	5,000
Waste Disposal (allowance)	2 310
Electrical Supply and Distribution (hookup)	500
Miscellaneous Landscape Treatment (purchase of material only)	4 000
TOTAL	38,000

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Roads and Parking Areas	3 000
Walking trails (6km)	4 200
Signs	500
Registration Control Booth	700
Interpretive Centre/Information	3,000
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Electrical Supply and Distribution (hookup)	500
Miscellaneous Landscape Treatment (purchase of material only)	4 000
TOTAL	38,000

## 8.1.1 Unit Costs

Costs have been based on the following unit cost Table 8.1. Square-metre costs for buildings include all fixture and tanks etc. but exclude exhibit displays, required for the operation of those facilities listed previously.

TABLE 8.2 UNIT COSTS

Facility	Cost Per Square Metre \$	Quantity	cost
Roads and Parking Area			<b>212,250</b>
Walking Trails	\$500/km	6km	<b>3,000</b>
Signs (3 sizes)	\$ 84 average	50	<b>4,200</b>
Registration Control Booth	\$533/m <sup>2</sup>	4.2m <sup>2</sup>	<b>4,000</b>
Interpretive Centre/ " Information	\$570/m <sup>2</sup>	110m <sup>2</sup>	<b>62,800</b>
Park Supervisors Residence -	\$557/m <sup>2</sup>	70m <sup>2</sup>	<b>39,000</b>
Amphitheatre			<b>4,500</b>
Rental Franchise Facility	\$450/m <sup>2</sup>	9m <sup>2</sup>	<b>4,050</b>
Beach Area Improvements	\$ 5/m <sup>3</sup>	1800m <sup>3</sup>	<b>9,000</b>
Playground			<b>6,000</b>
Change Houses	\$575/m <sup>2</sup>	x 10	<b>5,750</b>
Snack Bar Concession	\$525/m <sup>2</sup>	10m <sup>2</sup>	<b>5,250</b>
Maintenance Building (Upgrade existing structure)			<b>3,500</b>
Launching Area			<b>1,500</b>
Picnic Areas 3 sites	\$500/site	15 sites	<b>7,500</b>
Drive-In Campsites	\$1500/site	1 site	<b>1,500</b>
Cluster Campsites	\$2100/site	1 site	<b>2,100</b>
Group Camping			<b>5,000</b>
Walk to Sites	\$250/site	6 sites	<b>1,500</b>
Wash House	\$733/m <sup>2</sup>	30m <sup>2</sup>	<b>22,000</b>
Pit Toilets	\$10,000/unit	1	<b>10,100</b>

## 8.2 STAGING

### 8.2.1. Assumptions and Guidelines

The recommended staging of development has been based on the following assumptions and guidelines:

a large part of the development budget would be spent during the first two years to establish sufficient facilities and services to give the Park the character as established by the development concept. This is important to attract visitors to the Park.

that construction would be scheduled so as not to disrupt the campers or day users. Any blasting or heavy grading for the road network could be done in the winter-time, and the construction of facilities such as the Interpretive Centre, Control Centre could be done during the week days when the usage of the Park would be low.

