

Subject: Zoning By-law Amendment – 640 Compass Street

File Number: ACS2025-PDB-PSX-0027

Report to Planning and Housing Committee on 18 June 2025

and Council 25 June 2025

**Submitted on June 9, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Orléans South-Navan (19)

Objet : Modification au Règlement de zonage – 640, rue Compass

Dossier : ACS2025-PDB-PSX-0027

Rapport au Comité de la planification et du logement

le 18 juin 2025

et au Conseil le 25 juin 2025

**Soumis le 9 juin 2025 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

**Personne ressource : Lucy Ramirez, Urbaniste, Examen des demandes
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Quartier : Orléans-Sud-Navan (19)

REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 640 Compass Street, as shown in Document 1, to permit a planned unit development of six stacked dwelling buildings, as detailed in Document 2.
2. 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 June 25, 2025," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification du *Règlement de zonage* (n° 2008-250), visant le 640, rue Compass, un bien-fonds illustré dans le document 1, afin de permettre l'aménagement d'un complexe immobilier comprenant six habitations superposées, comme l'expose en détail le document 2.
2. Donne son approbation à ce 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 25 juin 2025 », 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

640 Compass Street

Owner

Richcraft Homes Ltd. C/O Fairouz Wahab

Applicant

Richcraft Homes Ltd. C/O Fairouz Wahab

Architect

M. David Blakely Architect Inc.

Description of site and surroundings

The property is located on the south side of Brian Coburn Boulevard in the Trailsedge neighbourhood in the East Urban Community of Orléans. The housing in the surrounding Trailsedge community is mostly made up of multiple attached and detached dwellings. To the south of the site there is a vacant school block and open space (Patrick Dugas Park) which connects to a pathway network that leads to the environmental lands around Mud Creek.

The subject property is a large, 9,559 square metre (0.96 ha), irregularly shaped parcel, with 102 metres of frontage along Brian Coburn Blvd, an arterial road, and 83 metres of frontage along Compass Street, a local road.

Transit Context

[Bus Route 32 – Sunview Chapel Hill | Blair](#) – runs along Fern Casey Boulevard and provides transit service to and from Blair Station five days a week during peak commute times, but does not provide weekend service. There are sidewalks and multi-use pathways that provide pedestrian access to and from the Fern Casey/Couloir bus stop, which is approximately 400 metres away from the subject lands.

A future planned bus rapid transit (BRT) corridor parallels Brian Coburn Boulevard to the north, with a planned future transit station at Fern Casey Boulevard. In the future, the Cumberland Transitway will provide BRT linkages to the light rail transit (LRT) network and to Innes Road, [per Schedule C2 - Transit Network \(Ultimate\)](#) of the Official Plan. The proposed Cumberland Transitway is identified in the City's Transportation Master Plan for implementation post 2031.

Summary of proposed development

The Owner is proposing to build six stacked dwellings with a total of 66 units. Two stacked dwellings are parallel to Brian Coburn Boulevard, two stacked dwellings are parallel to Compass Street, and two stacked dwellings are parallel to the easterly lot line

An outdoor communal amenity area is proposed at the centre of the development, and each unit will have a private amenity area either via a balcony or a patio. An accessory building for garbage and bike storage is located next to the outdoor communal amenity area. Surface parking and a private way surrounds the communal amenity area with the additional parking spaces adjacent to the stacked dwellings. The parking lot is interior to the site and is accessed via a two-lane vehicular access from Compass Street. There is a total of 94 vehicular parking spaces, 80 spaces for residents and 14 for visitors. There is a total of 38 bicycle parking spaces, 30 interior spaces and eight exterior spaces. Pathways are provided for pedestrian circulation.

The proposal will be serviced by municipal water, sanitary and stormwater services. Staff is satisfied that the existing sanitary and storm sewers on Compass Street have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design meets the City's design standards respecting both quantity and quality control. There is also an adequate municipal water supply to support the proposed water demand.

