

To : Regional District of Nanaimo
Re: variance allocation No. PL2019-024
Location : 2254 Alberni Hwy, Coombs Bc.
Electoral Area F

attached : illustration 1 - Google satellite image showing where parking is available now and where it is proposed with actual buildings present and the current & proposed types of businesses.

attached: illustration 2 - Google satellite image showing location of the fire lane

1. Variance application to vary regulation from the Regional District of Nanaimo electoral Area 'F' Zoning and Subdivision Bylaw No. 1285, 2002 Section 2.17 - minimum requirement of all uses in a c zone from 1 per 20 m² to 1 per 39 m² effectively reducing the minimum parking requirements for the entire property from 12 spaces to 6 spaces.

My concerns are as follows:

- a. Reducing the parking is mute: you can reduce the parking required all you want....but when adding a commercial business to this property (where there is already two businesses), customers coming to the property will be increased and thus the cars will increase aswell. There is presently minimal parking in the Coombs area and more cars means more congestion. Unless you plan to have a business that is not going to have customers? The area needs more parking not a reduction. You could reduce the required parking to 1 space total for all the businesses on this property but it will not negate the amount of customers that will be frequenting the business and thus increasing the number of cars needing to park in the area.(illustration 1)
- b. The owners of 2254 Alberni Hwy are indicating that they want to put parking on the commercial property as is already a requirement of Zoning and Subdivision Bylaw No. 1285, 2002 Section 2.17.2 , that is great idea to start with.....But in retrospect, doing so would be removing parking from Terry Road at the same time. If one is to park in the indicated parking on attachment 1, no one will be able to park on Terry Road, as they are currently parking(it would block peoples vehicles on the commercial property from backing up and leaving). Thus my conclusion is they are not adding any parking to the area just relocating it to their property from originally being on Terry Road. When we were required to place parking in the rear of our business which resulting in us having to sacrifice commercial property for vehicle parking. When we did this we were adding parking not removing parking from the Hwy....how is relocating parking helping the Coombs customers finding additional parking spaces, especially the new customers that would be coming to the 3rd business on the property when there is presently not enough for the 2 businesses that already exist. " Build it and they will come"(illustration 1)
- c. Then there is the issue of - where are the employee's parking area? Each business would have at least 1-2 employees working at the same time - that would require 3-6 parking spaces (unless they walk to work, but doubt that, as there is not much residential near the commercial property). This would thus take the customer parking spaces that are already minimal at best. We were required to add a loading area in our compound when we built the parking on our property to take it away from the highway. The proposed variance suggest reducing the required parking to 6 spaces...k, that covers the staff..where do the customers park?(illustration 1)

- d. Where would the deliveries parking for the proposed Cannabis store be? Stock must be supplied to sell. Would these also be where the customers are supposed to park or would they be parking in the fire lane at the back (near the house's entrance)? I hate to say that people are ultimately lazy and try to find the shortest distance between two points....park in the lane, go directly to entrance of cannabis store....just too easy and tempting. Hate to say that customers would be doing this as well, human nature is hard to change. Would the police be petrolling the area to ticket people that are parked in the lane?....Would vehicles be towed that park in the fire lane?....how far will they have to go to ensure the safety of the businesses that require that lane to remain clear for the fire department?(illustration 2)
- e. The handicap parking spot...as required by Zoning and Subdivision Bylaw No. 1285, 2002 Section 2.17.6.b must be located as close as possible to a main accessible building entrance. They are wanting to add a third business to the property...which entrance are they supposed to be close to?....If it is the house, anyone utilizing the handicapped parking would be required to use the Fire Lane to access the house...thus mud, gravel and a very inaccessible entrance. Unless the owners plan to build a broadwalk or the equivalent to make the entrances to all three businesses more accessible. It would figure that all the businesses on the property should be required to have their own handicap parking that is easily accessible (on the same commercial property) to the front doors. (illustration 1)
- f. When talking to a the Ministry of Transportation and Infrastructure (MOTI) representative, he expressed that the Coombs area parking is a "concern to them" and that just relocating parking is not the solution and that adding parking is what is needed. He also requested that I forward any concerns that I have to his email so that he would take it under advisement (illustration 1)
- g. While speaking with the MOTI another concern was brought up - that being the fire lane (Lyle lane). The lane behind our property and the property at 2254 Alberni Hwy has since been designated a "fire lane". Signs are posted at the entrances to the fire lane directly behind 2254 Alberni Hwy and 2268 Alberni Hwy(length of lane being between and including these addresses). Not only is the lane only wide enough for one vehicle at a time, parking directly beside the entrance would impede the entrance to the fire lane. Fire trucks would find it hard navigating the right turn into the entrance directly behind 2254 Alberni hwy. The MOTI representative suggested "no parking" signs be placed directly beside the entrance on Terry Road to rectify this problem. (illustration 2)
- h. Once again, in 2006 we had to install parking to the rear of property for customers (in our compound on our commercial property). We upgraded Lyle Lane to allow access to our parking and thus added parking to the Coombs area. In our case we were not only moving parking in the area form the hwy, we were adding parking (at the total cost of appox. \$15,000), thus setting a precedence that others should be required to follow accordingly and respectfully. Improving the entrance to Lyle Lane (the fire lane) and an adding appox. 6 parking spaces to the coombs area. One can only expect the same from other businesses in the area to do their part to help with the same.(illustration 1)

