

**Subject: Zoning By-law Amendment - 1500 Thomas Argue Road**

**File Number: ACS2023-PRE-PS-0016**

**Report to Agriculture and Rural Affairs Committee on 1 November 2023**

**and Council 8 November 2023**

**Submitted on October 19, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Jeff Ostafichuk, Planner II, Development Review Rural**

**613-580-2424 ext.31329, Jeffrey.Ostafichuk@ottawa.ca**

**Ward: West Carleton-March (5)**

**Objet: Modification du Règlement de zonage – 1500, chemin Thomas-Argue**

**Dossier: ACS2023-PRE-PS-0016**

**Rapport au Comité de l'agriculture et des affaires rurales**

**le 1er novembre 2023**

**et au Conseil le 8 novembre 2023**

**Soumis le 19 octobre 2023 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

**Personne ressource: Jeff Ostafichuk, Urbaniste II, Examen des demandes  
d'aménagement ruraux**

**613-580-2424 poste.31329, Jeffrey.Ostafichuk@ottawa.ca**

**Quartier: West Carleton-March (5)**

## REPORT RECOMMENDATIONS

1. That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1500 Thomas Argue Road, as shown in Document 1, to permit single-detached dwellings and townhouse units in place of the residential hangar lots as set-out in the approved Draft Plan of Subdivision, as detailed in Document 2.
2. That Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of November 8<sup>th</sup>, 2023 subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’agriculture et des affaires rurales recommande au Conseil d’approuver une modification du *Règlement de zonage 2008-250* pour la propriété située au 1500, chemin Thomas-Argue, comme le montre le document 1, afin de permettre l’aménagement de maisons unifamiliales et de maisons en rangées au lieu des lots de hangars résidentiels tels qu’établi dans la version préliminaire approuvée du Plan de lotissement, comme l’explique en détail le document 2.
2. Que le Comité de l’agriculture et des affaires rurales donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 8 novembre 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

**Site location**

1500 Thomas Argue Road

**Owner**

1514947 Ontario Inc., C.O.B West Capital Developments (WCD)

**Applicant**

Novatech Engineering Consultants

**Description of site and surrounding**

The Carp Airport is located approximately two kilometres southwest of the Village of Carp. The residential portion of the Airpark community is in the western half of the airport property. The surrounding land uses include to the north, agricultural lands, to the east, the Carp Airport, future Carp Airport business park lands, and various land uses along Carp Road, a golf course, an office building, a landscaping product sales centre, and agricultural lands; to the south, mineral extraction, agricultural lands, and to the west, the developing Carp Airport accessory residential community.

The Carp Airport originally received Draft Plan of Subdivision on August 16, 2007. The Draft Plan of Subdivision consisted of 270 single-detached lots and four townhouse blocks (total 329 residential units), three park blocks, four stormwater management blocks, and nine business park blocks. The implementing Zoning By-law Amendment that permitted the redevelopment of the Carp Airport was approved by City Council on June 27, 2007. The parent zone for the Carp Airport is T1B - Air Transportation Facility Zone, Subzone B, which identifies the core airport facility as being the primary land use for the lands. Site specific exceptions were implemented to permit the development of residential uses and establish performance standards for residential dwellings. Phase 1 was registered on September 18, 2017, as plan 4M-1593.

**Summary of proposed development**

A revised draft plan of Subdivision and Zoning By-law Amendment applications were submitted to the City on October 22, 2022, for a portion of land (7.4 hectares) on plan 4M-1593. Now identified as Phase 1B-2, this area of the previously registered plan (4M-1593) was approved for oversized lots to accommodate a single detached residential unit and private aircraft hangars. The Owner now wishes to revise the previously registered subdivision plan proposing a re-lotting within the limits of the plan

to convert the large 'hangar' residential lots into standard residential lots as registered in earlier phases.

Additionally, the Owner also requests to correct an error in the zoning boundaries of Lot 119 (130 Chandelle Private) in Phase 1B-1 which were not correctly interpreted as per the registered plan (4M-1593).