The subject lands are in the Trailsedge Phase 3 Plan of Subdivision (4M-1544), which was registered in October 2015 (D07-16-07-0018 PH3). Most of the lands in phase 3 were rezoned by Ottawa City Council on [July 17, 2013](#), (see item P on the Bulk consent agenda), the subject lands were not. The subject parcel was created in 2022 via Part Lot Control (D07-08-22-0033). There is a related Site Plan Control Application, [D07-12-24-0146](#) and a Plan of Condominium Application D07-04-25-0004.

Summary of requested Zoning By-law amendment

The subject site is currently zoned Development Reserve (DR), which recognizes those lands intended for future urban development and limits the range of permitted uses to those that will not preclude future planned development. The proposal is to rezone the site from DR to Residential Fourth Density Subzone Z with exceptions (R4Z [XXXX]) to permit a planned unit development (PUD) of six stacked dwellings with a total of 66 units plus associated parking and amenity area.

DISCUSSION

Public consultation

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s)

The property is in the [Suburban Transect](#) and designated [Minor Corridor](#) (per schedules [A](#) and [B8](#)). The Corridor designation applies to bands of land along streets whose planned function combines a higher density of development and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Below is a summary of Official Plan objectives and/or policies that support the proposed development:

- Section 3 explains the City's growth management framework and the policies in this section identify the urban area and villages as the focus of growth and development.
- An objective of the Official Plan is to enable greater flexibility and an adequate supply and diversity of housing options throughout the city (Section 4.2.1). The housing policies encourage a range of housing options across all neighbourhoods and promote missing middle housing forms. In Ottawa's context, missing middle housing generally refers to low-rise, multiple unit infill residential development of between three and sixteen units.
- Per the Official Plan, development along corridors shall generally be located to frame adjacent streets and should provide an appropriate setback within the street context, with clearly visible entrances from public sidewalks (policy 4.6.5.2).
- An objective of the Official Plan is to provide direction to the Corridors located within the Suburban Transect (Section 5.4.1). Along minor corridors development is meant to be low-rise; however, mid-rise and high-rise are permitted through a secondary plan. Multi-unit dwellings are supported on Corridors in the Suburban Transect.
- An objective of the Official Plan is to define Corridors and set the stage for their function and change (Section 6.2). Within the Corridor Designation, buildings are to be next to and oriented towards the street, further vehicular access is to be provided from a side street.

Other applicable policies and guidelines

Per the [East Urban Community Phase 3 Secondary Plan](#) (2022) the property is Highest-Density Neighbourhood (Schedule A). The highest density residential blocks are shown immediately adjacent to the western Bus Rapid Transit (BRT) station. The secondary plan is closely linked to the [East Urban Community Phase 3 Area Community Design Plan \(CDP\)](#) (2020) and the two documents should be read together to assist with the interpretation and implementation of the secondary plan policies. Per the CDP, “the goal of highest density residential housing is to provide for connected housing within a neighbourhood context that is based on public transit and pedestrian and cycling movement”. It states that the Highest Density Residential designation will be characterized by stacked dwellings, low-rise apartments (up to four storeys) and mid-rise apartments (five to nine storeys) (Policies 5.2.1.3). The policies specifically state that low rise building forms (detached, semi-detached, linked-detached, and townhome dwellings) are not permitted in the Highest Density Residential designation (5.2.1.3(3)).

Per the secondary plan, the frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein (Policy 4.3. (18)(g)). Per the Applicant’s Planning Rationale, “the development is oriented around a central amenity and parking area, with active frontages framing both the public streets and the internal area of the community”. Also, see Document 5 - Proposed Development Images.

Planning rationale

Planning staff are recommending approval of the proposed residential development because it achieves policies contained in the Official Plan. The proposal furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. The proposed site development achieves the growth management policies of Section 3, as well as the housing and corridor policies of section 4.2 of the Official Plan. The proposal provides a strong street edge along Brian Coburn Boulevard and Compass Street. The zoning amendment recognizes a suburban pattern of low-rise built form and site design, defines the corridor and sets the stage for the function and change of Brian Coburn Boulevard as the BRT is constructed, and promotes the provision of missing middle housing.

