

This document is presented in the language it was provided.
Ce document est présenté dans la langue dans laquelle il a été fourni.

June 4, 2025

Committee of Adjustment
City of Ottawa
101 Centrepoin Drive
Ottawa, ON K2G 5K7

Attention: Michel Bellemare, Secretary - Treasurer

**Reference: Carp Airport, 1500 Thomas Argue Road, Ottawa, Ontario
Application for Consent for Lot Line Adjustment and Easement ("Alpha")
Novatech File No. 102085-15**

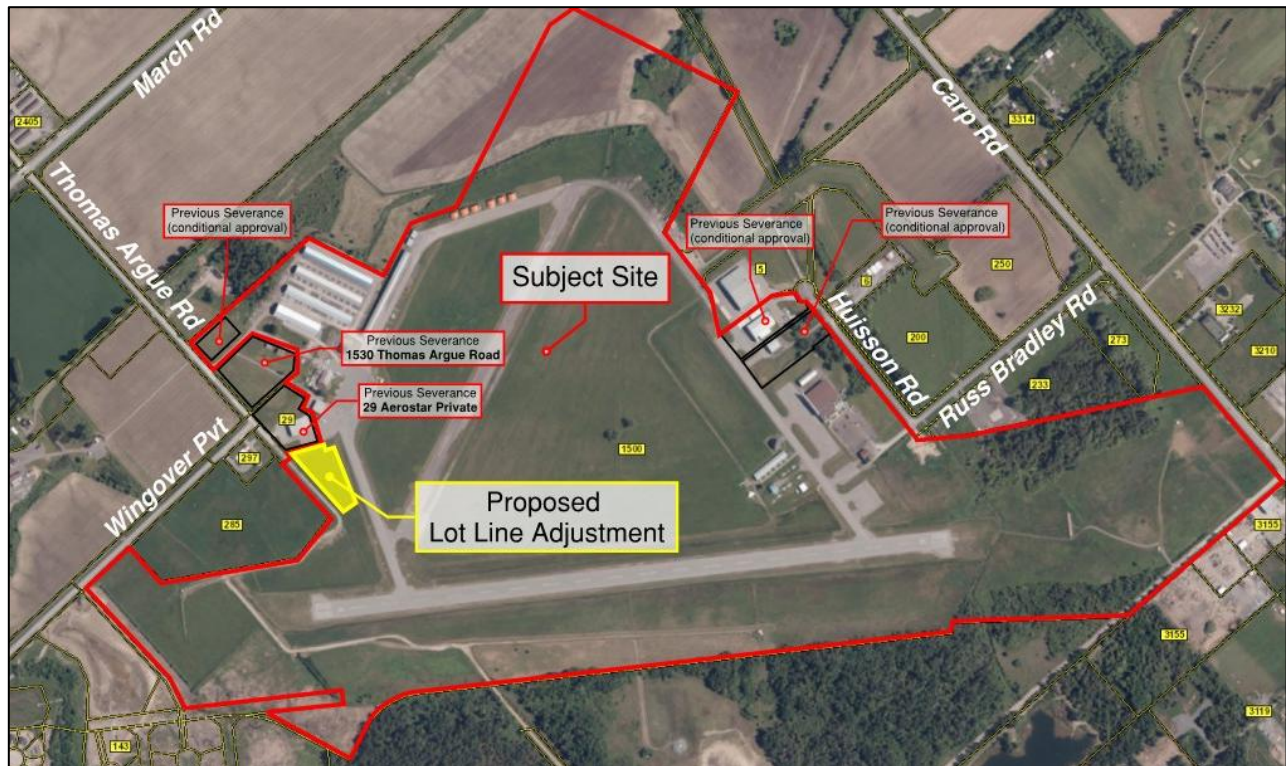
**Committee of Adjustment
Received | Reçu le**

Revised | Modifié le : 2025-06-04

**City of Ottawa | Ville d'Ottawa
Comité de dérogation**

Novatech has been retained by 1514947 Ontario Inc. (c/o WCD, the "Owner") to file a Consent application for the proposed lot line adjustment to their property known municipally as 1500 Thomas Argue Road (the "Subject Site") to convey lands to 29 Aerostar Private for commercial / industrial purposes. An existing easement for drainage and servicing will be replaced as agreed by the property owners.

