

PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

## MEMORANDUM

**TO:** Chair and Members of North West Planning Advisory Committee

**FROM:** T. Scott Low, Planner II, Current Planning

**DATE:** November 28, 2017

**SUBJECT:** Case 21169: Application by West Bedford Holdings Ltd. for a non-substantive amendment to the development agreement governing the lands at Broad Street and Larry Uteck Boulevard, Bedford.

The applicant seeks a DA amendment to permit a standalone car wash on the subject site. The prevailing Bedford Land Use By-law permits a car wash only accessory to a gas bar on the same lot. This amendment would permit a car wash on its own lot compliant with the relevant commercial designation. Furthermore, the amendment would require a standalone car wash to meet the same design requirements of gas bars as specified in the agreement.

---

Feedback is sought from the North West Planning Advisory Committee relative to the proposed application. The committee's recommendation will be forwarded along with the staff report to North West Community Council.

Please find enclosed the following documents for your consideration:

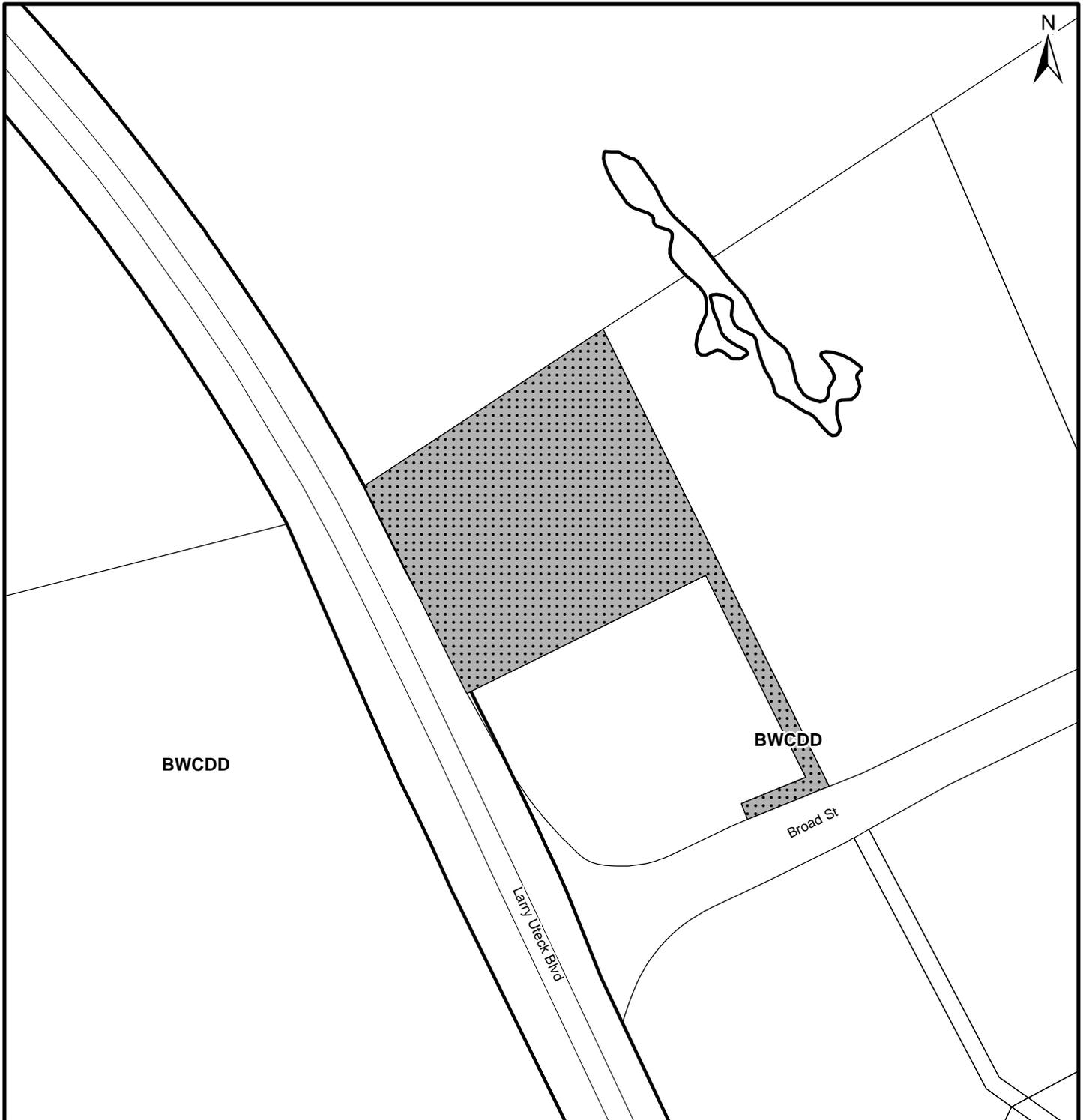
- Subject Site Map
- Traffic Impact Statement
- Site Photo
- Relevant MPS Policies