Details of Proposed Zoning

The proposed Zoning By-law Amendment will rezone 640 Compass Street, as shown as Area A in Document 1, from DR to R4Z, Urban Exception XXXX to permit a planned unit development, as detailed in Document 2. A purpose of the residential fourth density zone is to permit a range of low-rise residential built forms; the subzone permits stacked

dwellings. A stacked dwelling means a residential use building of four or fewer storeys in height containing four or more principal dwelling units where the units are divided horizontally and vertically, and in which each dwelling unit has an independent entrance to the interior.

Exceptions ([XXXX]) are modifications to the principal zoning of a site. In this case the proposed zoning by-law amendment includes an exception to prohibit detached, semi-detached, long semi, linked-detached, duplex, three unit, and townhouse dwellings, consistent with the CDP policy (Policy 5.2.1.3(3)). The exception also applies a larger front yard and corner side yard setbacks than the R4Z zone as sensitive marine clay soils are present and larger setbacks are recommended to accommodate tree plantings. The concept plan is showing 6-metre front and rear yard setbacks; however, the Owner has requested some flexibility to accommodate possible variability during the construction process, so staff is recommending 5.9-metre front and rear yard setbacks.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR – Catherine Kitts

This development is a leftover block from the fully built-out Trailsedge Phase 2, which includes residential townhomes and an amenity space. The revised site plan responds to key planning considerations and community needs, creating a more functional and pedestrian-friendly layout.

A central highlight of the revised design is the relocation of the outdoor communal amenity area to the middle of the site. This will offer residents a dedicated space for recreation, featuring a community garden, a treed lawn, and a gathering area, while also improving connectivity to the adjacent active transportation network.

Recognizing the importance of addressing noise concerns on Brian Coburn Boulevard, Richcraft has committed to mitigation measures, including upgraded building components and central air conditioning in impacted blocks. The addition of electric vehicle charging stations and landscaping adjustments, including setbacks for tree planting is also a positive.

I appreciate Richcraft's willingness to adapt their design based on feedback from staff, and I look forward to continuing to work with the developer throughout this application.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the report recommendations.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications resulting from recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The site plan for 640 Compass Street was reviewed and accessibility requirements accessed in accordance with the Integrated Accessibility Standards Regulations (IASR) of the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) and other relevant legislative requirements, policies, and guidelines.

Per the Site Plan three accessible parking spaces are being provided. There is one Type A space (3400 millimetres wide) and two Type B spaces (2400 mm wide), all with adjacent access aisles. Type A parking is a wider parking space which accommodates larger vehicles such as vans that are equipped with transfer ramps for users of wheeled mobility aids. Type B parking accommodates users who can walk but have limited mobility and cannot travel lengthy distances. Exterior pedestrian facilities are 1.5 metres wide, also meeting the requirements under the IASR.

Accessibility requirements will be further reviewed by Building Codes Services (BCS) at the time of building permit.

ENVIRONMENTAL IMPLICATIONS

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA identified no concerns with the historical use of the property and determined a Phase 2 ESA was not required.

A tree conservation report (TCR) was done that identified five protected city-owned trees, all trees will be removed. Removal of a city tree requires a tree removal permit. The geotechnical investigation identified tree planting restrictions because of the clay soils, so the zoning is requiring a larger front and corner side yard setbacks to provide space for trees. There are also overhead wires in the right of way along Brian Coburn

Boulevard that will further restrict tree planting on the site. The owner is proposing to plant five large deciduous trees, 15 medium deciduous trees, eight small deciduous trees, three coniferous trees, 89 shrubs, and a mix of grasses/perennials.

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. Specifically, the objective of increasing housing supply and supporting intensification.