On October 11, 2023, the plan of subdivision (Phase 1B-2) was draft approved (see Document 4) conditional upon the approval by Council of an approved zoning amendment. The new unit/block count is as follows:

<b>Dwelling Type</b>	<b>Number of Units/Blocks</b>
Townhouse	30 Units (2 Blocks)
Detached	77 Units
<u>Total</u>	<u>107 Units</u>
Open Space	1 Block
Servicing	2 Blocks
Future Development	1 Block

#### **Summary of requested Zoning By-law amendment (See Document 1)**

The Zoning By-law amendment proposes to rezone the lands shown as Lots 1 to 77 and Blocks 81 to 83 on the proposed Draft Plan of Subdivision from T1B [356r] to T1B [357r] to permit single-detached dwellings in place of the residential hangar lots. The proposed amendment is consistent with the zoning used for single-detached lots in the previous registered residential phases.

Further, the amendment seeks to rezone the lands shown as Blocks 78 and 79 on the proposed Draft Plan from T1B [356r] to T1B [358r] to permit townhouse dwellings in place of the residential hangar lots. The proposed amendment is consistent with the zoning used for townhouse dwellings in the previous registered residential phase 2A.

Block 80 on the proposed Draft Plan is proposed to be rezoned from T1B [356r] to O1 [359r] to permit open space. The proposed amendment is consistent with the zoning for open space used in previously registered phases.

Finally, the amendment also seeks to correct an error by rezoning Lot 119 on Plan 4M-1593 (130 Chandelle Private) from T1B [356r] and O1 [359r] to T1B [357r] to permit

the single-detached dwelling for which the lot was registered. Lot 119 is part of Phase 1B-1 and was registered as a standard residential lot. However, the limits of the zoning boundary were established based on the original Draft Plan of Subdivision and were not updated to reflect the registered layout. Lot 119 abuts Lot 1 in the proposed revised Draft Plan of Subdivision for Phase 1B-2. As such, the proposed zoning for Phase 1B-2 includes Lot 119 to implement its intended zoning.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

No comments were received.

### **Official Plan designation(s)**

The Carp Airport lands are designated “Carp Airport Area” on Schedule 8.A – Designation Plan of the Area-Specific Policy Plan for the Carp Road Corridor (Area 8 – Volume 2C).

On lands designated as Carp Airport Area, notwithstanding the designation on Schedule B9 and Policy 9.2.3, in Volume 1, the following policies apply:

- a) Permitted uses include airport and related facilities; light industrial uses; convenience commercial uses, restaurants, hotel, instructional facilities, institutional uses, professional offices and a dwelling unit limited to occupancy by a caretaker, security guard, or person providing similar on-site service;
- b) Except for a dwelling unit per (a) above, an airport accessory residential community as defined in Carp Airport Municipal Facility and Development Agreement instrument OC2380639, revised June 9, 2021 and as may be amended from time to time is permitted where the lands are zoned for this use at the time of adoption of this Official Plan; and
- c) On the remainder of the lands described as Part 1 4R-20588, residential uses as part of an airport accessory residential community may be considered subject to the following:
  - i. Adequate servicing is available for the development proposed and may not adversely impact servicing of nearby lands including the Village of Carp;

- ii. That further residential development does not hinder the intensification or expansion of the Village of Carp;
  - iii. That the proposed residential development does not conflict with the function or operations of the Carp Road Corridor including the ability for industrial and commercial uses to expand;
  - iv. That the proposed residential development does not hinder or conflict with ongoing and long-term operation of the Carp Airport; and
  - v. A Local Plan or an amendment to this Area-Specific Policy will be required to provide detailed policies which will guide any future residential development of the subject lands.
- d) On lands municipally known as 200 Russ Bradley Road and legally known as Blocks 10 and 12 on 4M-1511, a cannabis production facility is permitted.
- e) Non-residential severances will be considered in accordance with Item 7.11 of the Municipal Capital Facility and Development Agreement (June 9, 2021) and the policies of this Plan.

### **Other applicable policies and guidelines**

#### **Municipal Capital Facilities and Development Agreement, dated June 9, 2021**

The Municipal Capital Facilities Agreement (MCFA) and a Responsibility Agreement for both the Residential and Business Park components of the Carp Airport development has been signed and the Development is proceeding in accordance with the MCFA and Responsibility Agreement.

### **Planning rationale**

The area-specific policy designation states that, “an airport accessory residential community as defined in the Carp Airport Municipal Facility and Development Agreement instrument OC2380639, revised June 9, 2021, is permitted”. The proposed revisions conform to the Carp Airport Area area-specific designation. Such an amendment will bring the lands into conformity with the revised draft approved plan of subdivision.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

**RURAL IMPLICATIONS**

The proposal is consistent with the draft approved Plan of Subdivision and policies that guide residential development in the Carp Airport. The proposed Zoning By-law amendment will have no adverse effects on the rural community.

