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December 15, 2023
Revised January 24, 2024

Committee of Adjustment
City of Ottawa
101 Centrepointe Drive
Ottawa, ON
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Committee of Adjustment
Received | Reçu le
Revised | Modifié le : 2024-01-25
City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attention: Michel Bellemare, Secretary - Treasurer

Dear Mr. Bellemare:

Reference: Carp Airport, 1500 Thomas Argue Road, Ottawa, Ontario
Application for Consent ("Block 6")
Novatech File No. 102085-15

Novatech has been retained by 1514947 Ontario Inc. to file a consent application for the proposed severance of their property known municipally as 1500 Thomas Argue Road (the "Subject Site") to create a new lot for future commercial/industrial development.

The following letter summarizes the existing conditions of the Subject Site and surrounding lands, describes the proposed consent, and demonstrates that the proposed consent has regard to matters under subsection 51(24) of the *Planning Act*.

This cover letter was revised on January 24, 2024 to update the area and frontages of the Subject Site and retained lands, update Figure 1 accordingly, and to include a sketch of the retained lands.

Existing Conditions and Surrounding Context

The overall Subject Site is in Ward 5 – West Carleton in the City of Ottawa, approximately 2 kilometres southwest of the Village of Carp. It is legally described as:

PART LOTS 12, 13, 14 AND 15, CONCESSION 3, HUNTLEY, PART LOTS 13 AND 14, CONCESSION 4, HUNTLEY, PART OF THE ROAD ALLOWANCE BETWEEN CONCESSION 3 AND 4, (AS CLOSED), HUNTLEY SUBJECT TO AN EASEMENT OVER PART 9, PLAN 4R-30836 IN FAVOUR OF OCCP1043 AS IN OC2117895 TOGETHER WITH AN EASEMENT OVER PART BLOCK 16, 4M-1511, PARTS 12 AND 14, PLAN 4R-33191 AS IN OC2343117 TOGETHER WITH AN EASEMENT OVER BLOCK 9, PLAN 4M1511 AS IN OC2345053 TOGETHER WITH AN EASEMENT OVER PART BLOCK 15, PLAN 4M-1511, PART 9, PLAN 4R-33191 AND PART BLOCK 16, PLAN 4M-1511, PART 10, PLAN 4R-33191 AS IN OC2374821 SUBJECT TO AN EASEMENT OVER PART 9, PLAN 4R-30836 IN FAVOUR OF OCCP1093 AS IN OC2534676 SUBJECT TO AN EASEMENT OVER PART 2, PLAN 34R-34929 IN FAVOUR OF PART LOT 14, CONCESSION 3, HUNTLEY, PARTS 1 AND 3, PLAN 4R-34929 AS IN OC2573214 SUBJECT TO AN EASEMENT OVER PART 9, PLAN 4R-30836 IN FAVOUR OF OCCP1100 AS IN OC2622174 CITY OF OTTAWA

The overall Subject Site contains the Carp Airport lands and includes several buildings and hangars, and three runways, as shown in **Figure 1**. The lands are irregularly shaped with an area of

approximately 133 hectares and approximate frontages of 176 metres on Thomas Argue Road, 114 metres on Wingover Private, 357 metres on Huisson Road, and 232 metres on Carp Road.

