

December 4, 2025

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

Attention: Michel Bellemare, Secretary - Treasurer

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

Novatech has been retained by 1514947 Ontario Inc. (c/o WCD, the "Owner") to file Consent and Minor Variance applications for the proposed severance of their property known municipally as 1500 Thomas Argue Road (the "Subject Site") to create a new lot for future development with frontage on Carp Road at the Carp Airport (PIN 04538-1196).

The Owner wishes to sever land for future commercial / industrial development and therefore requires consent to sever a lot from the Subject Site.

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

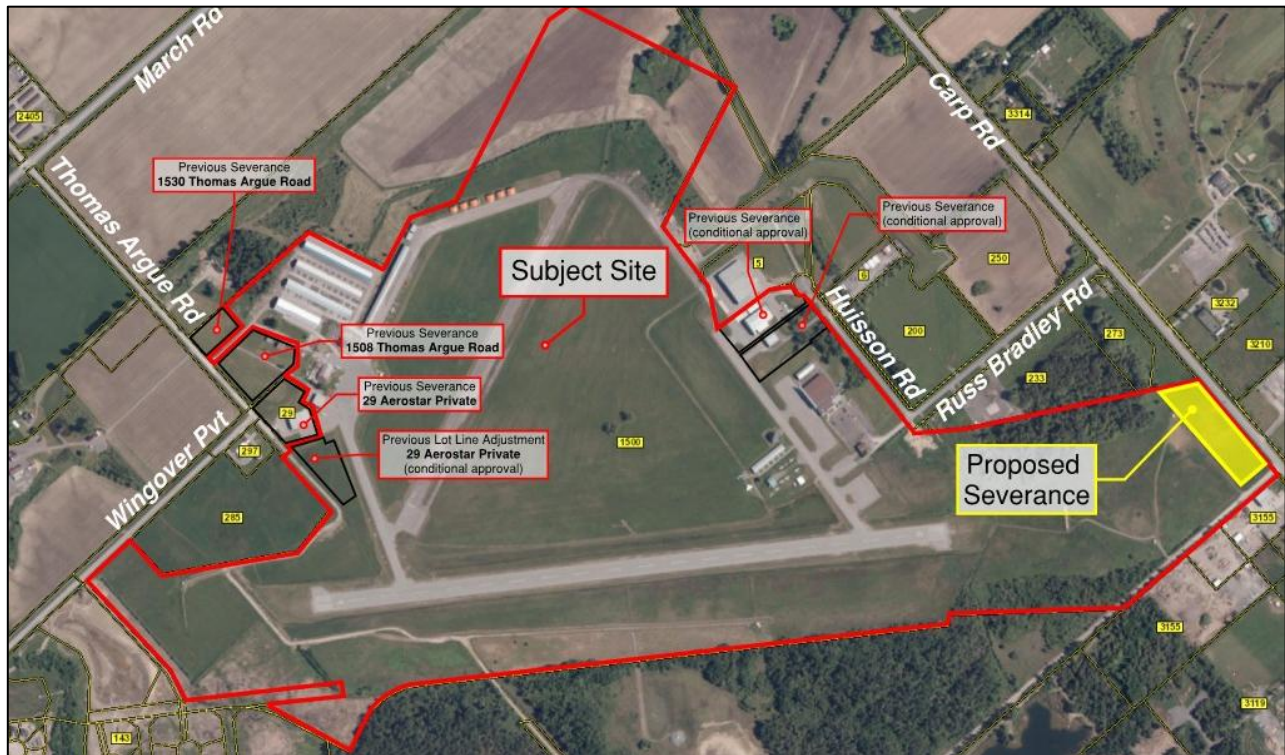


Figure 1: Subject Site Location (image base: GeoOttawa, 2022)

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 4R34929 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 hectares and approximate frontages of 23 metres on Thomas Argue Road, 114 metres on Wingover 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 severance is located beyond the end of Runway 10-28 and is not required for the operations of the Carp Airport. There is a gravel access road to the McGee Sand Pit immediately south of the proposed severance on the retained lands. Should the access road need to be upgraded in the future, the proposed severed lot has been designed to ensure the access road and roadside ditches have sufficient width to meet City standards and can provide a corner sight triangle at Carp Road.