**COMMENTS BY THE WARD COUNCILLOR(S)**

My only comments would be regarding water supply for this development. It's my understanding that the water comes from the communal well system that serves the Village of Carp and that communal system is nearing its capacity while we continue to hear complaints about quality of water in the village itself. I know there is concern amongst residents that putting more pressure on this system will further degrade the quality and reliability of the communal well system as well limit the capacity to serve future development in the Village of Carp.

**LEGAL IMPLICATIONS**

There are no legal impediments to implementing the report recommendations.

**RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

**ASSET MANAGEMENT IMPLICATIONS**

The City sells water via the Village of Carp communal well system to the Carp Airport residential development at a certain rate. The rate of flow is limited to a certain number of liters per day. With the approval of this phase (1B-2) that rate will not change. There are no asset management implications.

**FINANCIAL IMPLICATIONS**

There are no direct financial implications.

**ACCESSIBILITY IMPACTS**

No accessibility impacts were identified.

**ENVIRONMENTAL IMPLICATIONS**

The subject application has been examined pursuant to the Official Plan. The Conservation Authority and City Staff have reviewed the reports and plans provided with the Plan of Subdivision and Zoning By-law amendment applications. All matters of environmental interest have been secured through the approved conditions of the Draft Plan of Subdivision.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-22-0084 was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of the issues associated with the approval of the plan of subdivision.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft Approved Plan of Subdivision

## **CONCLUSION**

The Planning, Real Estate and Economic Development Department recommends the approval of this Zoning By-law amendment as it meets the intent of the City's Official Plan, is consistent with the Zoning By-law as well as the previously approved Plan of Subdivision.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

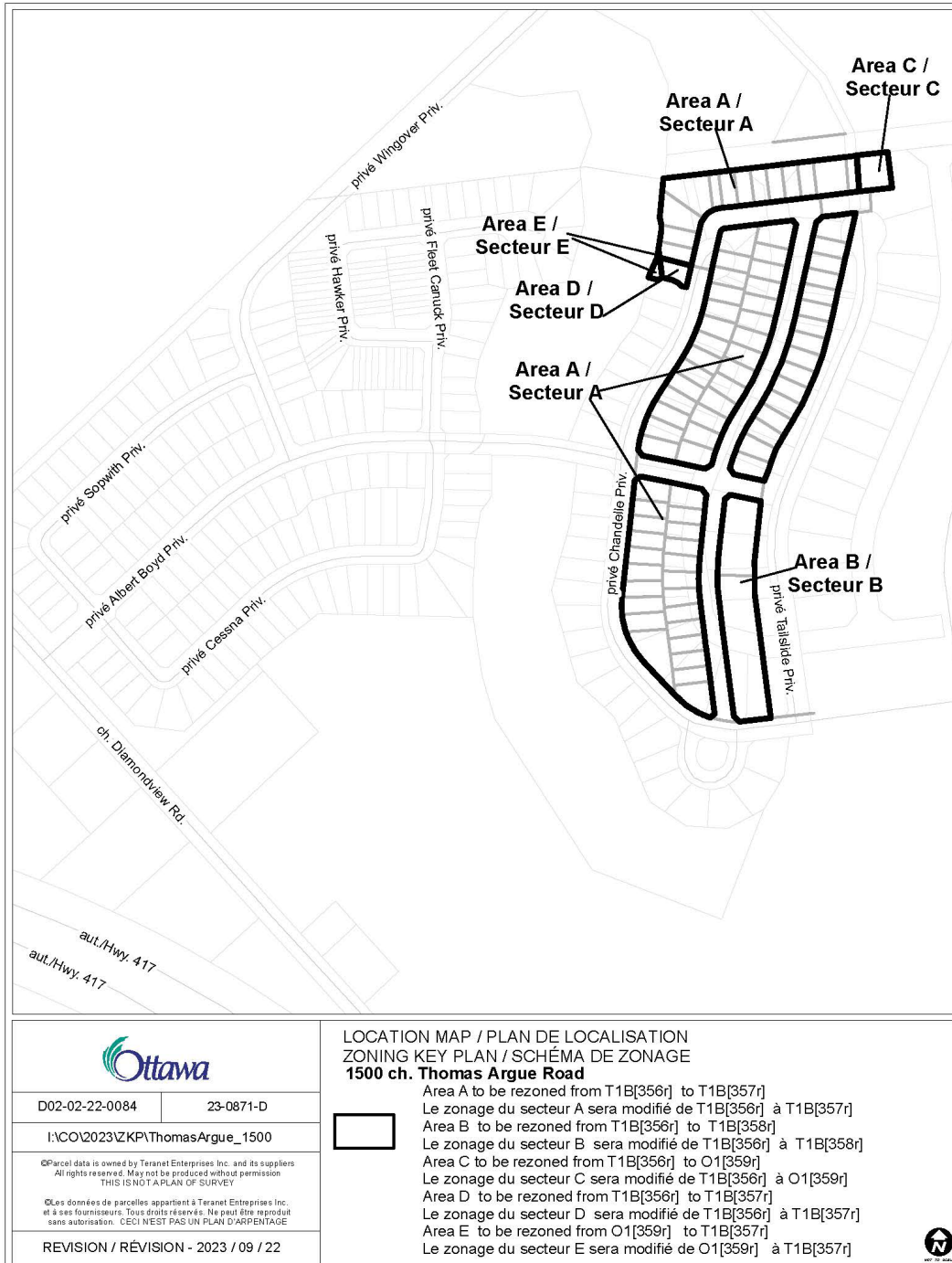
Planning Operations, Planning Services to undertake the statutory notification.



## Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)

The key plan provides for the location of the zoning changes on the draft approved plan of subdivision.



## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1500 Thomas Argue Road:

1. Rezone the lands as shown in Document 1 as follows:
  - a) Area A to be rezoned from T1B[356r] to T1B[357r]
  - b) Area B to be rezoned from T1B[356r] to T1B[358r]
  - c) Area C to be rezoned from T1B[356r] to O1[359r]
  - d) Area D to be rezoned from T1B[356r] to T1B[357r]
  - e) Area E to be rezoned from O1[359r] to T1B[357r]

### **Document 3 – Consultation Details**

#### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

#### Public Consultation

No comments were received.

#### Community Organization Comments

No comments were received.

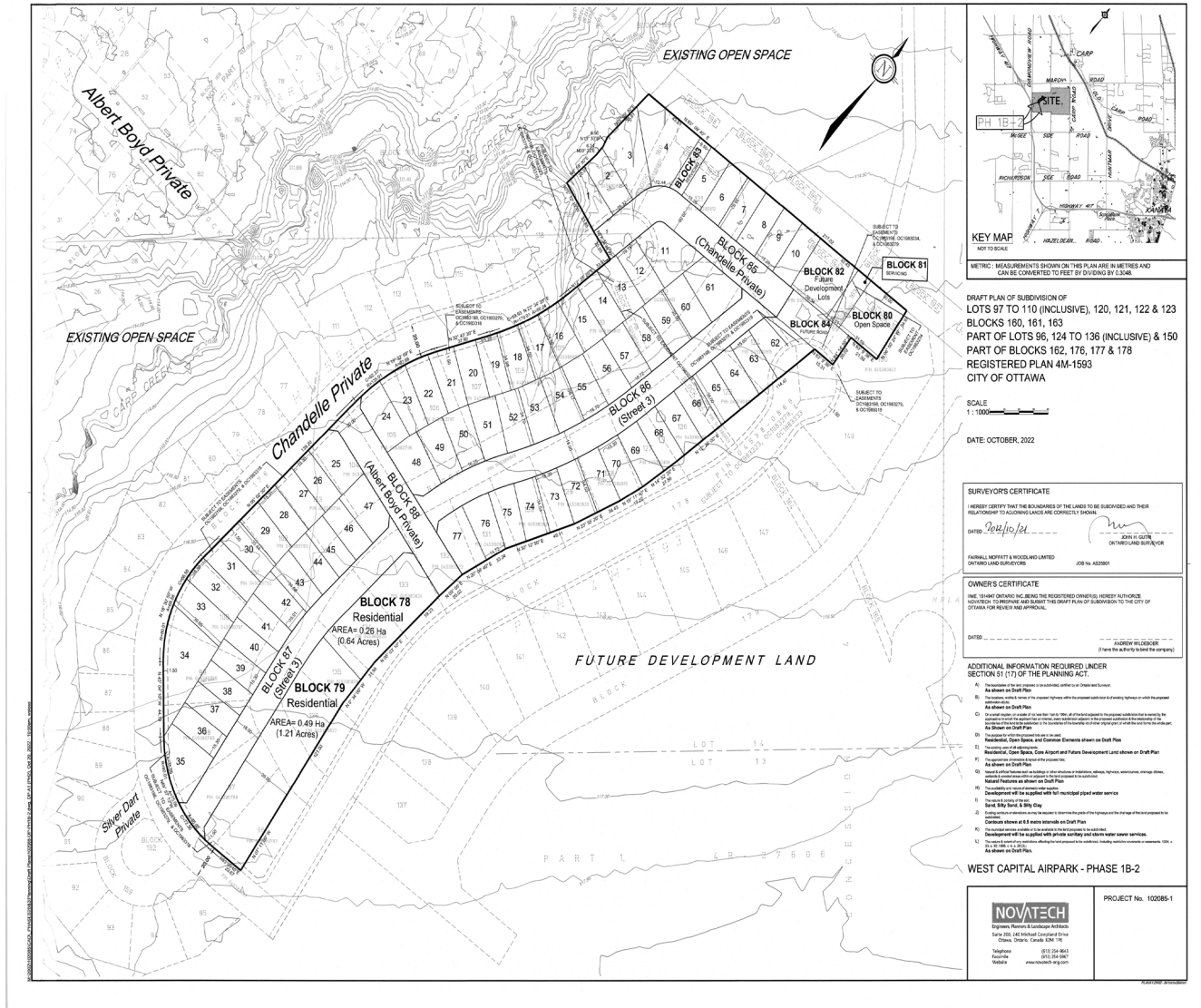
#### Councillor Comments

My only comments would be regarding water supply for this development. It's my understanding that the water comes from the communal well system that serves the Village of Carp and that communal system is nearing its capacity while we continue to hear complaints about quality of water in the village itself. I know there is concern amongst residents that putting more pressure on this system will further degrade the quality and reliability of the communal well system as well limit the capacity to serve future development in the Village of Carp.

### **Response to Comments**

The City sells water via the Carp communal well system to the Carp Airport residential development at a certain rate. The rate of flow is limited to 0.5 megalitres per day. With the approval of this phase (1B-2) that rate will not change. Soon short-term upgrades to the water system in Carp will provide for more water and such will be allotted to future developments in the village. Any further approvals in the airport will be dependent on the availability of water.

Document 4 – Draft Plan Approved Subdivision



DRAFT PLAN OF SUBDIVISION OF  