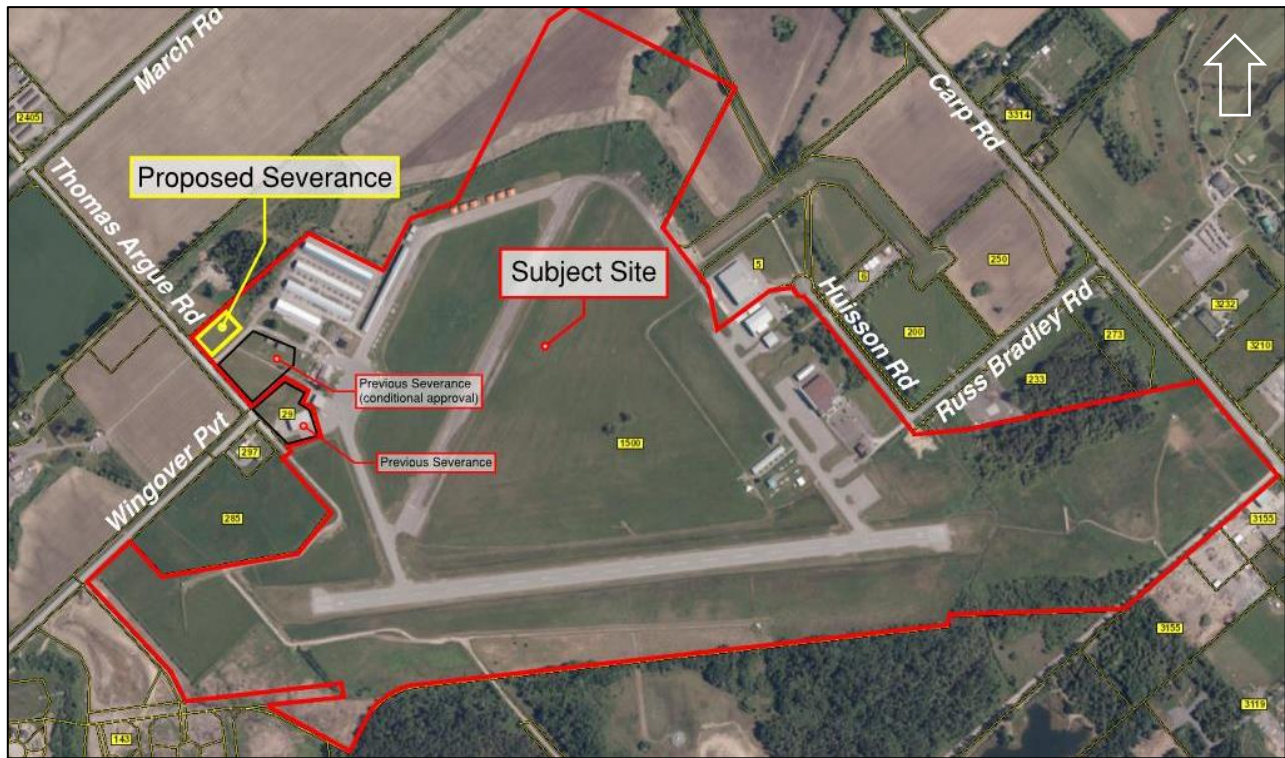


Figure 1: Subject Site Location (image base: GeoOttawa, 2021)

Land uses surrounding the Subject Site include:

- to the north, future Carp Airport business park lands, agricultural fields, and a self storage facility;
- to the east, future Carp Airport business park lands, and various land uses along Carp Road including a golf course, an office building, a landscaping product sales centre, and agricultural lands;
- to the south, mineral extraction, agricultural lands, and future development lands; and
- to the west, agricultural lands, and the developing Carp Airport residential community.

Proposed Consent

It is proposed to sever the Subject Site to create a new parcel of land. The severed parcel will be for commercial/industrial use and the retained parcel will continue to function as the core Carp Airport lands. The severed parcel, described as Parts 1 and 2 on the enclosed Draft Reference Plan, will have a frontage of approximately 50 metres on Thomas Argue Road and an area of approximately 6,360 square metres (0.636 hectares). As shown on the Retained Lands – Core Airport sketch prepared by Novatech dated January 24, 2024, the retained lands will have frontages of approximately 126 metres on Thomas Argue Road, 114 metres on Wingover Private, 357 metres on Huisson Road, and 232 metres on Carp Road, and will have an area of approximately 133 hectares.

Rationale

The following rationale demonstrates the appropriateness of the consent application to facilitate the proposed severance.

Subsection 53(1) of the Planning Act states:

53. (1) An owner, chargee or purchaser of land, or such owner's, chargee's or purchaser's agent duly authorized in writing, may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this section, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality. 2021, c. 25, Sched. 24, s. 4 (1).

A plan of subdivision is not necessary for the creation of a single commercial/industrial lot that has frontage on a public road and will be privately serviced.

Subsection 53(12) of the Planning Act states:

53. (12) A council or the Minister in determining whether a provisional consent is to be given shall have regard to the matters under subsection 51 (24) and has the same powers as the approval authority has under subsection 51 (25) with respect to the approval of a plan of subdivision and subsections 51 (26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent. 1994, c. 23, s. 32.

Accordingly, the following rationale will address the criteria outlined in subsection 51(24) of the Planning Act below.

51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposed severance has regard for the following matters of provincial interest:

- *the protection of ecological systems, including natural areas, features and functions;*
- *the protection of the agricultural resources of the Province;*
- *the conservation and management of natural resources and the mineral resource base;*
- *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *the adequate provision of employment opportunities; and*
- *the appropriate location of growth and development.*
- **Per Schedules B9 – Rural Transect and C11-A – Natural Heritage System (West) of the Official Plan, the Subject Site is not located within or adjacent to Agricultural Resource Areas, mineral resources, or natural areas or features.**
- **The proposed severance has frontage on a public street (Thomas Argue Road), and will be serviced with future private water and septic services.**
- **A new lot for future commercial/industrial use will support employment opportunities.**

- **Official Plan Area-Specific Policy 8.6** for the “Carp Airport Area” permits a range of uses including professional offices, light industrial and convenience commercial. This location is appropriate for the creation of a new lot for future commercial / industrial uses.

