



Invermere
on the Lake

Atholmer

Neighbourhood Plan

Lake Windermere Resort Lands



4.4.1 ATHALMER NEIGHBOURHOOD OVERVIEW

4.4.1.1 NEIGHBOURHOOD AREA DESIGNATION

For the purposes of the Athalmer Neighbourhood Plan, The Athalmer Neighbourhood planning area is established in figure 4.4.1 Plan Location.

4.4.1.2 DEVELOPMENT PERMIT AREA DESIGNATION

Development Permit Area: The Athalmer Neighbourhood Plan area is designated as a Development Permit Area as justified by:

- a. Significant economic development opportunities through the tourism economy;
- b. Highly visible location as the principal access corridor into and out of Invermere;
- c. Extensive waterfront interface that requires management balancing human use and environmental protection; and
- d. Potential for substantial development and redevelopment in the area.

Design Guidelines for Development Permit Areas: Where applicable the Design Guidelines set out in Chapter 5 of Invermere's Official Community Plan (OCP) apply to all new development and redevelopment in the Athalmer Neighbourhood Plan area.

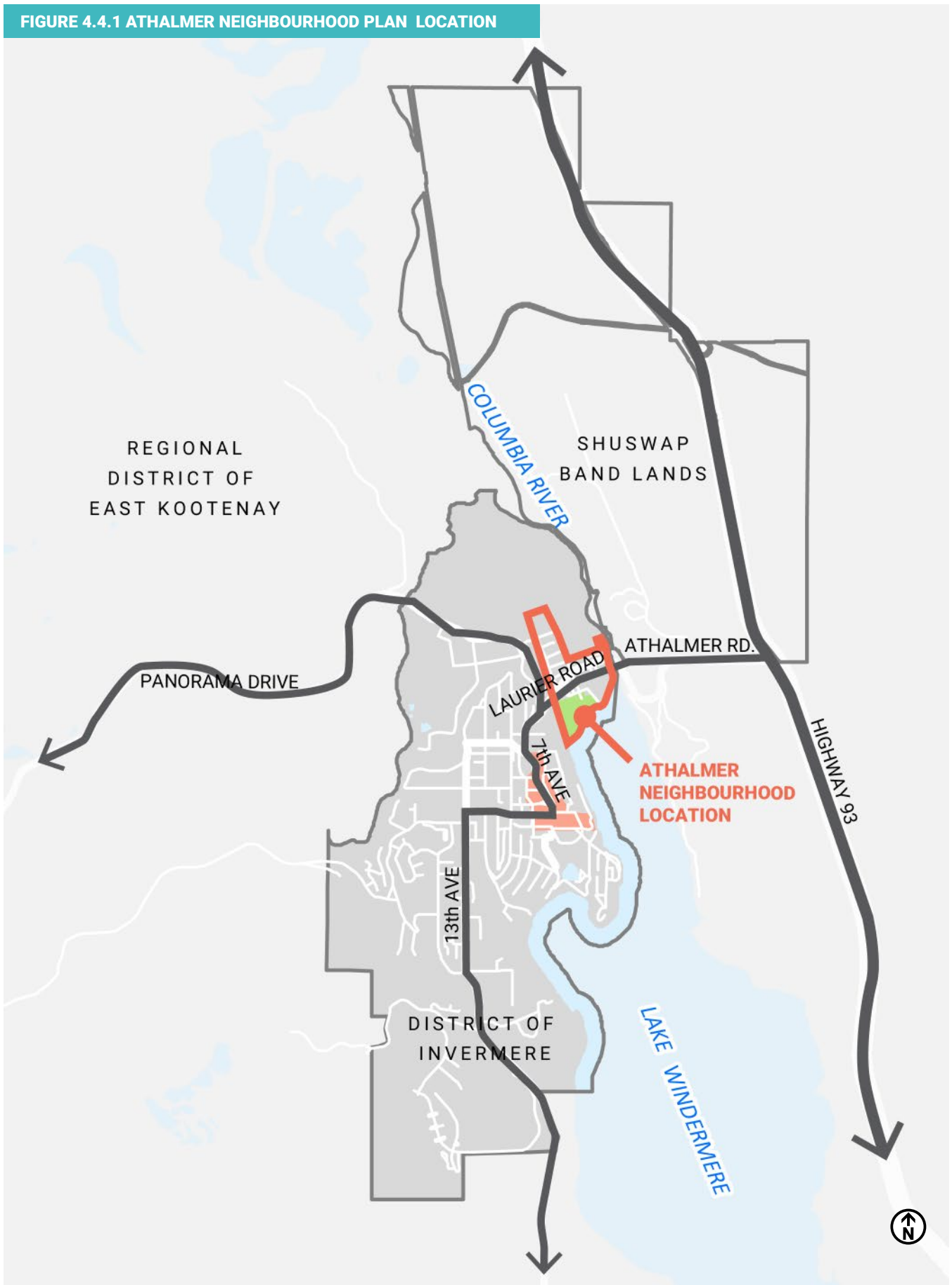
4.4.1.3 NEIGHBOURHOOD HISTORY

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Athalmer Settlement 1912, Phot from BC Archives

FIGURE 4.4.1 ATHALMER NEIGHBOURHOOD PLAN LOCATION



4.4.1.4 ATHALMER TODAY

A Destination and Gateway

Athalmer is a neighbourhood with deep historical roots. Athalmer serves as a hub for tourist services, and associated employment opportunities. It also provides access to Lake Windermere and the Columbia River Wetlands which is a provincially designated Wildlife Management Area promoting and requiring strong environmental stewardship principles.

Athalmer is located at a road junction connecting Invermere, Panorama Mountain Resort, Wilmer, and outdoor opportunities within the Purcell Mountain Range located west of the Columbia River, the Shuswap Band lands, and the principal Highway 93 / 95 corridor that provides access to Athalmer and Invermere from the East. Athalmer is the main gateway to Invermere starting at the bridge crossing over the Columbia River which is located next to its junction with Lake Windermere. A short distance to the east, Athalmer and Invermere are connected to Highway 93/95 which links them to other communities in the Columbia Valley and beyond.

A Resort Neighbourhood

Much of the area south of Laurier Street was and is currently designated for resort development and tourist services. Although limited resort development has taken place in the area to date, in 2019 the District acquired the largest potential development site in the area known as the “Lake Windermere Resort Lands”; with the intent to increase connectivity and view corridors to the lake, improve lake access and public uses, establish a waterfront pathway, and consider appropriate tourism and commercial uses. As a consequence of the purchase of these lands the District of Invermere set out to develop this Neighbourhood Plan. Developed through a comprehensive public engagement program, the Athalmer Neighbourhood Plan was prepared to set a course for the future use and development of these lands, including integration with nearby uses and amenities.

A Working Neighbourhood

Athalmer is a working neighbourhood with significant light industrial employment on its north supported by a low-density residential neighbourhood to the south. Although there are numerous undeveloped parcels suitable for infill residential development, the limited existing utilities (water and sanitary sewer services) has held back new development in the area. Simple paved streets with gravel shoulders allow informal on-street parking and a “shared street” environment for vehicular traffic, cyclists, and pedestrians.

A Commercial Corridor and First Impression

Laurier Street is the primary access road through Athalmer and serves as the main corridor for one of Invermere’s two commercial areas and compliments the 7th Avenue corridor in Downtown Invermere. The Laurier Street corridor is the main entry (and exit) route for Invermere and has a varied mix of commercial development. A mixture of national retail outlets and a strong local retail presence helps define its character; however, the quality/condition of development along the corridor is mixed and the pace of redevelopment has been slow. Seasonal markets, limited land availability, and utility servicing constraints have all played a role in slowing new development.

FIGURE 4.4.2.1 AERIAL VIEW OF PLAN AREA



Environmental Stewardship

Located within the Columbia River valley, the Athalmer neighbourhood is surrounded on all sides by natural and environmentally significant lands. Athalmer is bounded by the Canadian Pacific Railway corridor and a natural escarpment on its west side, the Columbia River wetlands to the north, the Columbia River to the east, and James Chabot Provincial Park and Lake Windermere to the south. Protecting the wetlands and the Columbia River is of special importance not only to the natural environment, but also as they are defining characteristics of the area. Accordingly, the Athalmer Neighbourhood Plan will seek to:

- Support environmentally responsible development;
- Support the relocation or redevelopment of water access features (i.e., boating facilities) to a less environmentally sensitive site when opportunities to do so become available;
- Reduce and/or mitigate negative impacts on environmentally sensitive lands; and
- Promote public awareness of the local natural environment and waterways, and the benefits of protecting the wetlands and the Columbia River, through interactive education and interpretive investments.

Good environmental stewardship will be a key part of helping sustain not only the environment but supporting a healthy tourist and local economy. This will be achieved in part by recognizing the benefits of balancing and managing human uses and activities in the area with the need to renew and sustain the local and regional environment.