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*.



Existing Conditions and Surrounding Context

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

PART LOTS 12, 13, 14, 15 CONCESSION 3, HUNTLEY, PART LOTS 13 AND 14 CONCESSION 4, HUNTLEY, PART ROAD ALLOWANCE BETWEEN CONCESSION 3 AND 4 (AS CLOSED), HUNTLEY, EXCEPT PARTS 1,2,3,4 PLAN 4R35682 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 4R-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 TOGETHER WITH AN EASEMENT OVER BLOCK 8 PLAN 4M1511 AND BLOCK 6 PLAN 4M1511 EXCEPT PART 1 PLAN 4R27919 AS IN OC2641889 CITY OF OTTAWA

The overall Subject Site contains the Carp Airport lands and includes several buildings and hangars, two runways and several taxiways, as shown in **Figure 1**. The lands are irregularly shaped with an area of approximately 129.6 hectares and approximate frontages of 23 metres on Thomas Argue Road, 114 metres on Wingover Private, 31.3 m on Aerostar Private and 232 metres on Carp Road. There is approximately 252 metres of access from Huisson Road.

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.

The portion of the Subject Site proposed for the lot line adjustment is undeveloped, and located immediately south of 29 Aerostar Private and west of Taxiway Alpha. Part 2, Plan 4R-34929 includes an existing easement for drainage and servicing, and is proposed to be replaced as part of this consent application, as the easement will be of no effect following the lot line adjustment.

29 Aerostar Private was previously severed from the Subject Site in August 2022 and included the creation of this easement [CofA File No.: D08-01-22/B-00211 & B-00224].

Proposed Consents

The proposed lot line adjustment seeks to alter the property line dividing 29 Aerostar Private and the Subject Site to support a minor boundary change to provide additional lands for commercial / industrial purposes. Parts 1 and 2 on the Draft Reference plan prepared by Fairhall, Moffatt and Woodland dated May 22, 2025 are proposed to be severed and conveyed to 29 Aerostar Private. This is shown on the Lot Line Adjustment Sketch in Figure 2 below. The conveyed lands will have an area of approximately 7,456 square metres (0.74 ha). The lands to be severed and conveyed will have approximately 11.15 m of frontage on Aerostar Private, however access to the severed lands will be through 29 Aerostar Private.