APPLICATION PROCESS TIMELINE STATUS

The statutory 120-day timeline for making a decision on this application under the *Planning Act* expired on May 13, 2025. On April 4, the Zoning By-law Amendment Application was placed on hold to allow time for issue resolution, the application was reactivated on May 20.

SUPPORTING DOCUMENTATION

Document 1: Location Map / Zoning Key Map

Document 2: Details of Recommended Zoning

Document 3: Aerial Photos

Document 4: Proposed Site Plan

Document 5: Proposed Development Images

Document 6: Consultation Details

CONCLUSION

Planning Staff recommend approval of the Zoning By-law Amendment at 640 Compass Street as the proposal aligns with the Official Plan.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; (4) Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it 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 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa

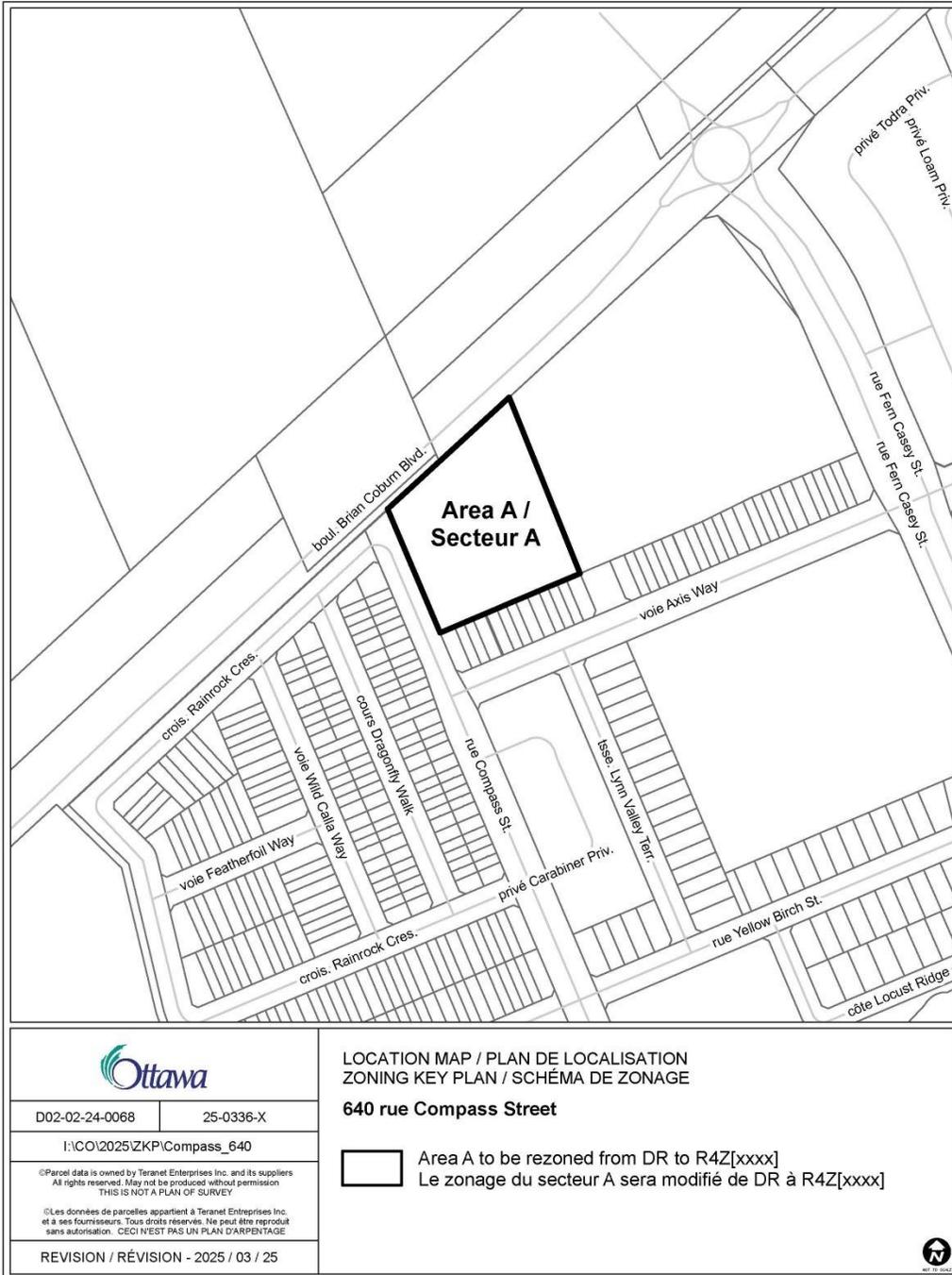


Figure 1: The subject site identified as Area A will be rezoned from DR to R4Z[XXXX].

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 640 Compass Street:

Add a new exception with provisions similar in effect to the following:

1. Rezone the lands as shown in Document 1
2. Add a new exception, XXXX, to section 239 – Urban Exception with provisions similar in effect to the following:
 - a. In Column I, Exception Number, add the text “[XXXX]”
 - b. In Column II, add the text “R4Z[XXXX]”
 - c. In Column IV, add the text “*detached, linked-detached, semi-detached, long semi, duplex, three unit, and townhouse dwellings*”
 - d. In Column V, include provisions similar to the following:
 - i. The minimum front yard setback for all dwelling types is 5.9-metres
 - ii. The minimum rear yard setback for all dwelling types is 5.9-metres
 - iii. The minimum corner side yard setback for all dwelling types is 6-metres