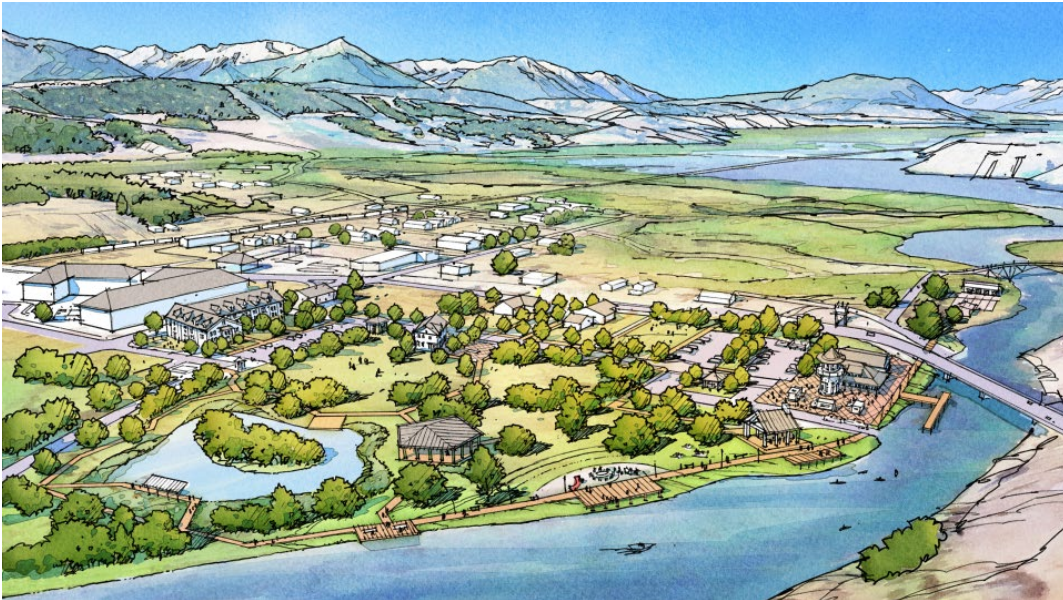
Servicing and Floodway Constraints

While the Athalmer Neighbourhood has both development and redevelopment opportunities, there are constraints that may inhibit future growth. Among these constraints is the area's location within a floodplain. This constraint requires further assessment and planning in order to support appropriate flood mitigation planning and to consider potential negative impacts on the area's flood plain due to climate change. Aging and incomplete water and sanitary sewer infrastructure in the Athalmer Neighbourhood area is another significant constraint limiting new development and improvements. Careful infrastructure planning and implementation will be necessary to help ensure that the full potential of the Athalmer neighbourhood is realized in the future.

4.4.2 ATHALMER NEIGHBOURHOOD VISION

4.4.2.1 NEIGHBOURHOOD VISION

The Athalmer Neighbourhood Plan supports Athalmer's role as: a gateway to Invermere and nearby natural areas; a local employment hub; a home to a mix of full-time and seasonal residents; a recreational connection to Lake Windermere; a walkable area and active transportation hub; a commercial tourism and service area; and a strong connection to the natural environment. Figure 4.4.2.1 provides an aerial view of the plan area.



4.4.2.2 NEIGHBOURHOOD GOALS

Goals to help ensure Athalmer achieves its neighbourhood plan vision include the following, which are also labeled on Figure 4.4.2.2 Neighbourhood Goals:

- A. Maintain and Support Light Industrial Employment Uses.
- B. Preserve the residential area, fostering appropriate infill development in a work/live environment.
- C. Protect environmentally sensitive natural areas and wetlands.
- D. Establish wetlands interpretive elements and managed access.
- E. Integrate Active Transportation Plan elements including for example bridge crossing over the Columbia River to connect with Regional Active Transportation links, as well as with Shuswap Band and gateway commercial developments.
- F. Enhance the gateway character of the Laurier Street corridor to support local and national retail businesses while being accessible to motor vehicles and active transportation modes.
- G. Commercial Area Infill and Streetscape Improvements.
- H. Provide for potential limited resort development opportunity.

- I. Provide improved boat-launch facilities (motorized and non-motorized) as well as small-scale retail, commercial, and improved public amenities (e.g., washrooms), and electric vehicle (EV) hub.
- J. Establish a new lakefront park with large public spaces and a range of activities for users.
- K. Develop new lakefront boardwalks and pathways connecting to existing active transportation routes for public use (some boardwalks and pathways routes may need to be acquired and developed in the future).
- L. Support increased role in the management and vision of James Chabot Provincial Park / Beach; including improved public amenities (e.g., washrooms, concession options), integration of local and Indigenous interpretive features, public art, and landscape elements.

4.4.2.3 ATHALMER NEIGHBOURHOOD PLAN OBJECTIVES

In addition to the goals described in the previous section, future development, redevelopment, and improvements in the Athalmer Neighbourhood must meet the following objectives, the intent of which is to support the development vision for the area. It is important to note that these objectives are also supported by policies set out in District of Invermere's Official Community Plan.

Objectives:

- A. Ensure that new development and redevelopment in the Athalmer Neighbourhood is of a high quality and reflects its importance as part of Invermere, a thriving Columbia Valley community.
- B. Enhance and improve the visual quality and character of the Laurier Street corridor and the nearby waterfront area to enhance visitors' and residents' overall impression of Invermere.
- C. Protect and enhance public access to the Lake Windermere and Columbia River riverfronts, and nearby and future pathways.
- D. Increase and improve walkability through the neighbourhood to Invermere's Downtown through the development or improvement of sidewalks, pathways, and other pedestrian works.
- E. Reduce negative visual impacts of parking lots and servicing areas through the careful design and development of landscape screening, landscaping, and buildings.
- F. Design and construct a primary gateway sign as part of Laurier Street improvements.
- G. Support the environmental protection of the Columbia River Wetlands, which also provides benefits for recreational uses by Columbia Valley residents and visitors.

FIGURE 4.4.2.2 NEIGHBOURHOOD GOALS



LEGEND

- NEIGHBOURHOOD PLAN BOUNDARY
- A** PRESERVATION OF LIGHT INDUSTRIAL COMMERCE
- B** ENCOURAGE APPROPRIATE MIXED RESIDENTIAL AND COMMERCIAL INFILL DEVELOPMENT
- C** PROTECTION AND STEWARDSHIP OF SURROUNDING NATURAL AREAS
- D** WETLAND INTERPRETIVE ELEMENT
- E** NEW PEDESTRIAN BRIDGE AND PATHWAY AS PART OF ACTIVE TRANSPORTATION PLAN
- F** COMMUNITY GATEWAY IMPROVEMENTS
- G** COMMERCIAL AREA INFILL AND TARGETED STREET IMPROVEMENTS
- H** POTENTIAL SMALL-SCALE RESORT DEVELOPMENT OPPORTUNITY
- I** IMPROVED BOAT LAUNCH FACILITIES AND PUBLIC AMENITIES
- J** NEW WATERFRONT PARK
- K** LAKEFRONT BOARDWALKS AND PATHWAYS
- L** JAMES CHABOT PARK IMPROVEMENTS