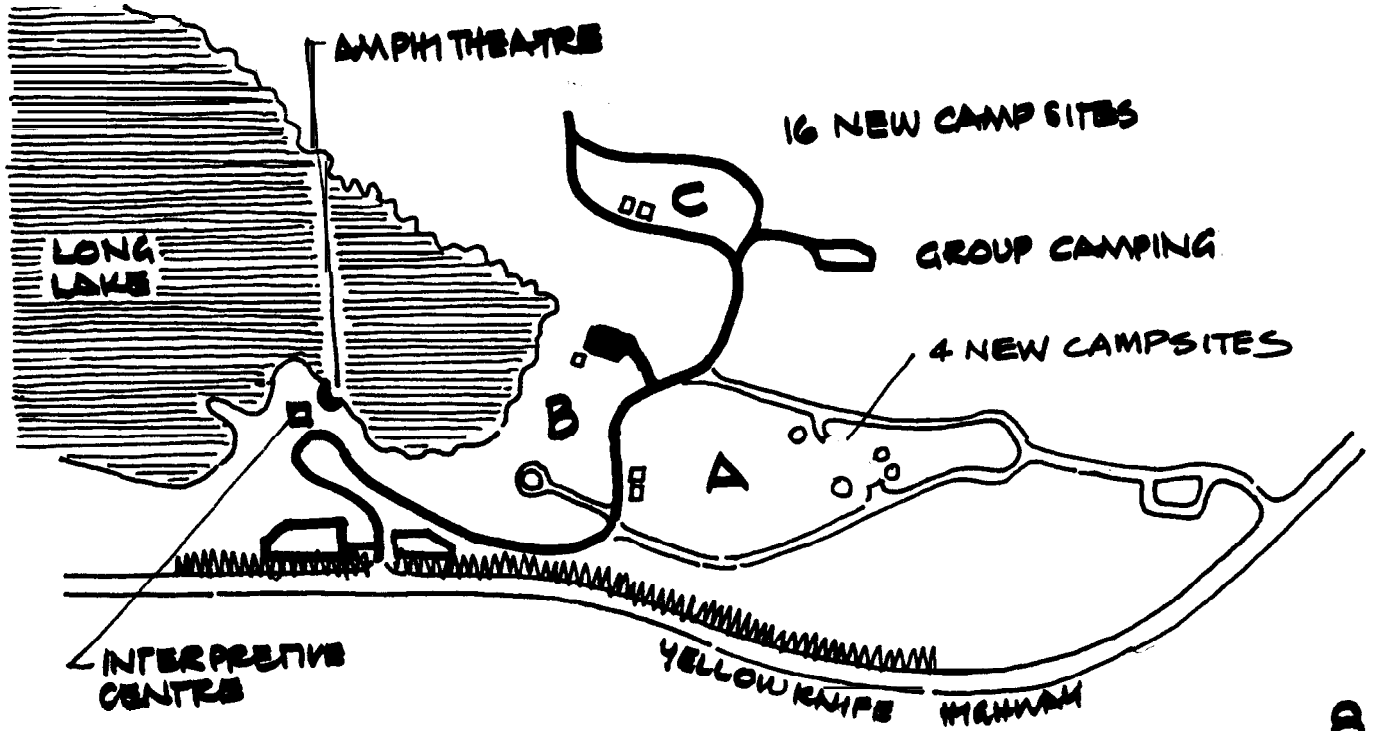
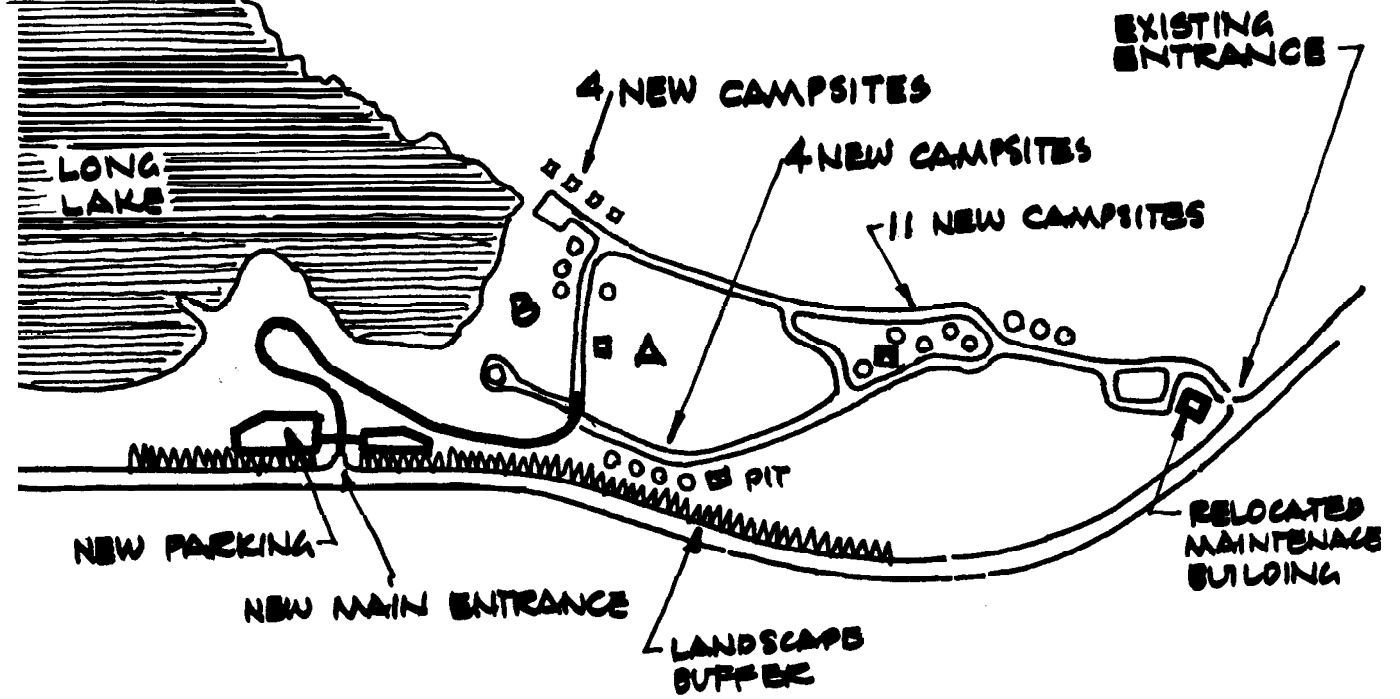
that exterior signage and exterior furniture would be installed when needed.