Document 4 - Proposed Site Plan

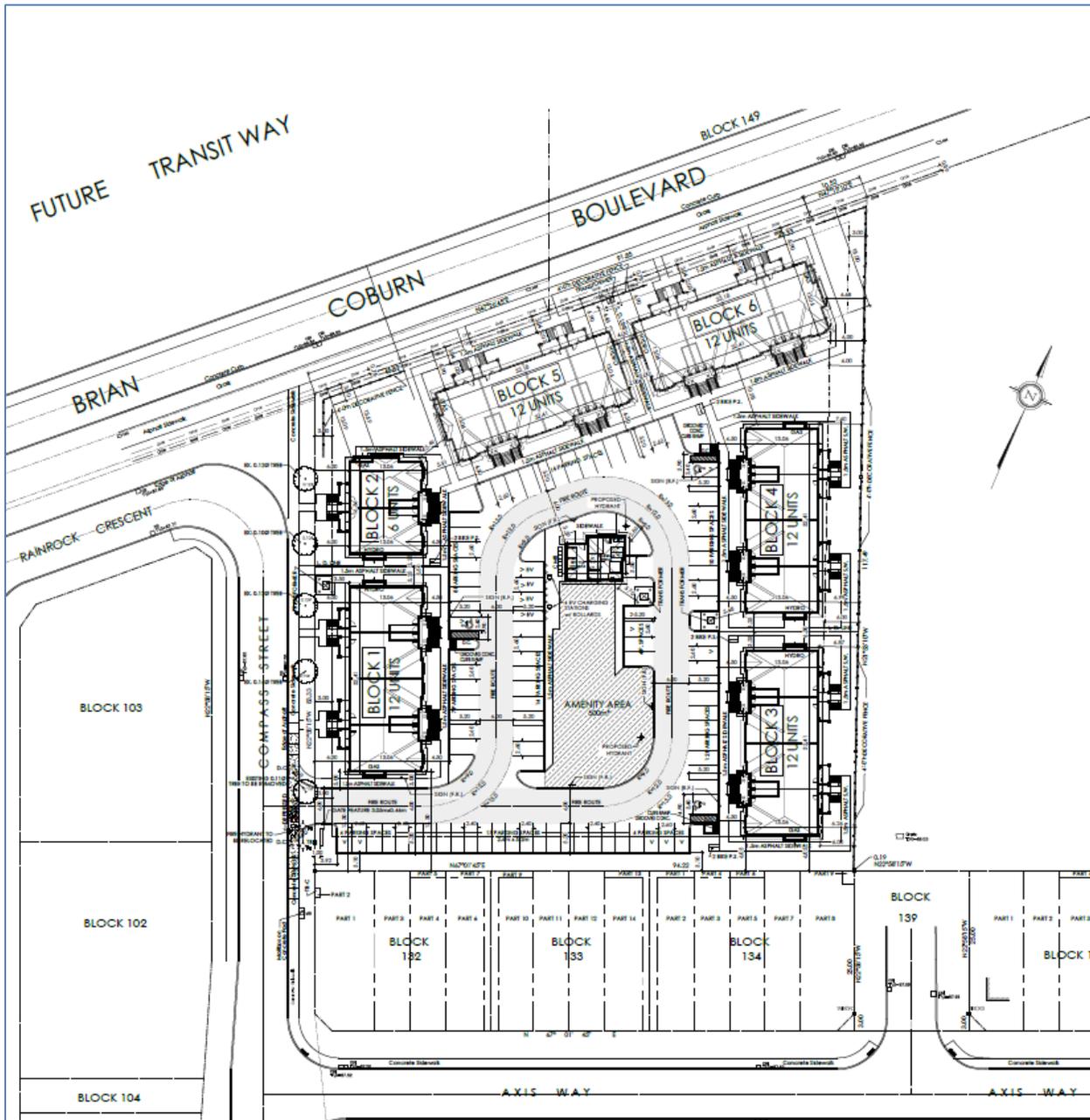


Figure 3: Proposed site plan showing a planned unit development of six stacked dwelling buildings with a total of 66 units plus associated parking and amenity area. A [PDF version of the site plan](#) is