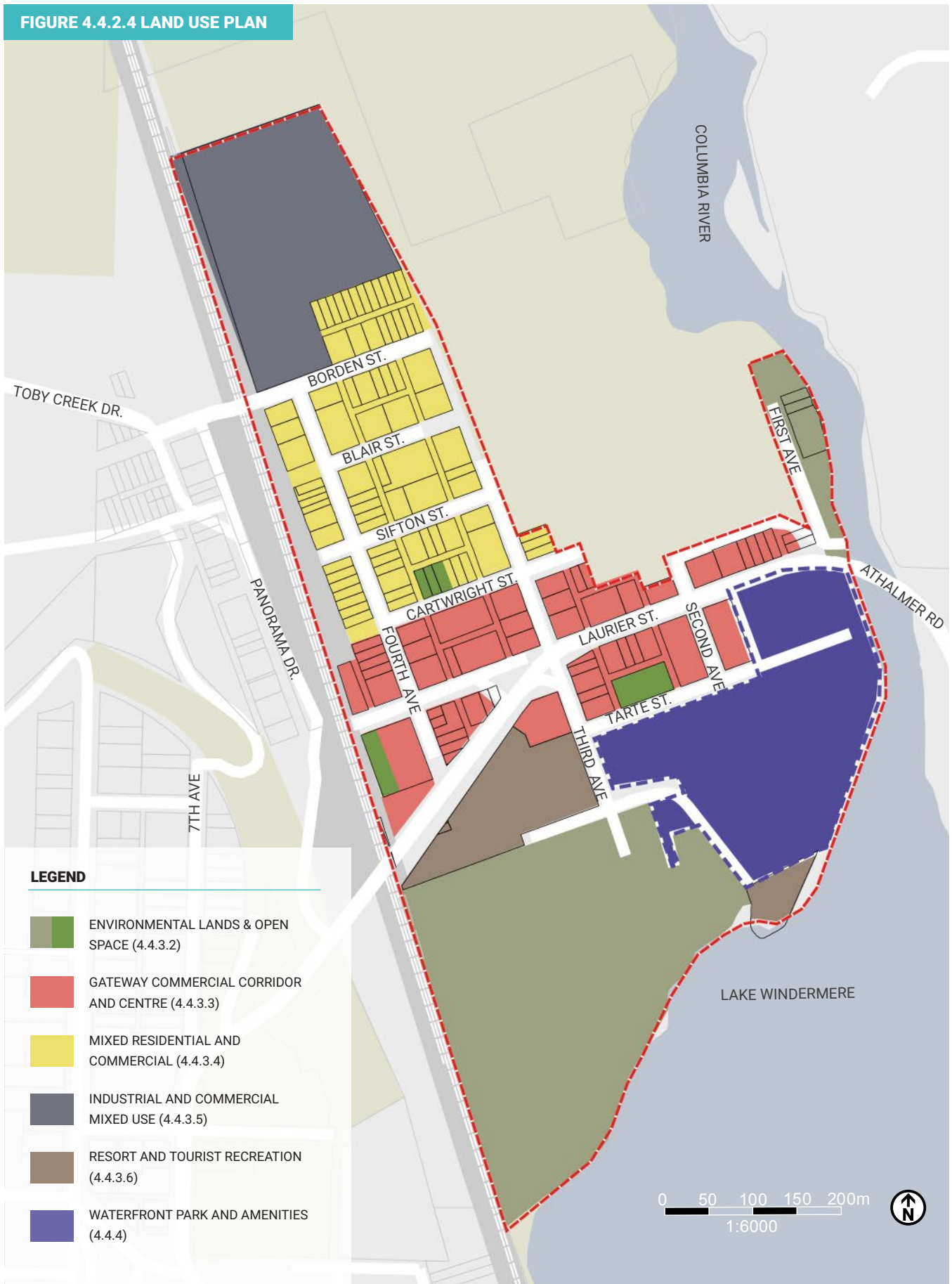
4.4.2.4 LAND USE PLAN

Athalmer is a neighbourhood with a wide variety of land uses. A “horizontal” mix of uses can already be found in the neighbourhood where commercial and residential uses are in close proximity to one another. There are good opportunities for increasing mixed-use development in the area over time both horizontally and vertically (e.g., residences over commercial uses). The Land Use Plan shown in Figure 4.4.2.4 illustrates the intended development in the area including the integration of mixed-use development.

The land use designations which correspond with those shown on Figure 4.4.2.4 Land Use Plan follow:

- A. Environmental Lands and Open Space:** Lands defined by environmentally sensitive wetlands, parks (e.g., Cartwright Community Park, and James Chabot Provincial Park / Beach), Active Transportation Network boardwalks and paths.
- B. Gateway Commercial Corridor and Centre:** Athalmer is one of Invermere’s key commercial areas, one that compliments Invermere’s Downtown Commercial area. While largely concentrated along Laurier Street, this area has long been considered a focus of highway commercial uses.
- C. Mixed Residential and Commercial:** Athalmer’s Mixed Residential area supports a year-round residential population and provides a range of housing types that suit a diversity of life stages and income levels. Home based businesses and small enterprises are woven into the residential area with larger industrial employers directly adjacent to the north and northwest. Each plays a unique part in the neighbourhood’s commercial life that is distinct from the tourism focus to the south, and together contribute an authenticity to the neighbourhood fabric.
- D. Industrial and Commercial Mixed Use:** The principal industrial area in Athalmer is located North of Borden Street, adjacent to the CP Railway. Existing land uses in this area have historically included a sawmill, and a lumber yard and hardware. In the future these lands are expected to be used for additional light industrial commercial mixed uses once existing servicing constraints are addressed. There are two additional light industrial locations, one parcel on Blair street which was previously a bulk gas plant business and a remnant parcel adjacent to the CPR railway right of way on Laurier Street. Both of these sites have the potential for light industrial and commercial mixed use in the future.
- E. Resort and Tourist Recreation:** This land use designation acknowledges existing land uses and developments in the area (e.g., Point of View Condominium development located adjacent to Third Avenue, and the former Lakeside Inn). The land use designation also recognizes the intent to develop additional small-scale resort and tourist recreation uses on part of the former Lake Windermere Resort lands near Third Avenue and Tarte Street.
- F. Lakeside Waterfront Park and Amenities:** The intended use of these lands in the future includes boat-launch facilities (motorized and non-motorized), some small-scale retail and commercial uses, and public amenities; establishment of a new lakefront park with large public spaces and a range of activities for users; and development of new lakefront boardwalks and pathways that are integrated with nearby existing walkways and pathways.

FIGURE 4.4.2.4 LAND USE PLAN



LEGEND

- ENVIRONMENTAL LANDS & OPEN SPACE (4.4.3.2)
- GATEWAY COMMERCIAL CORRIDOR AND CENTRE (4.4.3.3)
- MIXED RESIDENTIAL AND COMMERCIAL (4.4.3.4)
- INDUSTRIAL AND COMMERCIAL MIXED USE (4.4.3.5)
- RESORT AND TOURIST RECREATION (4.4.3.6)
- WATERFRONT PARK AND AMENITIES (4.4.4)

0 50 100 150 200m
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4.4.3 ATHALMER NEIGHBOURHOOD POLICIES

4.4.3.1 OVERVIEW

The following policies support implementation of the Athalmer Neighbourhood Vision:

4.4.3.2 ENVIRONMENTAL LANDS AND OPEN SPACE

Lands defined by environmentally sensitive wetlands, as well as by parks (e.g., Cartwright Community Park, and James Chabot Provincial Park / Beach), and Active Transportation Network boardwalks and paths. Recognizing the importance of these lands and their characteristics the following policies must be followed:

- A. In order to help protect the Columbia River and adjoining wetlands, as well as Lake Windermere, the municipality will encourage environmentally responsible development in the Athalmer area, considering the goals and objectives of this plan, the District's Official Community Plan (OCP), and the Lake Windermere Management Plan;
- B. Develop and sustain public boardwalks and pathways based on existing and planned active transportation routes, and integrate accessibility, local and Indigenous interpretive features, public art, and landscape elements into local parks including Cartwright Community Park, and James Chabot Provincial Park / Beach; and connections to the Invermere Trail System (ITS);
- C. Promote public awareness of the local natural environment, waterways, and parks as passive and active recreational spaces and places that are intended to sustain ecological systems and also provide valued greenspaces in the community.

4.4.3.3 GATEWAY COMMERCIAL CORRIDOR AND CENTRE

Athalmer is one of Invermere's key commercial areas, one that compliments Invermere's Downtown Commercial area. While largely concentrated along Laurier Street, this area has long been considered a focus of highway commercial uses. This commercial corridor can also serve as the neighbourhood's commercial hub. Improved pedestrian and cycling amenities matched to intensified commercial, residential, and public uses will allow this commercial area to evolve into a more dynamic corridor. Respecting both highway oriented and pedestrian oriented uses and activities will be important. Recognizing the importance of these lands and their characteristics the following policies must be followed:

- A. Laurier Street will continue to support highway commercial uses while evolving to support more mixed use and pedestrian activities within the neighbourhood and near cross streets.
- B. New development and redevelopment including mixed use residential/accommodation over commercial uses will be encouraged in the Gateway Commercial Corridor and Centre.
- C. Laurier Street Corridor Interface: not more than one module of parking (i.e., a single drive aisle serving two rows of parking) screened from view and integrated with adjacent sidewalks and landscaping will be permitted in front of buildings facing Laurier Street.

- D. **Pedestrian Interface:** Supports transition to street-oriented buildings (with active frontages built close to the sidewalk) for commercial parcels facing streets that intersect with Laurier Street. Other suggestions to support pedestrian oriented development include:
 - a. Supporting streetscape renovations that provide generous main-street style sidewalks and formalized on-street parking.
 - b. Buildings along the Corridor should include a sidewalk that links to existing or future cross-street sidewalk system.
 - c. Allow adjacent on-street parking to count toward off-street commercial parking requirements.
 - d. Reduce building setbacks to increase lot coverage to support more development in the area.
- E. Where bicycle racks and pedestrian connections have been provided, consider reducing parking requirements for commercial development.
- F. Provide accessible and conveniently located bicycle racks in front of or close to commercial uses.
- G. **Electric Vehicle (EV) Parking:** New mixed-use development will be required to provide 20% of parking stalls with electric vehicle charging capability.
- H. Off-street parking lots will be screened from view.
- I. Consider the construction of a Gateway Corridor feature near the Columbia River Bridge crossing.