Proposed Consent

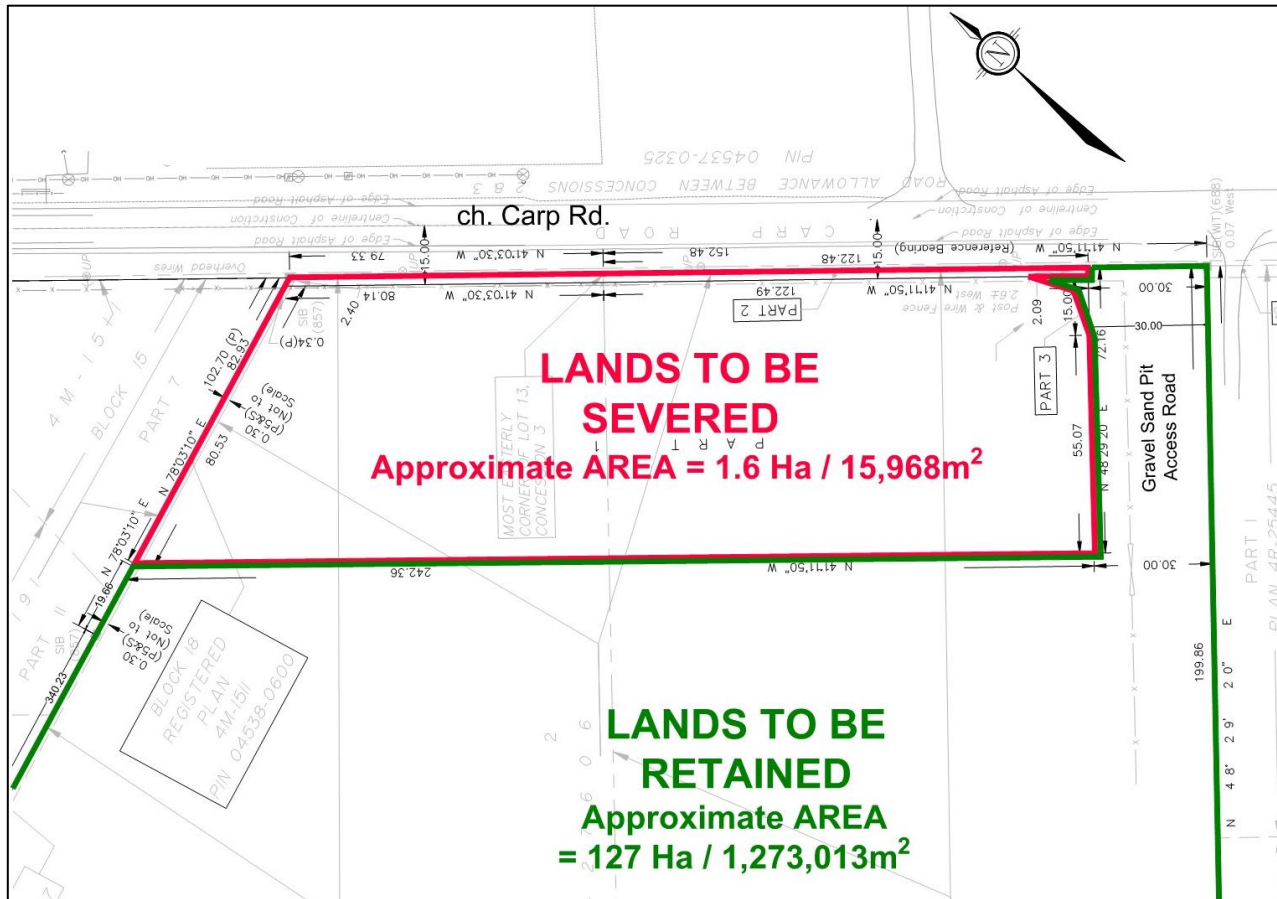


Figure 2: Excerpt of the Consent Sketch – Carp Road prepared by Novatech dated November 28, 2025.

It is proposed to sever the Subject Site to create a new parcel of land for future commercial / industrial development, as shown in the Consent Sketch and in Figure 3 above. The severed parcel will be used for future commercial / industrial purposes 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 an area of approximately 15,968 square metres (1.60 hectares) and a frontage of approximately 202 metres on Carp Road.

As shown on the Retained Lands – Core Airport sketch prepared by Novatech dated November 18, 2025, the retained lands will have frontages of approximately 23 metres on Thomas Argue Road, 114 metres on Wingover Private, and 30 metres on Carp Road, and will have an area of approximately 127.3 hectares. Approximately 252 metres of access will remain on Huisson Road (Figure 4).