available on the Development Applications Search Tool (Ottawa.ca/Devapps).

Document 5 - Proposed Development Images

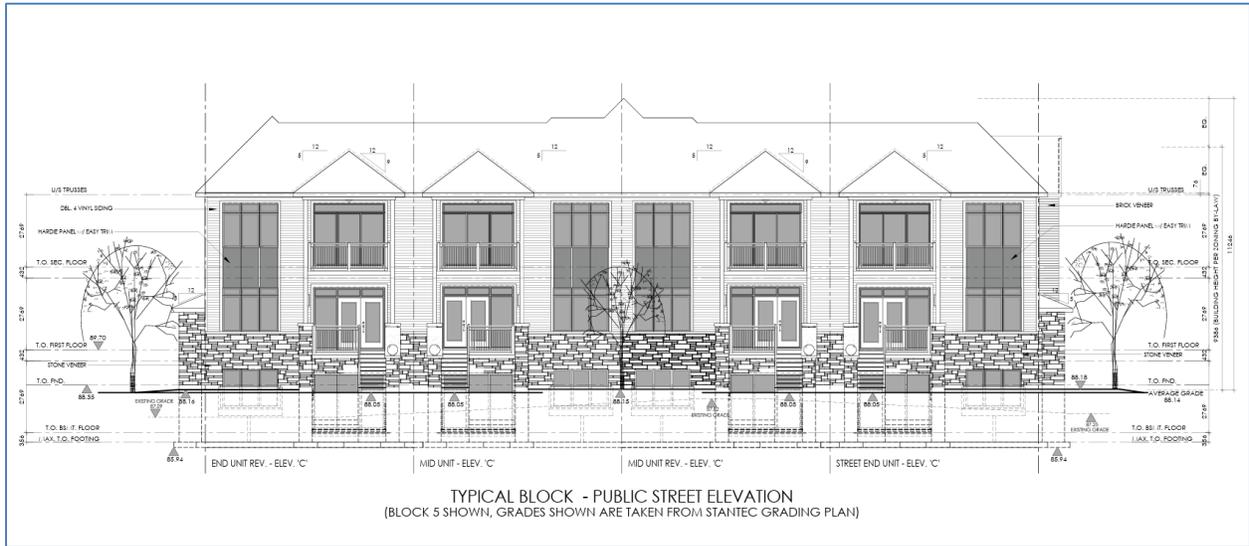


Figure 4: The typical public street elevation that will front onto Brian Coburn Boulevard and Compass Street.