4.4.3.4 MIXED RESIDENTIAL AND COMMERCIAL

Athalmer's Mixed Residential and Commercial area supports a year-round residential population and provides a range of housing types that suit a diversity of life stages and income levels. Home based businesses and small enterprises are woven into the residential area with larger industrial employers directly adjacent to the north and northwest. Each plays a unique part in the neighbourhood's commercial life that is distinct from the tourism focus to the south, and together contribute an authenticity to the neighbourhood fabric. Recognizing the importance of these lands and their characteristics the following policies must be followed:

- A. **Existing Employment:** Future development, rezoning, intensification, and public improvements should support the current and future home-based employment opportunities.
- B. **Encourage Home Businesses:** Neighbourhood home-business commerce brings daytime activity to the neighbourhood and reduces vehicular trips. New and existing home businesses should be encouraged.
- C. **Live/Work:** Small scale mixed use in the form of Live Work development should be explore within the neighbourhood, particularly near existing Light Industrial Areas and the Gateway Commercial Corridor.
- D. **Industrial Live/Work:** Small enterprise seeking unique live/work arrangements within the neighbourhood including the Light Industrial zoned lands should be explored.

4.4.3.5 INDUSTRIAL AND COMMERCIAL MIXED USE

The principal industrial and commercial mixed-use area in Athalmer is located North of Borden Street, adjacent to the CP Railway, with spot industrial and commercial land use present on parcels adjacent to Blair Street and adjacent to the CPR railway right of way on Laurier Street. These sites have the potential for light industrial and commercial mixed use in the future. Recognizing the importance of these lands and their characteristics the following policies apply:

- A. Support the continued use of these lands for light industrial and commercial uses.**
- B. Seek to extend water and sanitary sewer infrastructure to services these lands to support existing and future light industrial and commercial uses on them in the future.**

4.4.3.6 RESORT AND TOURIST RECREATION

Recognizing and acknowledging existing land uses and characteristics of developments in the Athalmer Plan area (e.g., Point of View Condominium development located adjacent to Third Avenue, and the former Lakeside Inn) along with the intent to develop additional small-scale resort and tourist recreation uses on part of the former Lake Windermere Resort lands near Third Avenue and Tarte Street, the following policies apply:

- A. Additional development under this land use designation is limited to those lands located near the intersection of Third Avenue and Tarte Street for the establishment of small-scale resort development including options for commercial mixed-use development integrated with accommodation / short-term rental units.**

4.4.3.7 TRANSPORTATION AND MOBILITY

As a key gateway to Invermere, Athalmer plays a critical role in the community's transportation and mobility systems. This is particularly true during peak tourist season when Laurier Street can become congested near the Columbia River bridge crossing as well as near the Third Avenue / Laurier Street intersection (for reference see Figure 4.4.3.7 Transportation and Mobility Plan). Invermere's Transportation Master Plan (TMP) and Joint Active Transportation Network Plan (JATNP) supports transportation and mobility improvements throughout the neighbourhood. Recognizing the importance of transportation and mobility improvements to the future development of the Athalmer Neighbourhood the following policies apply:

- A. Transportation improvements will be guided by the District's approved Transportation Master Plan and Joint Active Transportation Network Plan.**
- B. Laurier Street Corridor Improvements will include upgraded signage, street trees and street furnishings, widened sidewalks, improved cycling facilities, and pedestrian-level lighting and amenities.**
- C. Safe pedestrian crossings will be established across Laurier Street and at all cross-street intersections with Laurier Street.**
- D. Future development of a non-motorized multi-modal bridge crossing of the Columbia River will be pursued to help integrate Joint Active Transportation Network Plan elements; including multi-use paths, sidewalks, signage, and other site design elements – between Invermere, Athalmer, and future JATNP connections with the Shuswap Band and regional trail systems east of the Columbia River.**
- E. A multi-use pathway will be considered along First Avenue and the connecting East-West laneway between First and Second Avenues to connect to the Laurier Street sidewalk system and nearby Boardwalk system.**
- F. Establish a Lakefront Multi-Modal Transportation Hub at the boat launch and associated facilities to help provide transportation connections for boaters, pedestrians, cyclists, and users of electric vehicles, and ride sharing services.**
- G. Establish key neighbourhood corridors for motorists, cyclists, and pedestrians along First Avenue, Second Avenue, Third Avenue, Fourth Avenue, and Tarte Street, and the Boat launch.**
- H. Enhancements to key neighbourhood Corridors will be pursued to help calm and reduce vehicle speeds, improve conditions for cyclists and pedestrians, and improve accessibility. Some suggested design options and enhancement to consider are illustrated in Figure 4.4.3.7.1 and include:**
 - a. Shared Streets: Reduce driving lane widths, defined parking shoulder, incorporate trees, and install low-level lighting.**
 - b. Sidewalks: Develop sidewalks in selected parts of the neighbourhood to provide sidewalks and suitable width parking shoulders (graveled or paved).**
 - c. Comprehensive redevelopment will be required to provide streetscape improvements including sidewalks, formal parking lanes, tree planters, and pedestrian amenities.**


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- I. Development of on street street-development improvements will be encouraged along the commercial interfaces in Athalmer (with exception of Laurier Street). Where street improvements are made, street-oriented development should be encouraged. Some potential commercial street improvement concepts are illustrated in Figure 4.4.3.7.2 and include:
 - a. Parallel Parking
 - b. Front-In Parking (not angled)
 - J. Neighbourhood Streets with Pathway: In conjunction with the Active Transportation Network plan, a number of future pathways have been identified that will be integrated in existing rights-of-way as illustrated in Figure 4.4.3.7.3.
 - K. Develop Lakeside Boardwalks in selected parts of Athalmer to help provide multi use , accessible walkways with a range of amenity options and surfacing depending on the context and location. Potential Lakeside Boardwalk design options and enhancements are illustrated in Figure 4.4.3.7.4 and include:
 - a. Raised, Wood Boardwalk
 - b. Paved Ground-Level Pathway