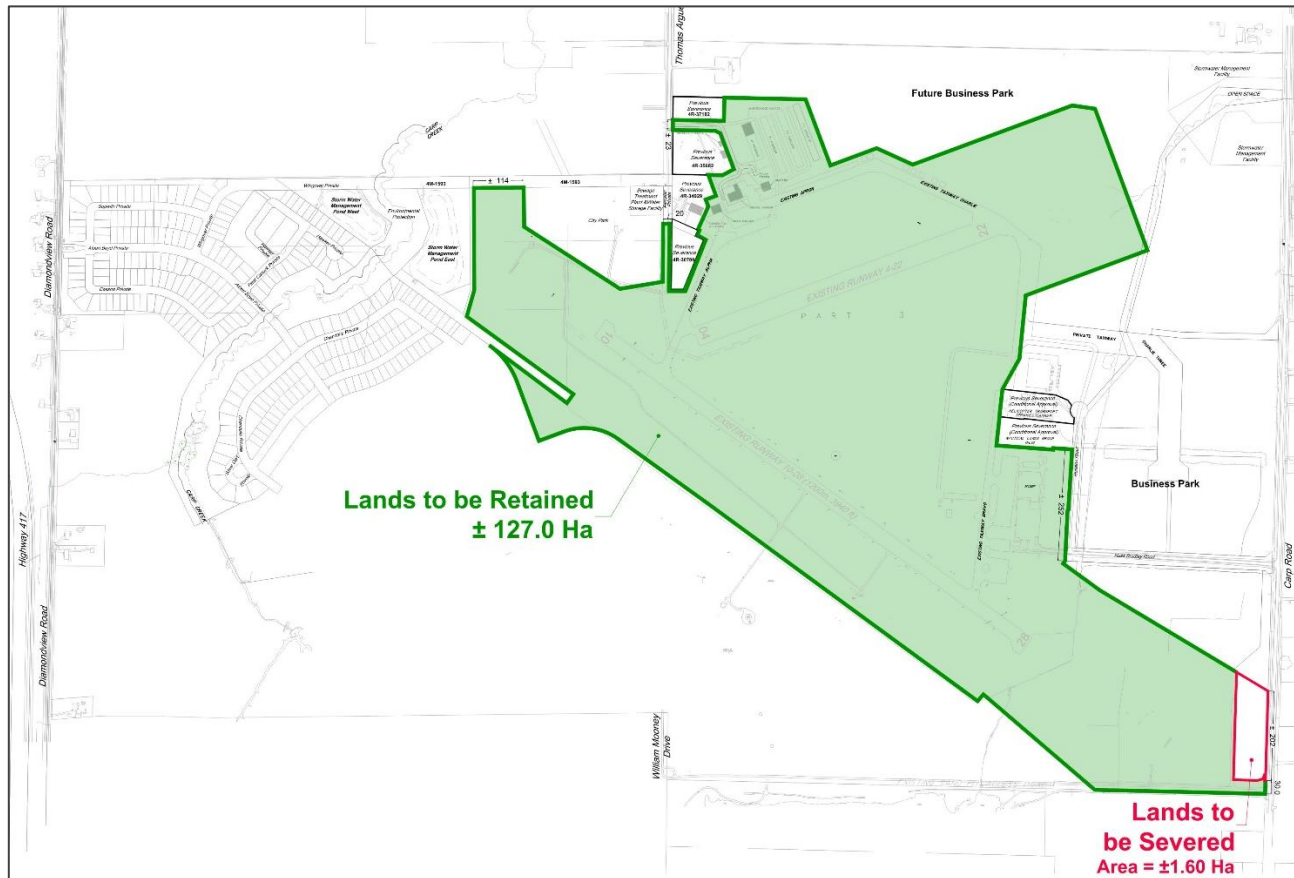


Figure 3: Excerpt of the Retained Lands - Core Airport Sketch prepared by Novatech dated November 28, 2025.

Consent 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 for future development that will have 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, aggregate resources or natural areas or features. The Subject Site is more than 1000 m from the nearest active aggregate extraction operation (McGee Pit). Other adjacent extraction sites are no longer active.
- The proposed severed lot has frontage on a public road (Carp Road). An Independent Servicing Brief prepared as a condition of approval will demonstrate that the proposed severed lot is of sufficient size to accommodate a well and a septic system.
- A new lot for a 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 commercial / industrial uses.

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 consents support the development of a healthy, integrated and viable rural area in the City of Ottawa by supporting economic activities and employment opportunities by creating an additional lot for a future commercial / industrial use in an appropriate location with sufficient space on site to accommodate future development.
- Regarding *Chapter 3 – Infrastructure and Facilities*, the proposed severed lot does not generate demands for uneconomical expansion of servicing or transportation infrastructure. The proposed severed lot will create a new lot for a future commercial / industrial use in support of the existing and long-term economic role and operations of the Carp Airport. An Independent Servicing Brief

prepared as a condition of approval will demonstrate that there is sufficient area on the proposed severed lot to accommodate future private services.