The Case webpage:

<https://www.halifax.ca/business/planning-development/applications/case-21169-da-amendment-larry-utech-blvd-halifax>

In preparing your recommendation to North West Community Council, kindly advise whether the proposal complies with the policy in consideration of the following:

- Change in use
- Traffic



**Map 2 - Zoning**  
**Larry Uteck Boulevard**  
**PID 41442278**



 Subject Site

**Zone**  
 BWCDD Bedford West Comprehensive  
 Development District

This map is an unofficial reproduction of  
 a portion of the Zoning Map for the  
 plan area indicated.

Bedford  
 Plan Area

The accuracy of any representation on  
 this plan is not guaranteed.



Ref. No. 151-00737

June 14, 2017

Mr. Kevin Neatt  
 Director, Planning and Development  
 Clayton Developments Limited  
 255 Lacewood Drive, Unit 100 C  
 HALIFAX NS B3M 3Y7

Sent via Email to [kneatt@claytondev.com](mailto:kneatt@claytondev.com)

**RE: Traffic Impact Statement, Proposed Car Wash / Automotive Detailing Service, Broad Street (South) @ Larry Uteck Boulevard Intersection, Bedford, NS**

Dear Mr. Neatt:

This is a Traffic Impact Statement (TIS) for a proposed Car Wash / Automotive Detailing Service on Broad Street (South) at the Larry Uteck Boulevard intersection as requested by HRM (Letter Carl Purvis to Kevin Neatt, June 12, 2017).

**Background** - A Gas Bar with Convenience Market is proposed on Block GC 2-1A in the northeast corner of the Broad Street (South) @ Larry Uteck Boulevard Intersection and a Car Wash / Automotive Detailing Service is proposed on the adjacent Block WB-16R5 (Sketch 1, Page 2). Site access for development on both blocks will be from a full movement driveway on Broad Street at the east site boundary as shown on Sketch 1.

**Trip Generation for a Car Wash** - The proposed Car Wash / Automotive Detailing Service is adjacent to the proposed Gas Bar with Convenience Market, and is essentially on the same site. The additional trips generated by the Car Wash portion of the development have been estimated by comparing trip generation estimates for *Gasoline / Service Station with Convenience Market and Car Wash* (Land Use 946) with those for *Gasoline / Service Station with Convenience Market* (Land Use 945). Trip generation estimates for a Car Wash, completed using published trip generation rates from *Trip Generation, 9<sup>th</sup> Edition*, (Institute of Transportation Engineers, 2012), are included in Table 1.

Table 1 - Trip Generation Estimates for Proposed Car Wash									
Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
<b>Trip Generation Estimates for Gasoline / Service Station with Convenience Market and Car Wash</b>									
Land Use 946	10	6.04	5.8	7.07	6.79	60	58	71	68
<b>Trip Generation Estimates for Gasoline / Service Station with Convenience Market</b>									
Land Use 945	10	5.08	5.08	6.755	6.755	51	51	68	68
<b>Estimated Additional Trips Generated by a Car Wash</b>						9	7	3	0
NOTES: 1. Rates for indicated land uses which are published in <i>Trip Generation, 9<sup>th</sup> Edition</i> , Institute of Transportation Engineers, 2012, have been used. 2. Units are 'number of fueling positions'. 3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'.									