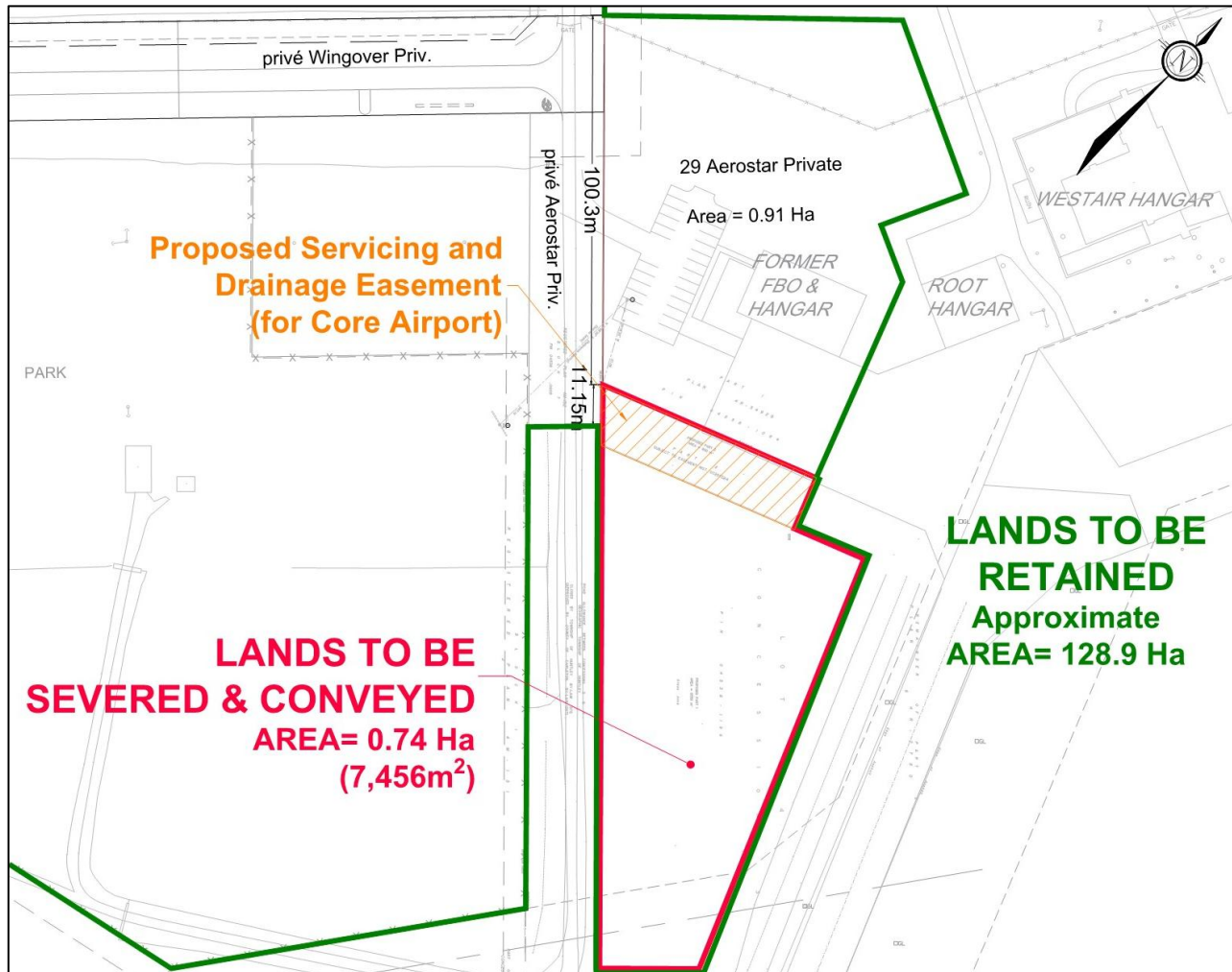


Figure 2: Excerpt of the Lot Line Adjustment Application Sketch – Alpha Block prepared by Novatech dated June 4, 2025.

The lands to be severed and conveyed will be used for commercial / industrial purposes and the retained parcel will continue to function as the core Carp Airport lands.

An easement is proposed over Part 2 on the Draft Reference Plan. There is an existing easement (OC 2573214) which allows for servicing and drainage from 29 Aerostar Private to travel to the Subject Site. The existing easement will be released following the lot line adjustment as it will be of no effect once Part 2 is conveyed to 29 Aerostar Private. This easement will be replaced by a new easement created over Part 2 on the Draft Reference Plan to allow for drainage and servicing from the Subject Site to travel through 29 Aerostar Private. A corresponding Joint Use and Maintenance Agreement (JUMA) and Environmental Compliance Approval (ECA) are anticipated.

Following the lot line adjustment, 29 Aerostar Private will have an area of approximately 1.65 ha and frontage of approximately 111.5 m on Aerostar Private. Access to the severed lands will be over Part 2 on the Draft R Plan.

As shown on the Retained Lands – Core Airport sketch prepared by Novatech dated May 26, 2025, the retained lands will have an area of approximately 128.9 hectares and approximate frontages of 23 metres on Thomas Argue Road, 114 metres on Wingover Private, 20.0 m on Aerostar Private and

232 metres on Carp Road. Approximately 252 metres of access will remain on Huisson Road (Figure 4).