that the present Park entrance located at the proposed maintenance entrance, would be maintained to accept visitors, until the new Park entrance is opened during the second year of the staging program.

that a program of new landscaping would be conducted in the Park over the course of the 5 year staging period. This planting could possibly be carried out by the Park staff.

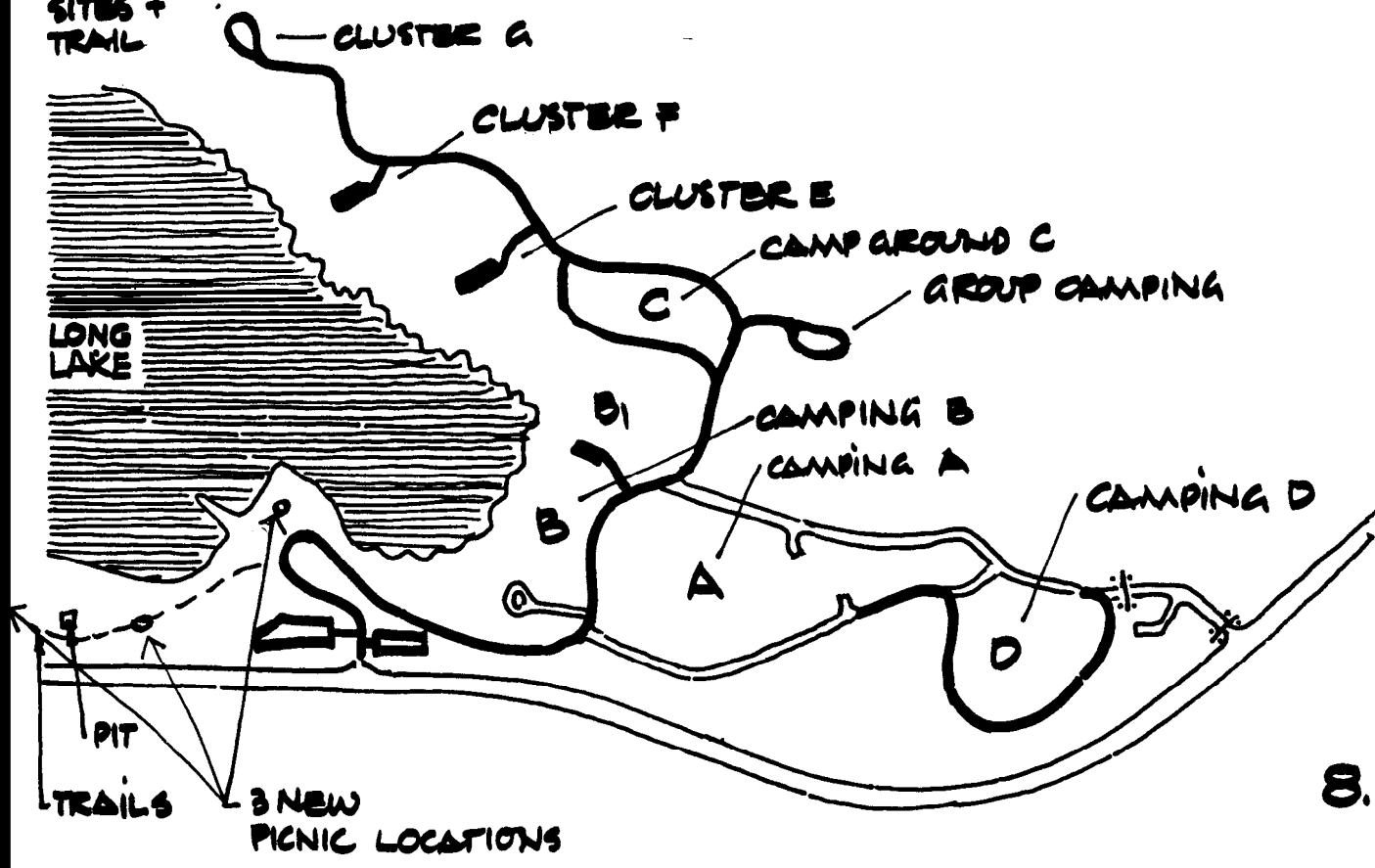
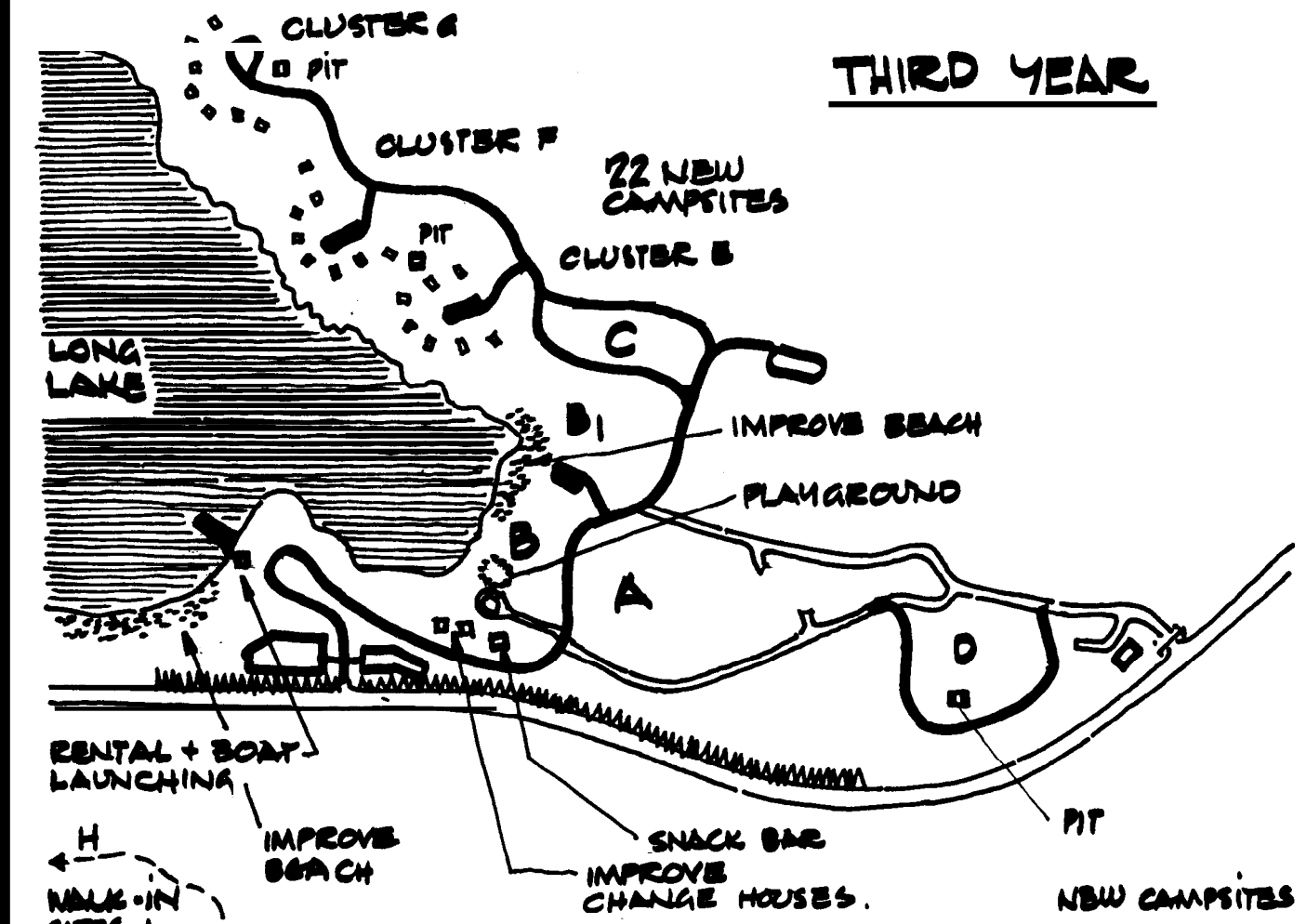