**Subject Site**



**Legend**

	Single Family
	Townhouses
	Multiple
	Commercial
	Institutional
	Parkland
	Trail
	Retained Vegetation

**Trip Generation for a Car Wash (Continued)** - Due to the on-site synergies between gas bar, convenience market, and car wash on the same site, additional site trip generated by a car wash are relatively minor. It is estimated that the car wash component of the proposed development will generate 16 two-way vehicle trips (9 entering and 7 exiting) during the AM peak hour and 3 two-way vehicle trips (3 entering and zero exiting) during the PM peak hour.

**Trip Generation for a Car Detailing Center** - Beyond the normal wash and wax job typical of a car wash, 'car detailing' involves top-to-bottom deep cleaning of the vehicle both inside and out to restore the vehicle to its original shine and beauty. Interior detailing includes shampooing and cleaning of carpets, floor mats, and seats, as well as thorough cleaning of dash and windows. Exterior detailing includes hand wash and wax, as well as cleaning windows, wheels and tires. While minimum detailing including wash of exterior and vacuum of interior may only take ten or fifteen minutes, full detailing of exterior and interior may take between one and two hours.

Since there are no published trip generation rates for a Car Detailing Center, the following assumptions have been made to estimate AM and PM trips that will be generated by that part of the proposed development:

- Staff for the car detailing center will arrive at the site before the AM peak hour or leave the site after the PM peak hour.
- Customers will generate 12 two-way vehicle trips (8 entering and 4 exiting) during the AM peak hour and 12 two-way vehicle trips (4 entering and 8 exiting) during the PM peak hour.

**Trip Generation Estimates for the Proposed Car Wash / Automotive Detailing Service** - Combining the trip generation estimates for a car wash and those assumed for the car detailing service, it is estimated that the proposed development will generate 28 two-way vehicle trips (17 entering and 11 exiting) during the AM peak hour and 15 two-way vehicle trips (7 entering and 8 exiting) during the PM peak hour.

**Conclusion** - Traffic impacts of the Bedford West development have been studied extensively over the past five years, including impacts of residential and commercial development; roadways, intersections, and roundabouts, have been designed to accommodate future traffic projections. The additional trips that are estimated to be generated by the proposed Car Wash / Automotive Detailing Service are not expected to have any significant impact to the operation of adjacent streets or intersections.

If you have any questions or comments, please contact me by Email to [ken.obrien@wspgroup.com](mailto:ken.obrien@wspgroup.com) or telephone 902-452-7747.

Sincerely:

Original Signed

[Redacted Signature]

Ken O'Brien, P. Eng.  
Senior Traffic Engineer  
WSP Canada Inc.





# North West PAC

## Case Number: 21169 Policy Review

November 23, 2017  
 Prepared by Scott Low, Planner II

### Background

The applicant is requesting a text change the Development Agreement allowing for a standalone car wash on the property Block WB-16R Bedford West. The original DA dates from 2009 and includes a Schedule R specifying service stations and gas bars as an acceptable use.

The Bedford MPS allows for gas bars within specified Sub-Areas subject to design controls. The Bedford LUB anticipates gas bars with car washes as an accessory use on the same property, not a standalone use. A 2014 Amendment to the DA introduced design guidelines for gas bars under a Schedule V and deleted the capacity for service stations.

The following issues present themselves:

- The Development Agreement Schedule R (2009) as it exists does not include as a separate use a car wash. The Bedford LUB enables a car wash facility on the same lot as gas bar, so the use is permitted in an auxiliary capacity.
- The applicant requests a text change to the Schedule R of the DA (2009) to allow for a standalone car wash not dependent on a gas bar and on a discrete parcel of land.
- Neither the Bedford MPS, LUB, nor the Development Agreement and its subsequent amendment anticipated a standalone car wash separate from a gas bar.
- Gas bars are subject to design guidelines under Schedule V of the amended DA (2014). There are no separate design guidelines for standalone car washes. This raises the concern that a gas bar with a car wash is entirely subject to design restrictions, but a car wash not auxiliary to a gas bar may not be subject to restrictions. This would create a double standard for car washes:
  - if attached to a gas bar then subject to design control
  - if standalone not subject to design control
- Gas bars are provincially regulated regardless of an auxiliary car wash whereas a standalone car wash has no provincial oversight.