2. Variance application Zoning and Subdivision Bylaw No. 1285, 2002 Section 4.3 minimum side yard setback requirements of the west property line from 2m to 1.1m from an existing building.
- a. By allowing the variance to the setback allowance, the grandfather clause now in effect would be nullified and thus making the building legally non-conforming...Do we want this? The concept of the "grandfather clause" is for the building on the property to eventually become conforming to the bylaw zoning regulations. Eventually the house would deteriorate, as you are not allowed to structurally repair and reenforce a building that have been deemed "grandfathered in". Which, when the house eventually deteriorates, would than allow the owners of the property to eventually be able to put the required parking in that is necessary for the commercial businesses that already exist. Results being that the property then conforming to Zoning and Subdivision Bylaw No. 1285, 2002 Section 2.17.2 where parking is required on the commercial property containing the businesses and thus adding to the parking in the Coombs area.(illustration 1)
 - b. The grandfather clause not only applies to the buildings but also to the parking. The 2 businesses on the property currently have no parking on the same commercial property containing the use, building or structures being serviced. Currently their customers are required to park on Terry Road as there is "no parking" signs on the highway in front of the stores. Eventually they should be required to conform to the zoning bylaws....are you exempting them from all of the zoning requirements?(illustration 1)

I really hope that these Variances are **NOT ALLOWED OR PASSED**.....

Coombs is very old community and zoning has only recently come into effect(approx. 15 years ago) We (as commercial property owners in the area) were required to comply it is only right that others should be required as well.....it is only fair.

Otherwise why bring the Zoning in the first place?

Coombs needs MORE PARKING.....we all have to do our part to ensure that this comes to pass.

Leona Zajes
Owner: 2260 Alberni Hwy
Ph. [REDACTED]