FIRST YEAR



SECOND YEAR

THIRD YEAR



FOURTH YEAR

### 8.3 OPERATION AND MAINTENANCE COSTS

#### 8.3.1 Introduction

The development of **Yellowknife** Park is anticipated to have a substantial impact on the residents of **Yellowknife** and the immediate area. While the park itself is expected to have an operating deficit of approximately \$27,000 per year, its development and operation will create new and increased employment opportunities, personal income and additional community revenues through tourist-related expenditures. The ratio of receipts to operating cost is approximately .47 comparing favorably with the Ontario park system of .60.

#### 8.3.2 **Yellowknife** Park Revenue

The estimate for park revenue for day and overnight use during the first year of operation is \$33,547 resulting from gate receipts for camping and day use, a percentage of gross sales and rentals for the snack bar concession and rental franchise. The assumed user fee for campers was averaged at \$10.00/night and day-users of \$3.00/day. It is realized that day-users will likely purchase a seasonal pass and that campers will be charged a seasonal fee in addition to a daily admission fee. For the purpose of the study, we have used estimated average fees on a per diem/user group basis.

Table 8.3

## Personnel salaries of the Operation and Maintenance of Yellowknife Park

Position	1983	1984	1985	1986
Park Supervisor @ \$67/day	160 days \$10,880	130 days \$ 8,840	130 days \$ 8,840	130 days \$ 8,840
Registration Officer @ \$55/day	128 days \$ 7,040	114 days \$ 6,270	114 days \$ 6,270	114 days \$ 6,270
Interpretive Centre Officer @ \$60/day	160 days \$ 9,600	130 days \$ 7,800	130 days \$ 7,800	130 days \$ 7,800
Maintenance and Service Officer @ \$60/day	160 days \$ 9,600	150 days \$ 9,000	150 days \$ 9,000	150 days \$ 9,000
Registration Assistant @ \$35 day	100 days \$ 3,500	\$ 3,500	100 days \$ 3,500	100 days \$ 3,500
Maintenance Assistants ( ) @ \$45/day	120 days x (3) \$16,200	1-20 days x (2½) \$13,500	120 days \$16,200	120 days \$16,200
Life guards ( ) @ \$37.50/day	45 days x (4) \$ 6,750	45 days x (4) \$ 6,750	45 days x (5) \$ 8,437	45 days x (5) \$ 8,437
Total	\$63,570	\$55,660	\$60,047	\$60,047

Table 8.4

Summary of Estimated Receipts for **Yellowknife** Park

	1983	1984	1985	1986
Camping	\$15,645	\$16,940	\$18,389	\$19,908
Day users	\$14,601	\$15,477	\$16,407	\$17,472
Snack Concession	\$ 1,623	\$ 1,714	\$ 1,812	\$ 1,920
Rental Franchise	\$ 1,678	\$ 2,201	\$ 2,386	\$ 2,386
Total	\$33,547	\$36,332	\$38,994	\$41,686