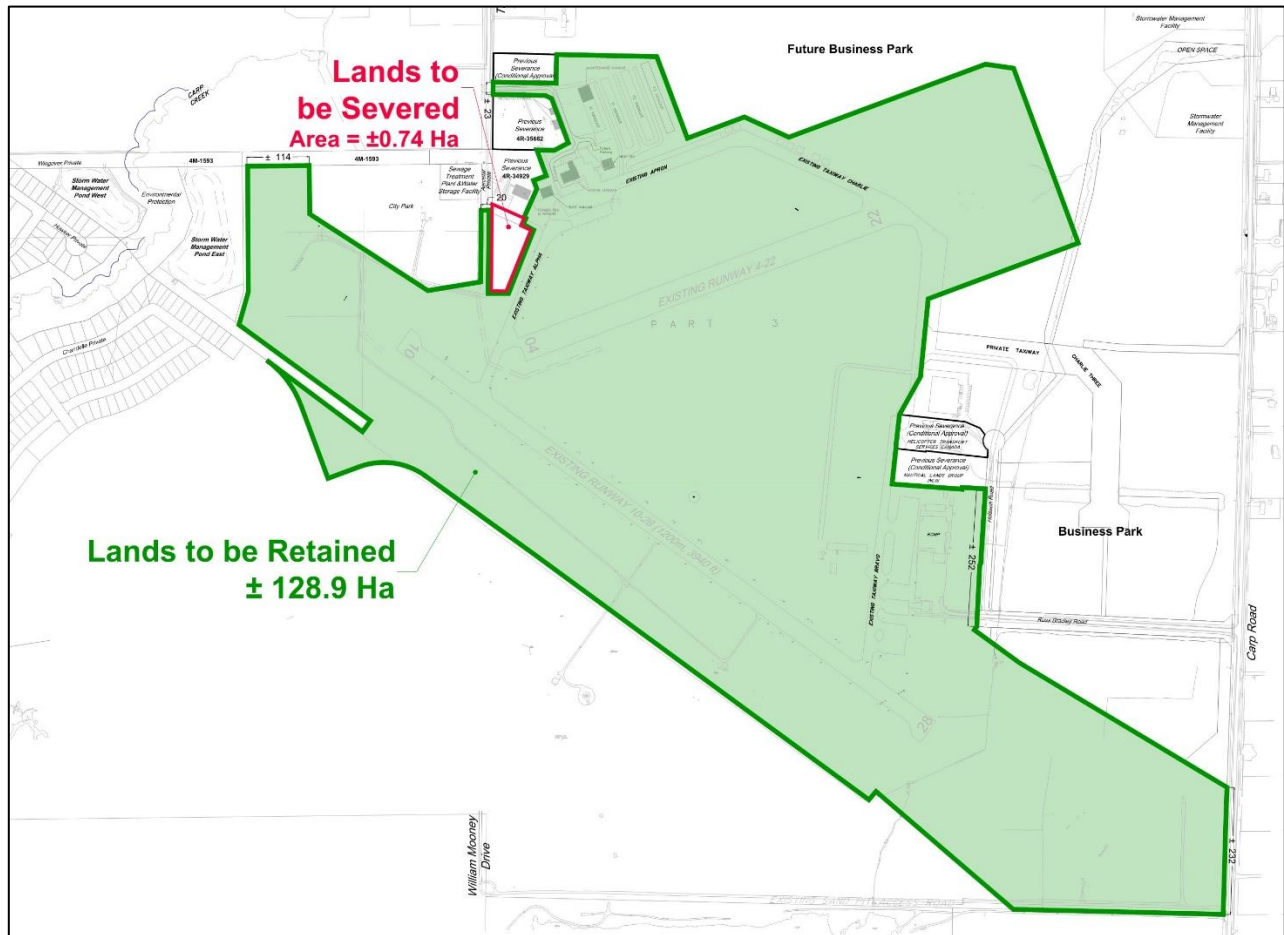


Figure 3: Excerpt of the Retained Lands - Core Airport Sketch prepared by Novatech dated May 26, 2025.