Coombs, BC
V0R 1M0



"no parking" signs posted

kids clothing store

yoga premises

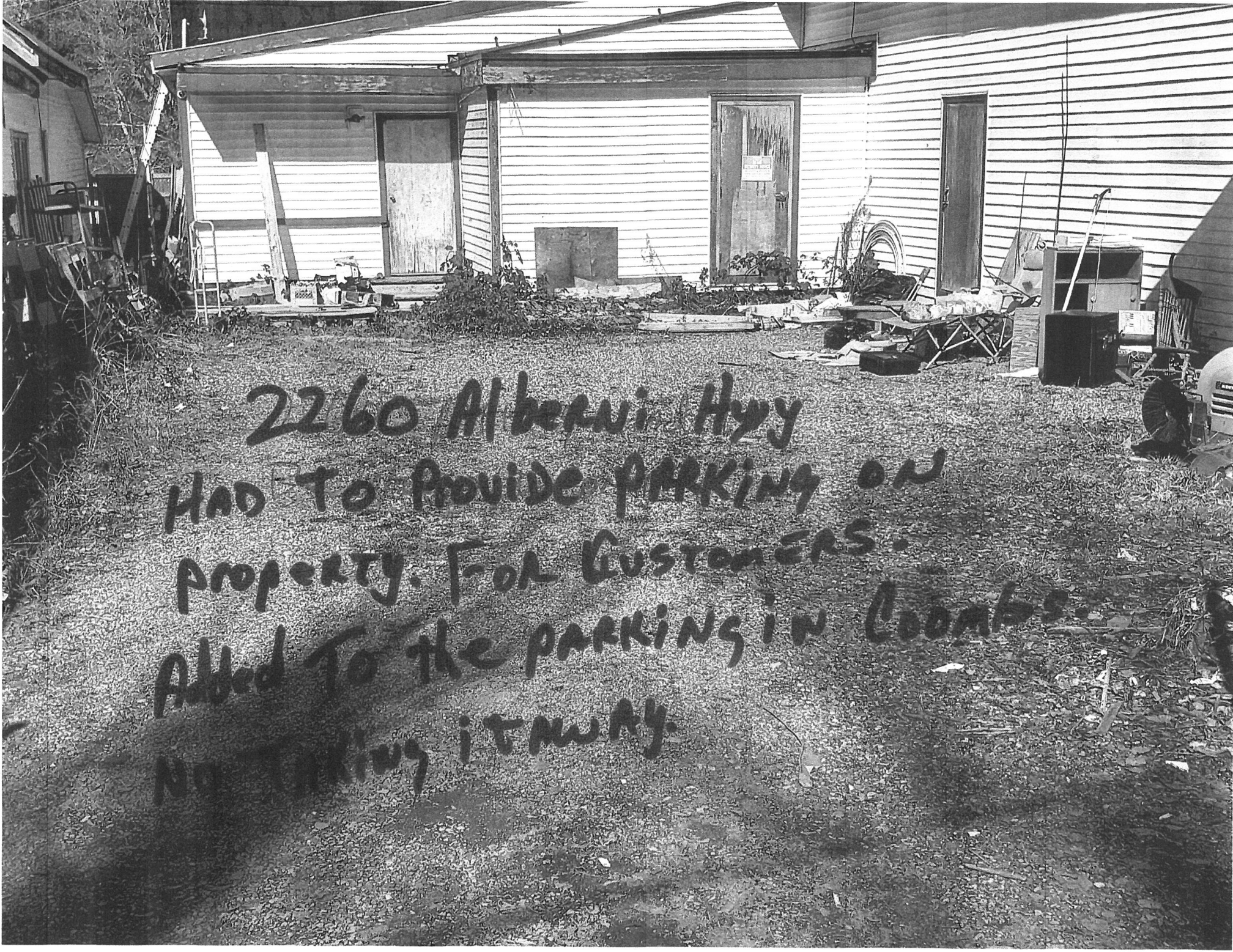
proposed
cannabis retail
store

satalite image of 2254
Alberni Hwy

current parking
proposed parking

lose of parking on Terry Rd





2260 Alberni Hwy
HAD TO PROVIDE PARKING ON
PROPERTY. FOR CUSTOMERS.
Added to the parking in Coombs.
Now taking it away.







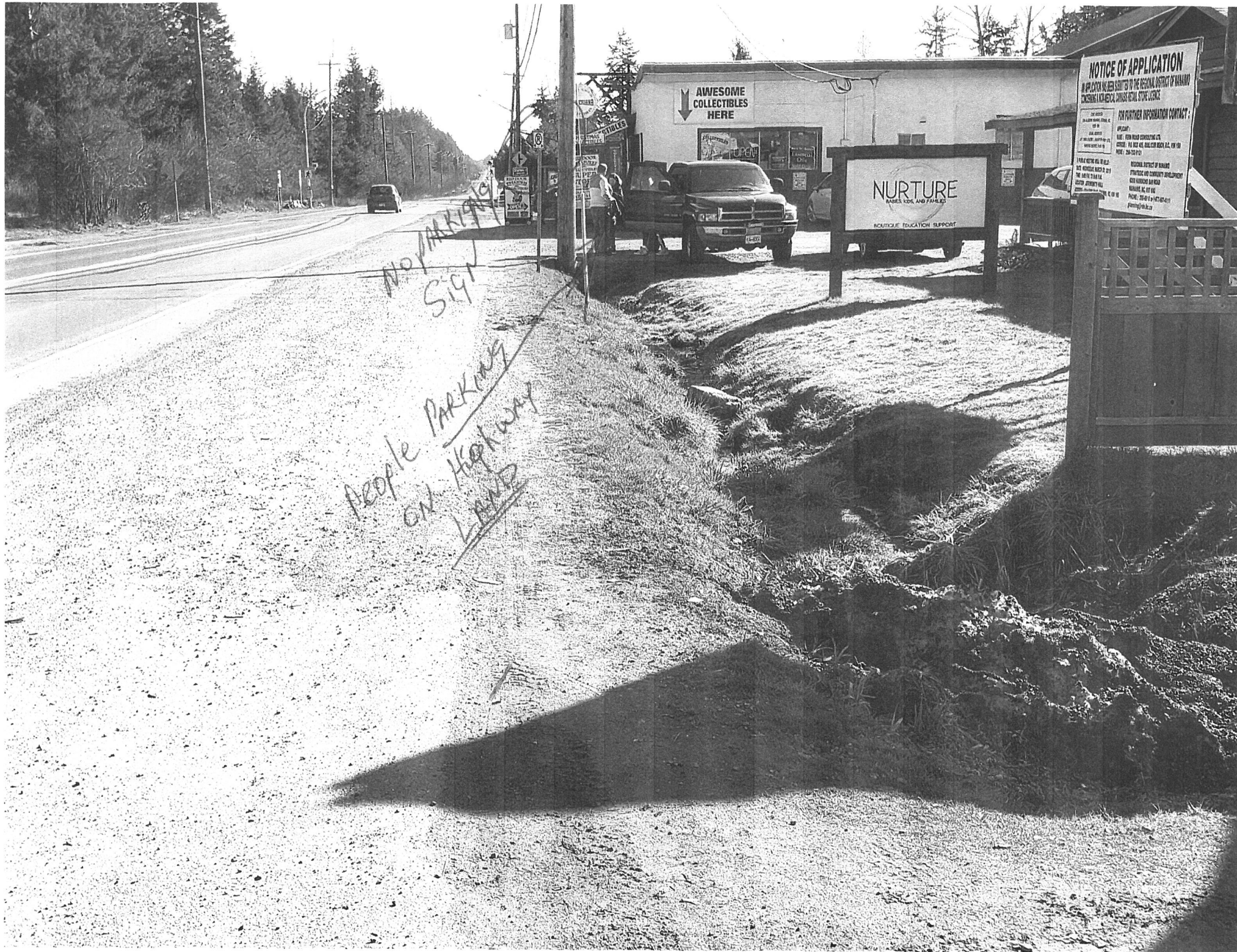




AWESOME
COLLECTIBLES
HERE

Terry Rd.

CAVE



NO PARKING
SIGN

People PARKING
ON HIGHWAY
LAND

AWESOME
COLLECTIBLES
HERE

NURTURE

RAISES KIDS AND FAMILIES

ROUTINE EDUCATION SUPPORT

NOTICE OF APPLICATION

AN APPLICATION HAS BEEN SUBMITTED TO THE REGIONAL DISTRICT OF NANAIMO
CONSIDERING A NEW MEDICAL/PHARMACY STORE LOCUS

FOR FURTHER INFORMATION CONTACT:

FOR MORE
INFORMATION
CONTACT
THE
REGIONAL DISTRICT OF NANAIMO
AT
250-252-2121









BUSINESS opposite 3254 KILBURN will NOT ALLOW parking
other than his own.
AND APARTMENT AT
BACK.