FIGURE 4.4.3.7 TRANSPORTATION & MOBILITY PLAN

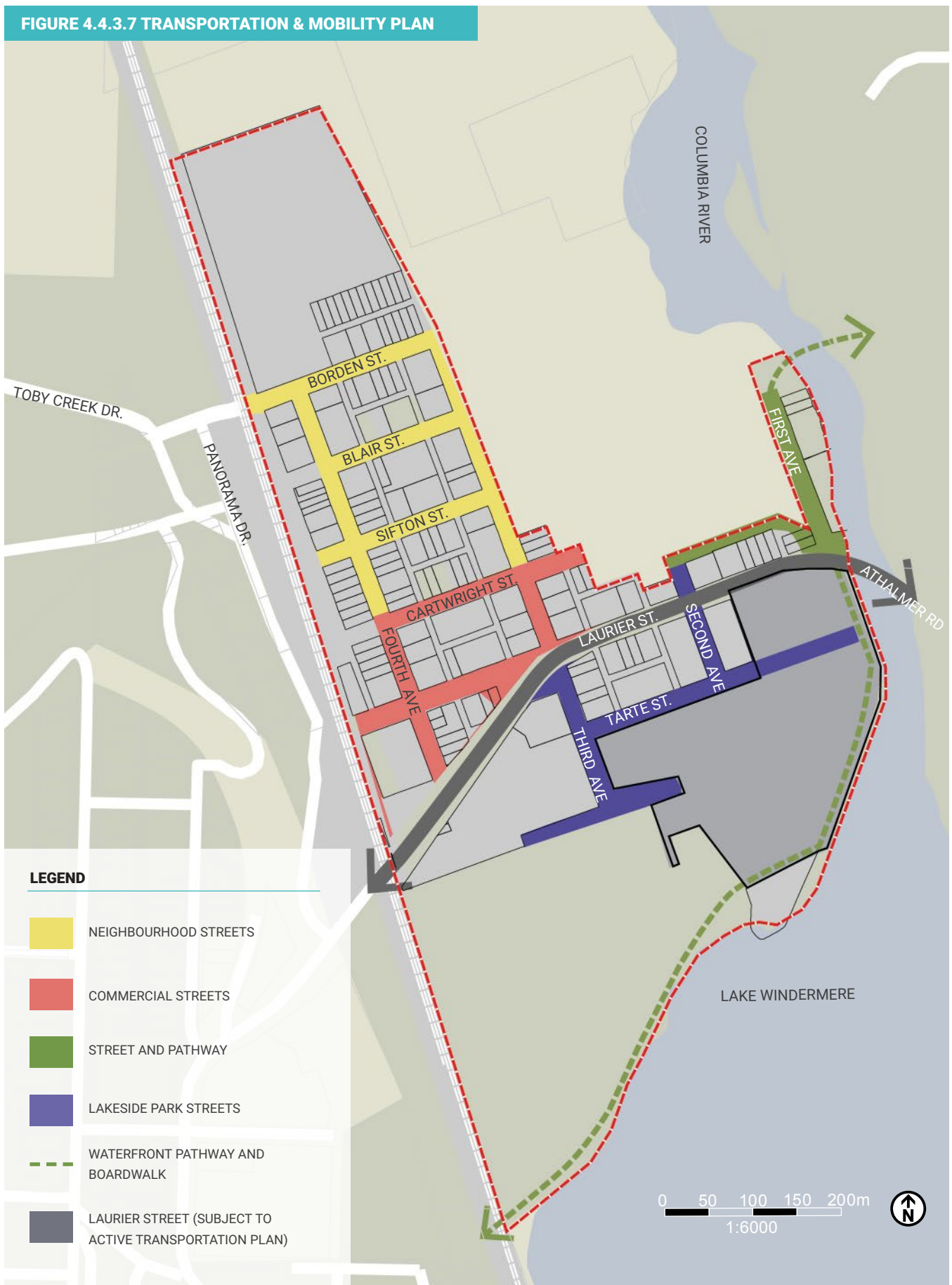


FIGURE 4.4.3.7.1 NEIGHBOURHOOD STREET IMPROVEMENT CONCEPTS



A. SHARED STREET



B. ONE-SIDE PARKING AND SIDEWALK



C. COMPREHENSIVE REDEVELOPMENT

FIGURE 4.4.3.7.2 COMMERCIAL STREET IMPROVEMENT CONCEPTS



A. COMMERCIAL STREET WITH PARALLEL PARKING



B. COMMERCIAL STREET WITH FRONT-IN OR ANGLED PARKING

FIGURE 4.4.3.7.3 NEIGHBOURHOOD STREET WITH PATHWAY IMPROVEMENT CONCEPTS



A. STREET WITH PATHWAY

FIGURE 4.4.3.7.4 LAKESIDE BOARDWALK AND PATHWAY CONCEPTS



A. RAISED, WOOD BOARDWALK



B. PAVED GROUND-LEVEL PATHWAY

4.4.3.8 SERVICING

Athalmer is an old neighbourhood with aging infrastructure. It has tremendous potential for redevelopment as a result of new economic development initiatives and Invermere's increasingly desirable lifestyle, amenities, and location. While the pace of future redevelopment is unknown, infrastructure and utility services upgrades will be necessary and should be planned and undertaken in step with existing needs and future demands.

- A. Stormwater and Flooding:** A Flood Plain Management Plan will be completed for Athalmer that pays close attention to climate change resiliency to help identify infrastructure at risk and to develop a mitigation plan to help reduce the likelihood and severity of potential floods, extreme weather events, and to help improve overall storm water management.
- B. Sanitary Sewer:** There are current sanitary sewer capacity limitations in the Athalmer Neighbourhood area as a whole that will impact potential redevelopment and infill. To help address these limitations a plan to expand the sanitary sewer system in Athalmer will be developed to address existing and future service demands in the area.
- C. Domestic Water:** There are current domestic water servicing capacity limitations that exist in Athalmer Neighbourhood plan area. These limitations will be identified in a water servicing plan and accompanying implementation strategy that will guide the required infrastructure development for the Athalmer planning area. The plan must address the groundwater aquifer protection measures and strategies currently included in the District of Invermere's approved Groundwater Protection Strategy.

4.4.4 BOAT LAUNCH & LAKESIDE PARK CONCEPT PLAN

4.4.4.1 BACKGROUND

The lands formally referred to as the “Lake Windermere Resort Lands” were acquired by the District in 2019 after extensive public consultation. The strategically important site consists of 27 parcels, and approximately 14 acres of land. Much of the site had been zoned for intense private resort development with commercial and hotel accommodations in buildings up to 45m in height (15 storeys) surrounded by extensive resort amenities. Development of the proposed resort never progressed. After making many inquiries over several years to the previous ownership group, the District of Invermere was successful in purchasing the entire site in 2018 backed by strong support in the community.

At the time these properties were purchased, Invermere’s Council made it clear that future plans for the properties would be developed through an extensive public engagement process with the expressed goals of increasing transportation connectivity, preserving view corridors to the lake, providing for lake access and public uses, establishing a waterfront pathway, enhancing environmental stewardship, and exploring potential new tourism and commercial uses.

The comprehensive public engagement process conducted in 2020-21 explored several different development scenarios for these lands. The public was invited to provide comments about each of the different development scenarios mainly through public presentations and surveys. A broad range of stakeholders participated in the process and offered their ideas and feedback to help inform the creation of a concept plan to guide the development of detailed design for the area in the future. In turn, the comments and input received helped inform the development of a proposed vision for the lands. The process balances the desires of a diversity of stakeholders, incorporating their ideas and feedback into a concept plan to guide detailed design and future development of the site.

4.4.4.2 THE VISION

In brief, the Invermere community's vision for these lands is principally to support public uses and access to the waterfront year-round. Future development on these lands will help relate the history of the area, including its First Nations peoples, as well as recent exploration, railway construction, development, and the importance of the Columbia River to the region and peoples in Canada and the USA. The connections of this site with Lake Windermere and the Columbia River will be reinforced through the development of a dynamic multi-use "Boat Launch" facility and neighbouring Lakeside Park.

Tourism attraction goals will be supported through the development and maintenance of extensive public spaces and associated amenities in the area. For reference, please see features A and B in Figure 4.4.4.2. A limited resort accommodation development is proposed adjacent to Third Avenue next to Tarte Street (Feature C in Figure 4.4.4.2) to provide an opportunity for the transition of commercial and resort accommodation opportunities along the western edge of the Lakeside Park area with the existing Lake Windermere Pointe development and Laurier Street businesses nearby.

Transportation goals will be supported through guidance of the District of Invermere's Transportation Master Plan (TMP) and Joint Active Transportation Network Plan (JATNP) which incorporates the development of attractive walkable accessible streets and pathways. The Boat launch and Lakefront Park are intended to provide an attractive and accessible gateway into Invermere, supporting year-round activities and new recreational opportunities for District of Invermere residents, and Columbia Valley residents and visitors.