Consent Rationale

The following rationale demonstrates the appropriateness of the consent application to facilitate the proposed lot line adjustment.

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 adjustment of a lot line between two lots, where both lots have frontage on a public or private road, and where both lots are privately and independently 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 purpose of this Consent (Lot Line Adjustment) application is to exchange a parcel of land between two land owners and to create an easement for servicing and shared drainage, and does not represent a development application under the Planning Act. The proposed lot line adjustment supports the expansion of an existing industrial / commercial use in an area intended for employment uses, and thereby supports the efficient use of land and resources.

The proposed consent 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 Subject Site and 29 Aerostar Private have frontage on public and private streets, and will continue to have individual private services. An easement is proposed to accommodate an existing drainage channel and servicing corridor, and a corresponding Joint Use and Maintenance Agreement and Environmental Compliance Approval are anticipated as a condition of approval.
- Additional lands for an existing commercial / industrial use will continue to support employment opportunities as intended for this area.
- *Official Plan Area-Specific Policy 8.6* for the “Carp Airport Area” permits the existing commercial / industrial uses on the Subject Site and 29 Aerostar Private. This location is appropriate for additional lands to be conveyed to 29 Aerostar Private to expand the existing use.

The *Provincial Planning Statement 2024* provides policy direction on matters of provincial interest related to land use planning and development.

- Regarding *Chapter 2 - Building Homes, Sustaining Strong and Competitive Communities*, the proposed consent supports the development of a healthy, integrated and viable rural area in the City of Ottawa by supporting economic activities and employment opportunities by conveying additional lands for an existing commercial / industrial use to expand in an appropriate location.
- Regarding *Chapter 3 – Infrastructure and Facilities*, the proposed consent does not generate demands for uneconomical expansion of servicing or transportation infrastructure. The proposed lot line adjustment will convey additional lands to an existing lot in support of the existing and long-term economic role and operations of the Carp Airport. The Subject Site and 29 Aerostar Private will continue to have independent services. An easement will accommodate servicing for the retained lands and the shared drainage channel. A corresponding Joint Use and Maintenance Agreement and Environmental Compliance Approval are anticipated.
- Regarding *Chapter 4 – Wise Use and Management of Resources*, the Official Plan does not identify natural heritage features, watercourses, agricultural resource areas, mineral resource areas, or cultural heritage resources on or adjacent to the Subject Site.
- Regarding *Chapter 5 – Protecting Public Health and Safety*, the Official Plan does not identify natural hazards on or adjacent to the Subject Site.

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

The proposed consent 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, airport and related facilities, professional offices, light industrial, and convenience commercial. The proposed lot supports an existing 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 contains vacant land adjacent to Taxiway Alpha. Through discussions with Transport Canada, an appropriate setback for the proposed property line to Taxiway Alpha has been determined based on the largest aircraft wingspan that could be accommodated at the Carp Airport. The property owner has no plans to expand operations to the lands proposed to be severed and conveyed to 29 Aerostar Private. The proposed lot line adjustment 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 *Policy 8 of Section 11.5*, lot line adjustments are permitted in any designation for legal or technical reasons, including minor boundary adjustments which do not result in the creation of a new lot or render an existing lot as non-complying. The proposed lot line adjustment is to provide additional lands for the expansion of the existing use at 29 Aerostar Private, and constitutes a minor boundary adjustment. The proposed lot line adjustment will not render the existing lot at 1500 Thomas Argue or 29 Aerostar Private non-complying. The proposed consents do 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 consent conforms to the Official Plan.

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

The purpose of this Consent (Lot Line Adjustment) application is to exchange a parcel of land between two land owners and replace an existing easement, and does not represent a development application under the Planning Act. The existing commercial / industrial uses are permitted by the Official Plan and Zoning By-law. The existing commercial / industrial uses will continue following the lot line adjustment.