 LOTS 97 TO 110 (INCLUSIVE), 120, 121, 122 & 123  
 BLOCKS 160, 161, 163  
 PART OF LOTS 96, 124 TO 136 (INCLUSIVE) & 150  
 PART OF BLOCKS 162, 176, 177 & 178  
 REGISTERED PLAN 4M-1593  
 CITY OF OTTAWA

SCALE  
 1 : 1000

DATE: OCTOBER, 2022

**SURVEYOR'S CERTIFICATE**  
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.  
 DATE: 10/10/22  
 JOSH H. GIBBS  
 ONTARIO LAND SURVEYOR

**OWNER'S CERTIFICATE**  
 I AM, I HAVE OR I HAVE BEEN THE REGISTERED OWNER, HEREBY AUTHORIZE AND CONSENT TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF OTTAWA FOR REVIEW AND APPROVAL.  
 DATE: \_\_\_\_\_  
 ALBERT BOYD LIMITED  
 (I have the authority to bind the company)

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.**
- A) The proposed development is in accordance with the zoning by-law.
  - B) The proposed development is in accordance with the zoning by-law and the proposed subdivision.
  - C) The proposed development is in accordance with the zoning by-law and the proposed subdivision and the proposed subdivision is in accordance with the zoning by-law.
  - D) The proposed development is in accordance with the zoning by-law and the proposed subdivision and the proposed subdivision is in accordance with the zoning by-law and the proposed subdivision is in accordance with the zoning by-law.
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  - L) The proposed development is in accordance with the zoning by-law and the proposed subdivision and the proposed subdivision is in accordance with the zoning by-law and the proposed subdivision is in accordance with the zoning by-law.

WEST CAPITAL AIRPARK - PHASE 1B-2

<p>NOVATECH                  Engineers, Planners &amp; Landscape Architects                  Suite 202, 244 Industrial Crescent #300                  Ottawa, Ontario, Canada K1V 1Y6                  Telephone: (613) 234-9611                  Fax: (613) 234-9612                  Website: www.novatech.ca</p>	PROJECT No. 102085-1