- 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. Consistent with previous consent applications, a Phase I Environmental Site Assessment for the proposed severed lot is anticipated as a condition of approval.

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

The proposed consents are 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 will support the development of 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 located at the end of Runway 10-28 and is setback from the instrumentation equipment. The lands to be severed are surplus to the core airport, and the removal of the proposed severed lands will not affect the viability of the air transportation network. The property owner has no plans to expand airport operations to the lands proposed for severance. The proposed severance is thereby in accordance with Item 7.11 of the MCFDA.

Per *Policy 9 of Subsection 4.7.2* of the Official Plan, all new development that relies on private sewage services is required to maintain a minimum undeveloped area of 800 m² for the sewage system. The proposed lot is undeveloped and has an approximate area of 16,314 m². As a condition of approval, an Independent Servicing Brief will demonstrate that there is sufficient area on site to accommodate a future private well and private septic system. A subsequent Hydrogeological Report completed as a condition of approval will confirm that the lot can be developed with adequate private services.

The proposed severance is located within the Airport Operating Influence Zone of the Carp Airport per Schedule C14 of the Official Plan. Development within the Airport Operating Influence Zone is subject to Section 10.2.2 of the Official Plan, which requires that development in the vicinity of the Carp Airport does not permit noise-sensitive uses within the 30 NEF/NEP contour lines and that development complies with current Transport Canada guidelines. The proposed severed lot will be for future commercial / industrial development which are not considered to be sensitive land uses.

The proposed consents conform to the Official Plan.

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

Per *Official Plan Schedule C15 – Environmental Constraints*, the land for the proposed severance is not affected by any environmental constraints. The Official Plan designation and zoning for the Subject Site support a new lot for a future commercial / industrial use.

As noted above, the proposed lot has sufficient area to meet the minimum 800 m² area required by the Official Plan for lots developed on private services. As a condition of approval, an Independent Servicing Brief will demonstrate that there is sufficient area on site to accommodate a future private well and private septic system. A subsequent Hydrogeological Report completed as a condition of approval will confirm that the lot can be developed with adequate private services.

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 severed lot will have frontage on Carp Road. Carp Road intersects with Russ Bradley Road approximately 288 m north of the proposed lot. Access to Highway 417 is approximately 5.5 kilometres west or 5.9 kilometres south of the Subject Site. The existing road infrastructure adequately serves the proposed lot.

Official Plan Schedule C16 – Right-of-Way Protections applies to public roads. It is anticipated that a road widening along Carp Road frontage for the retained and severed lands will be required as a condition of approval. The anticipated extent of road widening is shown as Part 2 on the Draft Reference Plan. As noted previously, the gravel access road on the retained lands may be upgraded in the future, and as such, sufficient width to meet City standards and the anticipated daylight triangle have been considered in the design of the proposed severed lot.

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

The proposed severed lot is irregularly shaped with an area of approximately 16,314 square metres (1.63 hectares). The size and shape of the severed lot meets the provisions of the T1B (Air Transportation Facility Zone, Carp Airport) zone and the lot has sufficient area to accommodate future development. As a condition of approval, an Independent Servicing Brief will demonstrate that there is sufficient area on site to accommodate a future private well and private septic system. A subsequent Hydrogeological Report completed as a condition of approval will confirm that the lot can be developed with adequate private services.

The proposed retained lands are irregularly shaped with an area of approximately 127.3 hectares and will continue to 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;

No restrictions are proposed for the lands to be subdivided, nor for the adjoining lands.

(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 will be generated by the proposed severance. The new severed lot will have private water and septic services. Hydro and cable services are located along and within the Carp Road right of way.

(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

A new lot to support a future 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).

Not applicable.

Conclusion

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

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

- Application fee (Cheque)
- Consent Application Form – Severance
- Consent Sketch – Carp Road prepared by Novatech, dated November 28, 2025
- Retained Lands – Core Airport, Drawing No. 102085-CoreAirport prepared by Novatech, dated November 28, 2025
- Draft Reference Plan prepared by Fairhall, Moffatt, and Woodland, dated November 26, 2025
- Parcel Register (PIN 04538-1196)

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

Sincerely,

NOVATECH

Prepared by:



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Project Planner | Planning & Development