## Detailed breakdown of Receipts

Table 8.4.1

## Camping:

	1983	1984	1985	1986
User Groups <sup>1</sup> rate	2,235 @ \$7.00	2,420 @ \$7.00	2,627 @ \$7.00	2,844 @ \$7.00
Total	\$15,645	\$16,940	<b>\$18,389</b>	\$19,908

Table 8.4.2

## Day Use:

	1983	1984	1985	1986
User Groups' rate	4,867 @ \$3.00	5,159 @ \$3.00	5,469 @ \$3.00	5,824 @ \$3.00
Total	\$14,601	\$15,477	\$16,407	\$17,472

<sup>1</sup> See table 2.2 User Estimates, **Yellowknife** Territorial Campground.

Table 8.4.3

## Snack Bar Concession Receipts:

	1983	1984	1985	1986
Overnight User Persons (User groups <sup>1</sup> x 3)	6,705	7,260	7,881	8,532
Day User Persons (day user groups <sup>1</sup> x 2.4)	11,680	12,382	13,125	13,977
Total users	18,385	19,642	21,006	22,509
Total Gross Sales <sup>2</sup>	\$22,062	\$23,570	\$25,207	\$27,010
6% Net Return of Gross Sales	.\$ 1,323	\$ 1,414	\$ 1,512	\$ 1,620
Seasonal Rental Fee	\$ 300	\$ 300	\$ 300	\$ 300
Total Receipts	\$ 1,623	\$ 1,714	\$ 1,812	\$ 1,920

<sup>1</sup> See table 2.2 User Estimates, **Yellowknife** Territorial Campground.

<sup>2</sup> Total gross sales assumes 60% of total users spend \$2.00.

Table 8.4.4

## Rental Concession Receipts:

	No 1983	No 1984	No 1985	No 1986
Canoes 30% utilization @ \$20/day	( 4) \$ 2,352	(6) \$ 3,528	(6) \$ 3,528	(6) \$ 3,528
Sailboats 25% utilization @ \$20/day	(4) \$ 2,940	(6) \$ 4,410	(8) \$ 4,410	(8) \$ 4,410
Wind Surfers 25% utilization @ \$36/day	(6) \$ 5,292	(9) \$ 7,938	(12) \$10,584	( 12) \$10,584
Bicycles 55% utilization @ \$12/day	(10)\$ 6,468	(12) \$ 7,762	(12) \$ 7,762	(12) \$ 7,762
Row boats 30% utilization @ \$15/day	(6)\$ 2,646	(8) \$ 3,528	(8) \$ 3,528	(8) \$ 3,528
Gross Sales	\$19,698	\$27,166	\$29,812	\$29,812
7% of Gross Sales	\$ 1,378	\$ 1,901	\$ 2,086	\$ 2,086
Seasonal Rent	\$ 300	\$ 300	\$ 300	\$ 300
Total	\$ 1,678	\$ 2,201	\$ 2,386	\$ 2,386

## 8.4

## CONCLUSION

We have estimated that the total capital cost for the additional facilities for the park, including road construction is \$635,810 (in constant 1982 dollars, and excluding professional fees). This cost is proposed to be phased over a four-year period from 1982 to 1985/86 as follows.

<u>1982/83</u>	<u>1983/84</u>	<u>1984/85</u>	<u>1985/86</u>
\$146,300	\$274,000	\$189,510	\$26,000

The total estimated operating cost during the first four years of operation from 1983 to 1986 is as follows:

	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
Salaries	\$63,570	\$55,660	\$60,047	\$60,047
Maintenance <sup>1</sup> & services	8,000	8,500	10,000	10,000
Total	\$71,570	\$64,160	\$70,047	\$70,047

1

Estimated allowance for general maintenance supplies, materials etc. and electrical service, water, sewage pump out etc.



9.0 IMPACT ASSESSMENT

9.1 ENVIRONMENTAL

9.1.1 Land

As will be illustrated in Section 5, the Development Plan, the intention of the road layout and design will be to preserve the site vegetation to the greatest extent possible.