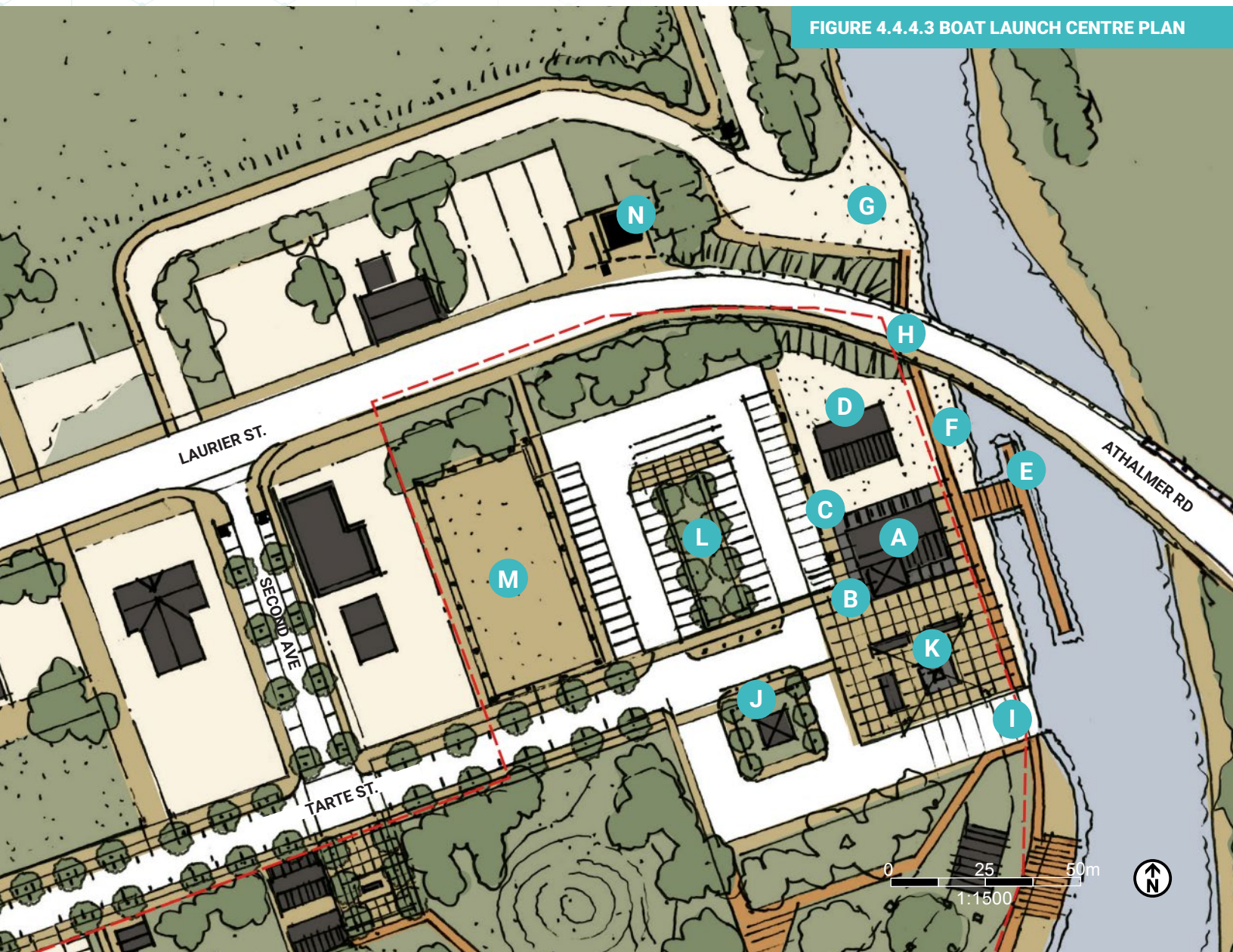
FIGURE 4.4.4.2 BOAT LAUNCH AND LAKESIDE PARK CONCEPT PLAN



4.4.4.3 BOAT LAUNCH CENTRE PLAN

Building on the popular Pete's Marina currently operating near the future boat launch site shown on Figure 4.4.4.3, this site will continue to serve as the key water access and activity hub for Athalmer. A distinct departure from the typical gas, convenience store, and dock-oriented facility, the new Boat Launch vision includes a multi-use community building and transportation hub. The proposed land-water multi-modal transportation hub will support boaters (motorized and non-motorized), with potential for ride-sharing services, walkers, hikers, cyclists, e-cyclists, EV-vehicle charging services. Recognizing the prominent location and environmental sensitivity of the existing marina, area improvements must be designed to expand community use, and also support improvements to the nearby Lake Windermere shoreline, foreshore, and environment. Some recommended / suggested improvements include the following:

FIGURE 4.4.4.3 BOAT LAUNCH CENTRE PLAN



A. Boat launch facilities: New Lake Windermere and Columbia River water access facilities to be developed. The development is to be designed to be inviting, and iconic reflecting Athalmer's character. A covered veranda will encircle most of the building to accommodate outdoor seating, and to provide shade and shelter in the summer and winter. Access Boat launch uses for potential integration in the facility and building include:

- a. Office(s) for water access management and boat and equipment rentals
- b. Community rooms and/or reception hall space
- c. Interpretive/Education/Artistic Elements
- d. Tourist Information kiosk
- e. Transportation Hub Office/Amenities
- f. Small food and beverage establishment space/s
- g. Small seasonal outfitter/convenience store retail space/s

B. A Destination Feature: A unique localized feature designed to attract and identify the amenities available and to add character and to improve wayfinding at the site. The feature could potentially include lighting and other features highlighting educational information, community programming and key information associated with the use of the area.

C. Walkable and Cyclable Interface: Develop extensive highly accessible sidewalks and cycling facilities in the nearby area to help support human-scaled connections to and from the boat launch facilities and buildings.

D. Small Boat and Bike House: Develop these facilities to be architecturally similar or related to the nearby boat launch. Space to accommodate private non-motorized boat-rental services that currently operate in the area. These facilities are intended to be used to store equipment, non-motorized boats, and support rental business associated with active transportation.

E. Motorized and Non-Motorized Boat Reorganization: Non-motorized boat access, ramps, and moorage will be provided to the north (near the Ministry of Transportation bridge), while Motorized boat facilities will be focused to the south to help reduce interference between the two user groups.

F. Small Boat Access: A small non-motorized watercraft access shore is located north of the Boat launch adjacent to the small boathouse.

G. Secondary Non-Motorized Water Access: Maintain and improve the existing informal small boat access area north of the Laurier Street bridge.

H. Pathway / Boardwalk Connection: A pathway / boardwalk connections beneath the Laurier Street bridge will provide connections and water access for active transportation uses and non-motorized water-based recreation activities. The

connection to the river and wetlands and the pathway systems are intended to connect the water-based uses and the Active Transportation network pathways without requiring an at grade crossing of Laurier Street / Athalmer Road.

I. Improved water launch facilities: The existing boat launch is to be improved in the same general location that it exists. Lake Windermere and Columbia River access options are limited by existing development and the presence of the CPR railway along Lake Windermere within Invermere's municipal boundaries. Re-development of the water launch facilities will be undertaken with the expectation of optimizing the potential for environmental mitigation and to minimize the effects of riparian interface effects the improvements may cause.

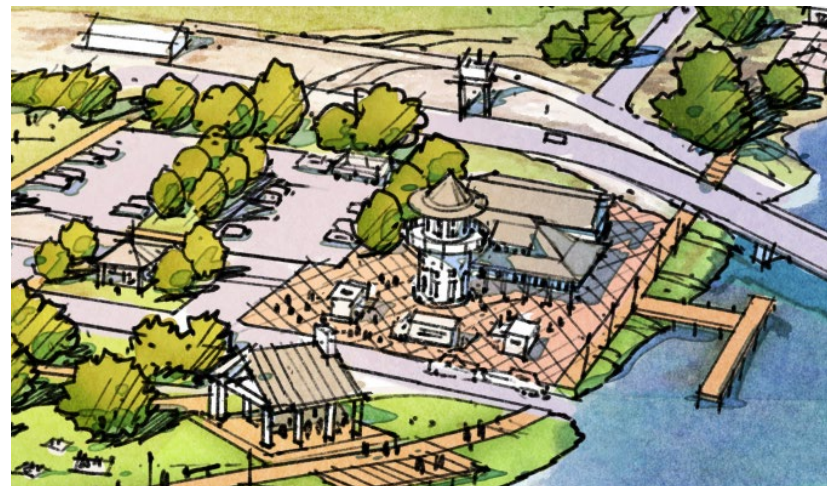
J. Boat and Trailer Circulation: Improved boat trailer circulation will allow orderly out-of-the-way boat ramp access.

K. Multi use Events Plaza: A small plaza which has the potential to accommodate food trucks, markets, seasonal kiosks, small events. Surrounded by a decorative fence, this multi-use yard will accommodate short term boat storage, parking overflow, events, and staging, Mobile vending opportunities, and other non - permanent opportunities.

L. Limited Parking with Treed Median: The negative visual impact of the small parking lot/s will be improved by a treed green space. Tucked under the roadway berm, this use helps protect viewsheds to the lake from Laurier Street in a low-impact location. Pay Parking in this area should be implemented during peak use seasons.

M. Multi-Use Yard: Surrounded by a decorative fence, this multi-use yard will accommodate short term boat storage, parking overflow, events, and staging, Mobile vending opportunities, and other non - permanent opportunities.

N. Gateway Signage: Entrance / exit feature for the District of Invermere and the Athalmer Neighbourhood. Feature elements may include public art, monuments, freestanding signs, and/or small buildings.



4.4.4.4 LAKESIDE PARK PLAN

This four-season park is intended to serve a variety of users and activities complementing other Invermere public spaces. Development of the park should be phased to maximize flexibility, allowing the addition of new components over time and/or supporting a range of multi-use spaces that can be used and programmed throughout the year. A waterfront boardwalk/pathway could form an early phase of an extensive waterfront park.