<b>Policy Review*</b>		
<small>*Initial Review</small>		
<b>Policy Number</b>	<b>Standard</b>	<b>Provided</b>
<b>Bedford MPS</b> <b>Policy BW-34A</b>	Within the Community Commercial area it shall be the intention to enable the sale of gasoline at gas bars located proximate to the commercial and transportation core of Bedford West. Further, the establishment of other Highway Commercial uses such as automotive service uses shall not be considered as they	The proposal locates the car wash within the Sub-Area enabling gas bars. The policy requires location and design control through the LUB. The application is enabled under the location

	<p>are more appropriate in the General Commercial area. Council may consider the establishment of design, architectural and aesthetic guidelines for gas bars within the Community Commercial area to ensure that gas bars are designed appropriately. Regulations shall be established through the Bedford Land Use By-law to limit the permitted location of gas bars as follows:</p> <p>i) Gas bars shall be permitted in Sub-Areas 2 and 6;</p> <p>ii) Where permitted, gas bars shall be located within 180 metres (590 feet) of Kearney Lake Road, except in Sub-Area 6, and have driveway access to Kearney Lake Road or the community collector road;</p> <p>iii) Within Sub-Area 2, gas bars shall be located to the north of the community collector road; and</p> <p>iv) Within Sub-Area 6, gas stations may be located at any location within the Sub-Area.</p> <p>(RC-May 20/14;E-Jun 14/14)</p>	<p>parameters being within Sub-Area 2.</p>
<p><b>Bedford LUB</b></p> <p><b>Part 2</b></p> <p><b>Definitions</b></p>	<p>Gas Bars - means development used for the retail sale of gasoline, other petroleum products and incidental automotive accessories. This use does not include service stations but may include a car wash or drive-thru restaurant as an accessory use. (RC-May 20/14;E-Jun 14/14)</p>	<p>A car wash is an anticipated use by function. The auxiliary use is conditional on there being a gas bar on the same property.</p>
<p><b>Development Agreement (2009)</b></p> <p><b>Part 2:</b></p> <p><b>Definitions</b></p> <p><b>2.2 (b)</b></p>	<p>“community commercial uses” means uses identified in Schedule R</p>	<p>See following.</p>

<p><b>Development Agreement (2009)</b></p> <p><b>Schedule R</b></p>	<p>Community Commercial Use</p> <p>No development permit shall be issued in a Community Commercial area except for one or more of the following uses:</p> <p>a) - q) [n/a]</p> <p>r) <del>Service stations</del> and gas bars</p> <p>s) – z) [n/a]</p>	<p>Gas bars are permitted, and therefore the function of a car wash is likewise permitted, enabled by the Bedford LUB.</p> <p>Service stations were removed from acceptable use per the 2014 DA Amending Agreement.</p>
<p><b>Amendment to the Development Agreement (2014)</b></p> <p><b>Design Guidelines for Gas Bars</b></p>	<p>Gas bars shall be designed to be consistent with the Provisions of Schedule V</p> <p>The Existing Agreement shall be amended by adding Schedule V, Design Guidelines for Gas Bars, attached as Schedule V of this amending agreement</p>	<p>It can reasonably be expected that the design guidelines proposed herein apply to gas bars with or without an auxiliary car wash.</p>
<p><b>Amendment to the Development Agreement (2014)</b></p> <p><b>Schedule V</b></p>	<p>(see attached for full definition)</p> <ol style="list-style-type: none"> <li>1. Design Guidelines for Gas Bars</li> <li>2. Streetscape and Form</li> <li>3. Vehicles and Parking</li> <li>4. Landscaping</li> </ol>	<p>These requirements are partially drawn from the Bedford West Secondary Plan requirements 9A, Additional Requirements for Gas Bars (RC-May 20/14; E-Jun 14/14). This provides consistency across the Plan Area.</p> <p>The provision for design guidelines for a standalone car wash is not present in the text but would reasonably follow a car wash auxiliary to a gas bar.</p> <p>The potential for a double standard exists for car washes attached to a gas bar subject to design control, and car washes standalone not subject to design control.</p>