Per *Official Plan Schedule C15 – Environmental Constraints*, the land for the proposed consent is not affected by any environmental constraints. The Official Plan designation and zoning support the continuation of the existing commercial / industrial uses on the Subject Site and 29 Aerostar Private.

The lands to be severed and conveyed are undeveloped and the existing easement for drainage and servicing is proposed to be replaced.

The land is suitable for the proposed consent.

(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 lot line adjustment does not propose any new roads and will not affect highways or the highway system. The proposed lot line adjustment will add 11 m of frontage on Aerostar Private to 29 Aerostar Private. Access to the proposed severed lands will be through the existing private approach at 29 Aerostar Private. The retained lands will maintain minimal frontage on Aerostar Private where the existing alignment ends.

Official Plan Schedule C16 – Right-of-Way Protections applies to public streets. As Aerostar Private is an existing private street, no road widening is required.

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

Following the lot line adjustment, 29 Aerostar Private will have an area of approximately 1.64 hectares. The size and shape of the lot will meet the provisions of the T1B (Air Transportation Facility Zone, Carp Airport) zone and has sufficient area to accommodate the existing building and parking lot.

The proposed retained lands are irregularly shaped with an area of approximately 128.9 hectares and will meet the provisions of the T1B zone as well. The retained lands will continue to have individual private services.

(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;

A drainage and servicing easement exists over Part 2 on the draft Reference Plan. When Part 2 is conveyed to 29 Aerostar Private, the encumbered and benefitting lands will be owned by the same part and the easement will be of no effect. It is proposed to replace this easement through this consent application, creating a new easement over Part 2 on the draft Reference Plan. A corresponding Joint Use and Maintenance Agreement and Environmental Compliance Approval will be required for the shared drainage channel.

(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 Subject Site and 29 Aerostar Private will continue to have individual private water and sanitary services following the lot line adjustment. The existing building at 29 Aerostar Private has existing connections to hydro and cable services. As noted previously, Part 2 on the draft Reference Plan accommodates an existing easement for servicing and drainage, and the easement is proposed to be replaced through this consent application.

(j) the adequacy of school sites;

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

(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.

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

Additional lands to support an existing commercial/industrial use to expand 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).

The lands to be conveyed may be subject to future site plan approval depending on scale of the expanded commercial / industrial use.

The proposed lot line adjustment and easement meet the criteria set out in Section 51(24) of the Planning Act.

Conclusion

The proposed lot line adjustment for 1500 Thomas Argue Road and 29 Aerostar Private is required to facilitate a minor boundary adjustment to support the expansion of the existing use at 29 Aerostar Private.

The proposed lot line adjustment does not require a plan of subdivision and meets the criteria of Subsection 51(24) of the Planning Act, is not premature and is a suitable and efficient use of the land with minimal impact on the public interest.

The proposed lot line adjustment complies with the relevant policies of the City of Ottawa Official Plan, in that this application does not create a new lot nor render either of the lots non-compliant with the City of Ottawa Zoning By-law 2008-250.

The proposed easement is necessary for legal and technical reasons, to support the lot line adjustment. The new easement will replace an existing easement that accommodates a servicing corridor and shared drainage channel over Part 2 on the Draft Reference Plan.

Based on the foregoing, the proposed lot line adjustment and easement represent good planning.

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

- Application fee (Cheque)
- Consent Application Form – Lot Line Adjustment
- Lot Line Adjustment Sketch – Alpha prepared by Novatech, dated June 4, 2025
- Retained Lands – Core Airport, Drawing No. 102085-CoreAirport prepared by Novatech, dated May 26, 2025
- Draft Reference Plan prepared by Fairhall, Moffatt, and Woodland, dated June 4, 2025
- Parcel Abstract PIN (PIN 04538-1196) for 1500 Thomas Argue Road

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

Sincerely,

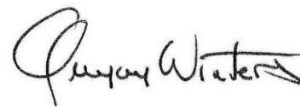
NOVATECH

Prepared by:



Miranda Virginillo, MCIP, RPP
Project Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP
Director, Planning & Development