(b) whether the proposed subdivision is premature or in the public interest;

The proposed severance is permitted by the Official Plan and in the public interest as outlined in point (a) above.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The Subject Site is designated as “Carp Airport Area” on Schedule 8.A in Volume 2C. Area Specific Policy 8.6 states that, for the Carp Airport Area, the Rural Countryside designation on Schedule B9 of Volume 1 does not apply and that severances are permitted in accordance with Item 7.11 of the Municipal Capital Facility Development Agreement (MCFDA) (June 9, 2021) and the policies of the Official Plan. Area-Specific Policy 8.6 further outlines permitted uses for the Carp Airport Area including, among others, professional offices, light industrial, and convenience commercial. The proposed lot is intended for a future commercial/industrial use.

Item 7.11 of the MCFDA requires that where lands are proposed to be severed from the core airport, these lands must be considered surplus to operational requirements and the removal of such lands shall not affect the viability of the air transportation network. The proposed severed parcel is undeveloped, and the property owner has no plans to expand operations to the lands proposed for severance. The proposed severance is on lands considered surplus to the core airport and the severance of these lands are not anticipated to affect the viability of the air transportation network. The proposed severance is thereby in accordance with Item 7.11 of the MCFDA.

Per the Servicing Brief prepared by Novatech dated December 15, 2023, the proposed lot has sufficient area to accommodate private sanitary and water services. A Hydrogeological Report completed as a condition of approval will confirm that the lot can be developed with adequate private services.

The proposed lot has safe access to an existing public road (Thomas Argue Road) and does not require the extension or opening of any transportation infrastructure. The proposed lot is not within or adjacent to natural resource areas, watercourses, or environmental constraints.

The proposed severance conforms to the Official Plan.

(d) the suitability of the land for the purposes for which it is to be subdivided;

As noted above, the proposed severed lot is sized appropriately for private services per the Servicing Brief prepared by Novatech dated December 15, 2023. The subsequent Hydrogeological Report completed as a condition of approval will confirm that the lot can be developed with adequate private services. Per Official Plan Schedule C15 – Environmental Constraints, the land for the proposed severance is not affected by any environmental constraints.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

Not applicable. No affordable housing units are proposed.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The proposed severance has frontage on Thomas Argue Road. Thomas Argue Road intersects with Wingover Private approximately 125 m south of the proposed lot and with March Road approximately 450 metres north of the proposed lot. Access to Highway 417 via March Road is approximately 2.5 kilometres west of the Subject Site. The existing road infrastructure adequately serves the proposed lot.

Per *Official Plan Schedule C16 – Right-of-Way Protections*, Thomas Argue Road is a rural local road requiring a right-of-way protection of 20 metres. As shown on the Draft Reference Plan prepared by Fairhall, Moffatt and Woodland dated November 17, 2023, the width of Thomas Argue is 20.12 metres. No further road widening is required.

(f) the dimensions and shapes of the proposed lots;

The proposed severed lot is regularly shaped with an area of approximately 6,360 square metres (0.636 hectares). The size and shape of the severed lot meets the provisions of the T1B (Air Transportation Facility Zone, Carp Airport) zone, and has sufficient area to accommodate a future building, parking lot, and septic system. The proposed retained lands are irregularly shaped with an area of approximately 133 hectares and will meet the provisions of the T1B zone as well.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

There is an existing servicing easement over Part 1 on the draft Reference Plan, along the east side of Thomas Argue Road. This easement does not affect the proposed severance and is only being shown to reflect what is existing.

(h) conservation of natural resources and flood control;

The proposed lot is not within or adjacent to natural resource areas or watercourses.

(i) the adequacy of utilities and municipal services;

No new demand for utilities or municipal services is required. The proposed lot will be serviced by future private water and sanitary services per the Servicing Brief prepared by Novatech dated December 15, 2023.

(j) the adequacy of school sites;

Not applicable. Demand for school sites will not be generated through the proposed severance.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

Not applicable. No land is to be dedicated or conveyed for public purposes. The payment of cash-in-lieu of parkland dedication is anticipated as a condition of approval.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

An additional commercial/industrial use may permit efficient use of existing transportation infrastructure and services.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

We anticipate that the subsequent commercial/industrial development will trigger Site Plan Control.

Conclusion

Based on the foregoing, the proposed consent represents good planning.

In support of the applications, please find enclosed the following:

- Application fee (Cheque)
- Consent Application Form
- Consent Sketch prepared by Novatech, dated November 22, 2023
- Draft Reference Plan prepared by Fairhall, Moffatt, and Woodland, dated November 17, 2023
- Parcel Abstract PIN
- Servicing Brief, prepared by Novatech, dated December 15, 2023
- Retained Lands – Core Airport, Drawing No. 102085-CoreAirport prepared by Novatech, dated January 24, 2024

Should you have any questions regarding these applications, please do not hesitate to contact us.

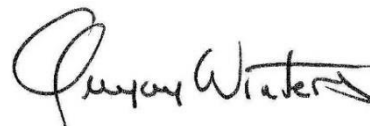
Sincerely,

NOVATECH

Reviewed by:



Miranda Virginillo, B.A., M.Pl.
Planner, Planning & Development



Greg Winters, MCIP, RPP
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