The **landform** surrounding Long Lake is exposed **granitic** rock which is undulating due to natural forces. Groups or bands of vegetation grow in the **infill** areas or pockets within the primeval rock. The soil within the pockets consist mainly of peat or muskeg mixed with granules of rock.

The vegetation consists mainly of black and white spruce, birch and poplar.

The intent of the Plan will be to use the rock outcrops as prime building sites and campsite locations, thereby minimizing the amount of clearing to be done in these vegetated interstitial areas. Similarly, the roads and parking area will be located as much as possible along the flatter rock outcrops and in the unvegetated pockets.

As the ecology of these sites is particularly fragile, careful control of the numbers of campers must be exercised. Visitors should not be permitted to camp or picnic in areas other than those so designated, and close monitoring of the firewood regulations should be enforced. It is our recommendation that firewood be provided, at a reasonable cost to the camper, to alleviate on-site cutting of trees for firewood purposes.

Major environmental damage tends not to occur as a result of malice or negligence by individuals, but rather as a result of group activities. And as a rule, this damage is not intentional, but is simply not considered by the group in pursuit of their activity. With this in mind, the object is to locate and design the facilities which will be subject to this unintentional abuse such that the damage is contained and limited. This applies to the

group camping area

group picnic area

amphitheatre

all parking areas

beach and boat launch

all pathways to and from the above facilities

Extra supervision should also be provided during major public use of park facilities (i.e. "Folk on the Rocks") and during heavy peak periods in the summer season.

#### 9.1.2 Water

In a park such as this, the land is only as valuable as the water it surrounds. The Lake must be carefully guarded and preserved to ensure its continued swimming and boating potential.

At some point in time this may mean restrictions as to the numbers and size of power-craft permitted to operate on the Lake. At this relatively early stage in the development of Yellowknife, there already

exists an alarming number of lakes with pollution concerns within the City limits. If this trend is not abated, residents and tourists will be forced to go further and further from the City to enjoy **water-**related recreational pursuits.

A controlled program of monitoring the water quality of the park Lake should be implemented without delay. This program should involve different points around the Lake, and must determine over the first few years a **positive** or negative trend exists.

## 9.2 ECONOMIC

The economic impact and benefits from a development such as this can be seen as falling into three main categories;

Franchise Operations,

Park Staff Positions, and

Tourist Spin-Off Revenue.

The first two categories are direct cost\benefits; as the Plan is further developed in the second phase, figures will be established for these aspects.

The third category, Tourist Spin-Off Revenue, is considerably more complex and interwoven. The basic premise, however, is that within given demand, increased facilities will draw increased numbers of

tourists, who will in turn spend increased dollars. Section two, Market Characteristics, forecasts an increase of approximately thirty-seven percent (37%) in total user groups during the first five years of expanded park operation, which by year five represents an increase of one hundred and five percent (105%) in total user groups from that which currently exists. Approximately seventy percent (70%) of this increase is attributable to tourists, the remaining thirty percent (30%) to resident Yellowknife campers. Therefore, as a result of expanded park facilities, one could expect an increase of approximately seventy-four percent (74%) in camper tourist dollars spent in Yellowknife.

### 9.3

#### SOCIAL

Social impact upon residents of the Yellowknife region as a result of expanded park facilities will be generally positive.

The further development of Long Lake will provide a revenue base substantial enough to justify the provision of the facilities described in sections three and six of this report. These facilities, such as the Interpretive Centre and trail systems, the Amphitheatre, the expanded beach area, group camping, group picnicing, and the fitness, cycling, and ski trails, have been planned and will be utilized as much by Yellowknife residents as by tourists. This will most notably be the case in the "shoulder" and off-season periods. These facilities

will fill an expressed gap in the development of further outdoor and nature oriented recreational programs, and will substantially aid the many existing programs in successfully attaining their goals.

A second positive social impact that park expansion will effect is increased interaction between tourists and Yellowknife residents. This interaction has been articulated as a positive attribute of the existing Long Lake Beach and Park, thus the intention with expanded facilities will be to support and facilitate interaction. The basic objective, in short, would be to allow the visitor not only to see the North, but to meet the Northerner, the North's most valuable resource.