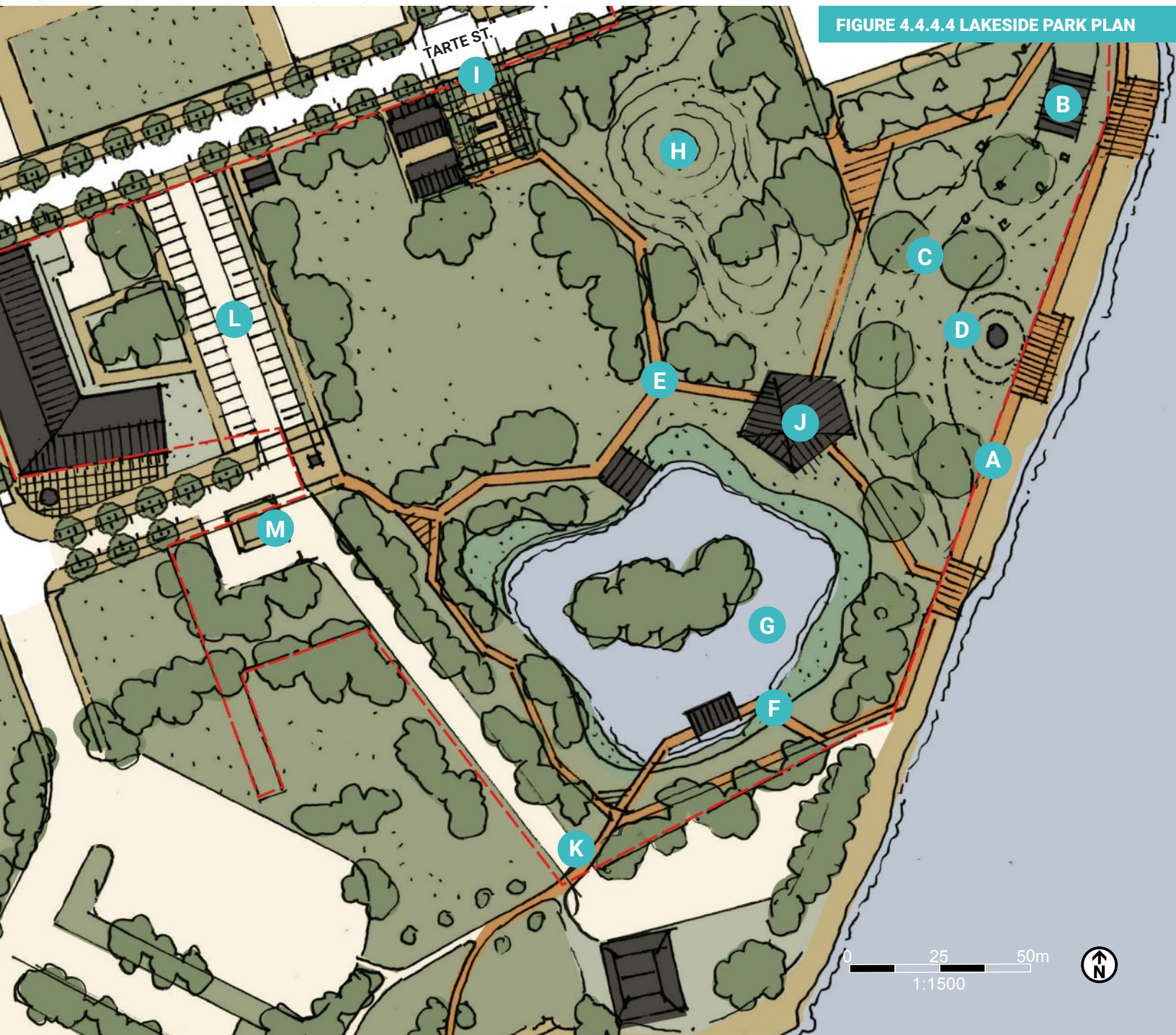


FIGURE 4.4.4.4 LAKESIDE PARK PLAN

- A. Lakeside Boardwalk:** A key element of the waterfront park, a pathway / boardwalk providing a lakeside promenade anchored by the Boat launch and James Chabot Provincial Park beach. Active transportation connection is intended to connect to the current active transportation pathway system with James Chabot Provincial Park and eventually on to a future Downtown Invermere pathway connection.
- B. Picnic Area:** Located between the boat launch and amphitheatre/story circle. The picnic area may include a covered dining area which can provide a four-season attraction. Additional tables and seating can be located nearby.
- C. Lakeside Amphitheatre:** A smaller landscaped and water-oriented version / alternative to Pothole Park. The creation of an amphitheatre could serve as a unique on-the-lake venue for small performances as well as for passive lake viewing. Various temporary stage configurations could be erected allowing also for lakeside viewing. The integration of natural ground covering and trees for shade reduce the visual impact when not in use.
- D. Talk Circle and Fire Pit:** An integral feature of the Lakeside Amphitheatre is a firepit and talk circle. This unique four-season public gathering space symbolizes Athalmer's important geographical and historical position as natural and cultural crossroads. This feature should be planned and installed in consultation with the Shuswap Band who are people of the Secwepemc Nation and the Akisqnuq Nation people of the Ktunaxa Nation who have ancestral connections with these lands.
- E. Internal Pathways:** The pathways form an internal circuit through the park area linking features and interpretive elements.
- F. Interpretive Stations:** Various viewing platforms, signage, and art installations can serve passive and interpretive functions. Heritage elements can also be integrated, particularly indigenous elements incorporated through ongoing consultations with the peoples who hold sacred and/or historic connections with the Columbia River and Athalmer .
- G. Interpretive Wetland Storm Feature:** A small wetland could be considered. The wetland development could act as a green infrastructure element to on-site storm water management and a floodway interface with Lake Windermere. Integrated with internal pathways and interpretive stations, this area could feature a modest wetland interpretive and/or viewing station.
- H. Hilltops and Open Meadows:** Open areas of the parks can feature landscape creations of small undulating hills and natural plantings for passive enjoyment or could be designed as flat lawns (meadows) for passive recreation or expanding the footprint of a formal event.
- I. Entry Plaza and Bathrooms:** Terminating the view of Second Avenue from Laurier Street is a small plaza. A vertical element such as a kiosk or art installation, and formal tree plantings should demark the plaza while allowing views through to the water. Framing the plaza could be historic buildings with a museum style presence as an educational experience focusing on Athalmer's and the area's history. These buildings or nearby buildings should provide potable water and bathroom facilities to the park.
- J. Covered Seating and Viewing Platform:** A large platform marks the lakeside center of the park. Covered or open, this area creates a central gathering place for the boardwalk circuit with proximity to the amphitheatre and the lake. The platform would tie into the viewing platform themes.
- K. Linkage to James Chabot Provincial Park:** Pathway linkages to James Chabot Provincial Park are important. Two potential routes are shown here, one along the shoreline, and one linking toward existing pathways near the Provincial Park parking areas and existing pathways and Dragon Fly Boardwalk.
- L. West Parking Lot:** Adjacent to the small resort building to the west, a small public parking lot provides additional vehicle parking for park users. At peak season, the lot could be used for paid parking, and at other times be closed to stage or host an event. As a future flexible space consideration should be given to surfacing it with permeable pavers and including traffic calming features, low-speed limits, and trees to improve its appearance and functions.
- M. Mulock Street Turnaround and Trailhead:** A small turnaround allows for limited parking, a park drop-off at the western pathway / boardwalk trailhead.



4.4.4.5 RESORT DEVELOPMENT OPPORTUNITY

A limited tourism accommodation and amenity building was identified as a development opportunity on the west side of the site (see Figure 4.4.4.5 Resort Development Opportunity). If developed such a building can provide a well-designed park-integrated interface and buffer to the existing residential resort development located to the west along Third Avenue. An amenity building can also support complementary uses and activities, and limited accommodations related to the Boat launch and Lakeside Park uses. Suggested key elements in Figure 4.4.4.5 are described below (A-E):



FIGURE 4.4.4.5 RESORT DEVELOPMENT OPPORTUNITY

- A. Primary Building:** The primary use is a small “inn” with ground floor commercial amenities and 20-40 rooms in three stories above.
- a. Design Standard:** A prominent location, this building will require high quality architectural design on all four sides.
 - b. Building Character:** The building should be designed to reflect Invermere culture and climate tying into existing resort buildings to the west with pitched roofs and dormers.
 - c. Green Standard:** This building should be green rated by a rating system such as LEED (i.e., Leadership in Energy and Environmental Design).
 - d. Development Agreement:** Sale or lease of this parcel should be tied to a clear set of development requirements reflecting the Invermere community’s aspirations for this site.
 - e. Public Interface:** Building design and construction should respond to and complement adjacent street improvements establishing adequate sidewalks, on-street parking, and other streetscape elements.
 - f. Implementation:** Section 4.4.4.7 of the Athalmer Neighbourhood Plan proposes a development process, and design guidelines, to implement the Resort Development Opportunity, subject to further approvals by the District of Invermere Council.
- B. Wayfinding Feature:** A corner tower or other dominant element could provide an iconic wayfinding feature viewable from Laurier Street.
- C. Plaza:** A small plaza on the south aspect to host public art shows, outdoor dining, while generous sidewalks provide additional outdoor dining and seating opportunities along Third Avenue and Tarte Street.
- D. Ground Floor Commercial:** Publicly accessible ground floor uses can include meeting rooms, limited food and beverage facilities, retail shops, hotel services, and a lobby.
- E. Parking:** Parking shall be provided to support overnight accommodations and employees. Commercial/retail uses should be allowed to utilize on-street parking and encourage access by active transportation modes. EV and Bicycle Parking will be required as a condition of development.



4.4.4.6 INTERNAL STREETS

There are several public street rights of way associated with the development of the Boat launch and Lakeside Park Concept Plan. Currently, many of these streets are informal gravel roadways with no amenities which during peak the summer season are used intensely by all forms of motorists accessing the lake and river launch and rental amenities. The ongoing implementation of the improvements identified within the Transportation Master Plan and the Joint Active Transportation Plan these corridors will increasingly be utilized by cyclists and pedestrians. To this end it is important to clearly define transportation facilities for all users and upgrade all rights-of-way into well designed streets.