Document 6 - 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. Staff received written submissions from six individuals, one person posed questions, two people opposed the proposal and expressed concerns, three people expressed concerns. Below are the themes that emerged from most frequent to the less frequent.

Public Comments and Responses

Comment 1.

Vehicular Traffic: concern was expressed regarding increased traffic, including school buses, and congestion on local roads, such as Compass Street, Axis Way, and Rainrock Crescent. Desire was expressed for traffic calming measures.

Response 1.

The traffic that will be generated by a development of this size can be accommodated by the existing road network.

The city has [Traffic Calming Design Guidelines](#), the focus of these guidelines is primarily on retrofits to existing streets. The Area Traffic Management Branch can provide more information. Traffic calming is not a consideration in the assessment of a site-specific Zoning By-law amendment application.

Comment 2.

On-street parking: concern was expressed regarding vehicles not complying with on-street parking restrictions and on-street parking impeding traffic flow. Desire was expressed for Axis Way to be 'no parking' on both sides of the street and for Compass Street to only have parking on one side of the street.

Response 2.

The city has [on-street parking restrictions](#) and residents can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.

Regarding the desire to place parking restrictions on Axis Way and Compass Street, residents are encouraged to reach out to 3-1-1 where their concerns/request can be sent to the appropriate department.

Staff note, the subject lands are in the Trailsedge Phase 3 Plan of Subdivision (4M-1544), which was registered in October 2015 (D07-16-07-0018 PH3). Axis Way has a right-of-way 22 metres. The width of the Compass Street right-of-way is varied, at the northern end it is 18 metres, this increases to 24 metres where Compass Street and Axis Way intersect (Plan 4M-1545).

Comment 3.

Pedestrian and Cycling Safety: concern was expressed that traffic congestion posed a risk for pedestrians and cyclists.

Response 3.

There is existing transportation infrastructure along Brian Coburn Boulevard, Compass Street, and Axis Way such as sidewalks or a multi-use pathway (MUP).

Comment 4.

Density: concern was expressed with the proposed six stacked dwellings with a total of 66 units, it was seen as too much density.

Response 4.

Per Schedule A of the [East Urban Community \(EUC\) Phase 3 Secondary Plan \(2022\)](#), the property is designated Highest-Density Neighbourhood. Per the [EUC Phase 3 Area Community Design Plan](#), the highest density residential blocks are shown immediately adjacent to the future BRT stations. The goal of highest density residential housing is to provide for connected housing within a neighbourhood context that is based on public transit and pedestrian and cycling movement. A density of 80 units/net hectare was used to project the number of units in this designation, however, this density is not a minimum requirement for each development parcel (CDP policy 5.2.1.3). The proposed density is 69.5 units per net hectare (66units/0.95 ha). The proposal introduces a more urban built form than nearby townhouses but provides critical site design elements such as soft landscaping, amenity space, a single vehicular access, vehicular parking internal to the site, bicycle parking, dedicated pedestrian walkways, and a waste management area.

Comment 5.

Noise, light, and air pollution, as well as loss of greenspace: concern was expressed regarding increased pollution and loss of green space.

Response 5.

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report a noise complaint [about construction sites or machinery](#). Note: The Director of By-law Services may grant an exemption for construction work. Regarding Noise after construction is complete, [noise complaints](#) can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

The proposed site lighting will be designed to be 'full cut-off' lighting. This lighting ensures minimal light spillage off-site, which will reduce the impact on neighbouring properties. A site lighting certificate will be a condition of Site Plan Control Approval.

Regarding traffic-related air pollution, concentrations of air pollutants are higher on and near major roads, which is why the Official Plan notes that outdoor children's play areas associated with a childcare facility, school or park should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4 (Policy 4.6.4.3). The site's communal amenity is internal to the site.

The subject property is not greenspace, if it was it would be zoned Parks and Open Space (O1), the subject property is private property zoned development reserve (DR), the purpose of the DR zone is to recognize lands intended for future urban development.

Comment 6.

Loss of Privacy: concern about overlook into adjacent backyards.

Response 6.

An outdoor communal amenity area is proposed at the centre of the development, and each unit will have private amenity area either via a balcony or patio. The balconies are mostly along the façades that face the street; however, blocks 3 and 4 have patios and balconies that face the rear lot line,

which is adjacent to a vacant lot. There is no private amenity area facing the rear yards of the townhouse blocks along Axis Way.

Comment 7.

Building Design: out of character with the suburban built form and site design – support was expressed for detached dwellings with generous spacing (setbacks) or regular townhouses.

Response 7.

An objective of the Official Plan is to enable a greater flexibility and an adequate supply and diversity of housing options throughout the City. A policy to achieve this objective is primarily to regulate the density, built form, height, massing and design of residential development rather than regulating through restrictions on building typology. The development meets policy objectives by being low-rise, having frontages that engage with the public realm, and a shared vehicular access with parking internal to the site.

Comment 8.

Servicing (water and wastewater): concern regarding adequacy of capacity.

Response 8.

The proposal will be serviced by municipal services: water, sanitary and storm water. Capacity has been reviewed and is adequate to service this proposed development.

Comment 9.

Building Height: concern was expressed with multi-storey, 'high-rise' buildings.

Response 9.

The [R4 zone](#) restricts building heights to four storeys, which we classify as low-rise.

The Official Plan, [Section 13. Definition](#), provides guidance on Height categories

Height categories:

The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

Built Form Height Maximum

Low-rise: up to and including four full storeys

Mid-rise: between five and nine full storeys

High-rise: between 10 and 40 full storeys

High-rise 41+: 41 full storeys or taller

The R4Z subzone restricts building heights for low-rise apartment buildings and staked dwellings to 15 metres.

The proposed buildings are two-storey stacked dwellings. The [elevations](#) available on [DevApps](#) show that the building height per the Zoning By-law is 9.38 metres, [section 54](#) of the zoning by-law defines building height as follows:

Building height means the vertical distance between the average **grade** at the base of a main wall of the **building** and

- (a) the highest point of the roof surface, if a flat roof,
- (b) the deck line, if a mansard roof,
- (c) the mid point between the ridge if a hip, gable, shed, or gambrel roof, and the eaves of the building, excluding the eaves of any projections, or (By-law 2013-224)
- (d) the highest point of the building or structure in all other cases,

and **height** has a corresponding meaning unless otherwise defined elsewhere in this By-law. (hauteur de bâtiment)

The overall height of the building is 11.24 metres

Comment 10.

Transit Service: concern was expressed if public transportation could accommodate additional demand from the development.

Response 10.

[Bus Route 32 – Sunview Chapel Hill | Blair](#) – runs along Fern Cassey Boulevard and provides transit service to and from Blair Station five days a week during peak commute times, there is no weekend service. A future planned bus rapid

transit corridor parallels Brian Coburn Boulevard to the north. The proposed Cumberland Transitway is identified in the City's Transportation Master Plan for implementation post 2031, there is a transit station identified at Fern Casey Boulevard.

Comment 11.

Soft Infrastructure: concern was expressed if schools and healthcare services could accommodate additional demand from the development.

Response 11.

There is a vacant school block along Axis Way that is owned by the Ottawa-Carleton District School Board (OCDSB) and Mer Bleue Catholic College School is located nearby at the corner of Fern Casey Boulevard and Renaud Road. Healthcare services are not considered to be within the purview of the Zoning By-law.

Comment 12.

Property Values: A resident expressed concern that the proposed development would negatively impact their property value and requested compensation.

Response 12.

Property value is not a consideration in the assessment of a Zoning By-law amendment application. However, research/data does not support the notion that property values decrease when residential density increases. [Increased density in some circumstances can increase property values.](#)