The park will also require convenient day-to-day parking as it will see significant parking demands during events and peak tourist season. On-street parking could accommodate significant convenient parking spaces that would otherwise be required in a parking lot (or not provided at all). Well-designed on-street parking can slow vehicle traffic and provide a buffer between pedestrian areas (i.e., sidewalks) and moving vehicles. As part of the park design process, there is an opportunity to design these streets to serve transportation needs while contributing to the character and quality of the Park. Several street designs are proposed:

- A. Third Avenue: Third Avenue is recently paved and is the primary access for the existing resort accommodations. A sidewalk exists on the West side of the street but there is only a gravel shoulder on the East. As part of the Resort Development Opportunity, and as identified in Invermere's Transportation Master Plan (TMP) and Joint Active Transportation Network Plan (JATNP) the sidewalk on the east side of Third Avenue should be completed and where possible , on-street parking formalized. It is recommended that the sidewalk be a minimum of 2.5m wide with street trees, lighting, and furnishings in a "main street" character to match up to the retail base of future buildings and an enhanced connection to James Chabot beach.**
- B. Tarte Street: Tarte Street is the primary east-west connector within the park and will be heavily used during the peak tourist season. Street design should include wide sidewalks, street trees, and formalized on-street parking.**
- C. Second Avenue: Second Avenue is the primary gateway from Laurier Street and will be an important connection to the Active Transportation facilities along Laurier Street and through to the North. On-street parking, and a possible left turn bay onto Laurier Street should be considered.**
- D. Mulock Street/Lakeside Drive: This short street on the southwest corner provides access to adjoining properties and will be key to serving the future development of these lands.**

FIGURE 4.4.4.6 BOAT LAUNCH AND LAKESIDE PARK STREET IMPROVEMENT CONCEPTS



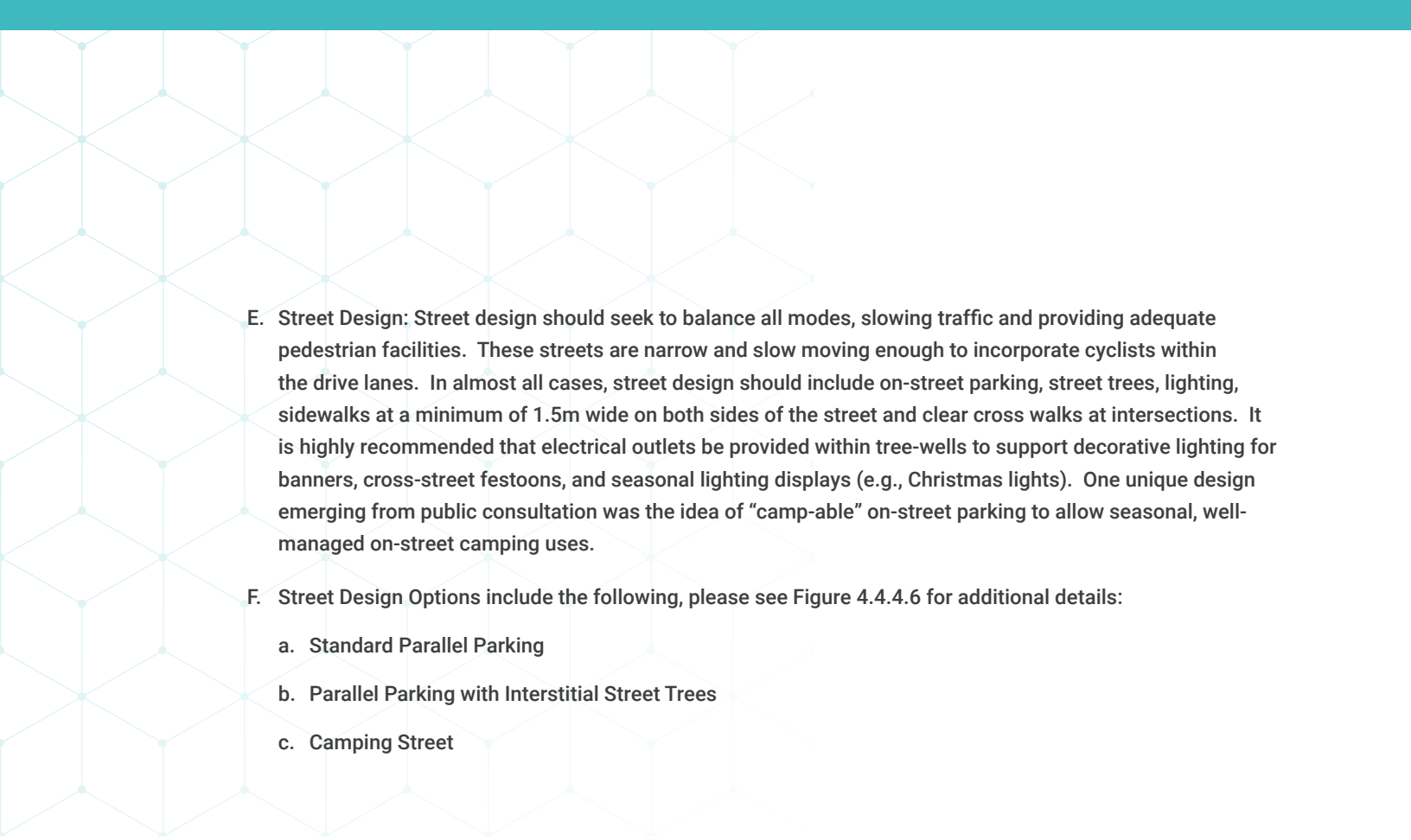
A. STANDARD PARALLEL PARKING



B. PARALLEL PARKING WITH INTERSTITIAL STREET TREES



C. CAMPING STREET

- 
- E. Street Design:** Street design should seek to balance all modes, slowing traffic and providing adequate pedestrian facilities. These streets are narrow and slow moving enough to incorporate cyclists within the drive lanes. In almost all cases, street design should include on-street parking, street trees, lighting, sidewalks at a minimum of 1.5m wide on both sides of the street and clear cross walks at intersections. It is highly recommended that electrical outlets be provided within tree-wells to support decorative lighting for banners, cross-street festoons, and seasonal lighting displays (e.g., Christmas lights). One unique design emerging from public consultation was the idea of “camp-able” on-street parking to allow seasonal, well-managed on-street camping uses.
- F. Street Design Options** include the following, please see Figure 4.4.4.6 for additional details:
- a. Standard Parallel Parking
 - b. Parallel Parking with Interstitial Street Trees
 - c. Camping Street

4.4.4.7 IMPLEMENTATION

- A. Lakefront Park OCP Land Use and Zoning:** The Lakefront Park, including the boat launch area will require the formal, legal, administrative processes to ensure the plans land use and intended uses are consistent with the Official Community Plan and Zoning Bylaws.
- B. Park Design:** A detailed park design process, including additional public engagement, building off this concept plan as the base for formalization will be required. Design should consider a long-term plan with clear phasing allowing components to be constructed without full funding and to allow flexibility for future park components.
- C. Required Studies:** Prior to design and construction, several studies will be required including, but not limited to a Flood plain assessment and mitigation strategy development, Geotechnical Study, Storm Water management planning, with specific attention on the floodway dynamics of the site, and various Environmental studies related to the boat access and dock facilities to minimize the aquatic and riparian interface environmental impacts with the upland park features will be necessary.
- D. Preliminary Phases:** Minor Improvements can proceed on the site in response to the concept plan and in the absence of a comprehensive park plan, this includes the lakefront boardwalk, boat ramp and dock facility improvements, site clean-up and vegetation, preliminary grading, and street improvements.
- E. Resort Development Process:** Sale, lease, and/or construction on the new Resort Lands should include the following process and steps:
- a. Seek a formal Council decision to sell or lease land to a private party based on formal property appraisals and Request for Proposal (RFP) processes. Engage in significant Public consultation as the entire Lakeside Park area is public land.
 - b. Establishment of a preliminary development agreement and design parameters.
 - c. Develop and issue a request for development proposals (RFP) for the site, followed by formal evaluation of the submissions and recommendations to Council.
 - d. Consider the possible need to Rezone and Subdivide the land. Resort Development Provisions: The design controls and zoning regulations for this small site should be specific to the intended development.
- F. Interim Use of the Resort Lands:** Until such time as the resort lands are developed, the site should be “cleaned up” and undergo basic earthworks and landscaping to a flat lawn state for passive recreation. The site should not be used for off-street parking or camping.



Athalmer
Neighbourhood Plan
Lake Windermere Resort Lands

