



CONSERVANCY PHASE 6 CONDO BLOCK - PROJECT DESCRIPTION SITE PLAN CONTROL

May 2026

3288 Borrisokane Road

Part of Lot 14, Concession 4 (Rideau Front), Geographic
Township of Nepean, City of Ottawa.

Proposed Block 122, Future Registered Plan

Prepared for:

Barrhaven Conservancy Development Corporation

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1 Executive Summary

This project description has been prepared in support of the Site Plan Control application for the Conservancy Phase 6 condo block, located at 3288 Borrisokane Road. The site is within the draft approved Conservancy West Subdivision (D07-16-20-0021 & D07-16-24-0023) and zoning was established on the site in July 2024 (D02-02-22-0120). The site plan consists of **268** stacked townhouse dwellings designed to conform with the previous subdivision and zoning approvals.

1.1 Supporting Studies

The site plan application is supported by the following plans and reports:

- ⊕ **Topographic Survey** – Prepared by J.D. Barnes Ltd. – Dated April 23, 2026
- ⊕ **Draft Subdivision Plan** – Prepared by J.D. Barnes Ltd.
- ⊕ **Engineering Design Drawings Package** – Prepared by David Schaeffer Engineering Ltd. – Dated, May 5, 2026
- ⊕ **Design Brief** – Prepared by David Schaeffer Engineering Ltd. – Dated May 2026
- ⊕ **Tree Conservation Report Addendum Letter** – Prepared by Kilgour and Associates – April 24, 2026
- ⊕ **Noise Control Assessment** – Prepared by Gradient Wind – April 24, 2026
- ⊕ **Site Plan** – Prepared by Q4 Architects – Dated April 30, 2026
- ⊕ **Building Elevations** – Prepared by Q4 Architects – Dated April 26, 2026
- ⊕ **Landscaping & Planting Plan** – Prepared by NAK Design Strategies – Dated April 29, 2026
- ⊕ **Landfill Impact Assessment** – Prepared by Paterson Group – Dated April 29, 2026
- ⊕ **Phase 1 Environmental Site Assessment Update** – Prepared by Paterson Group – Dated April 29, 2026
- ⊕ **Geotechnical Investigation** – Prepared by Paterson Group – Dated April 28, 2026

2 Introduction

2.1 Background

This project description has been prepared in support of the Site Plan Control application for the Conservancy Phase 6 condo block at 3288 Borrisokane Road. The site is within a draft approved subdivision (D07-16-20-0021 & D07-16-24-0023) and zoning on the site was established in July 2024 (D02-02-22-0120).

The proposed site plan has been designed to be consistent with the intent of the subdivision and zoning applications that have been previously approved on the site. The site plan includes **268** stacked townhouse dwellings in a Planned Unit Development.

2.2 Location

The Conservancy Phase 6 condo block is an approximately **2.4 hectare** irregular parcel, addressed 3288 Borrisokane and legally described as Part of Lot 14, Concession 4 (Rideau Front), Geographic Township of Nepean, City of Ottawa. The site boundary is further defined as proposed block 122, on the future registered subdivision plan prepared by J.D. Barnes Ltd. and

provided with this submission. The land is bounded by the Conservancy West Subdivision lands to the north, south, east and west. Refer to **Figure 1** below.

Figure 1: Location of Site



2.3 Surrounding Area

The site is located within a developing residential community in Barrhaven. The Conservancy is a series of subdivisions extending from the Fraser-Clarke municipal drain in the east, to highway 416 in the west.

⊕ **North**

Directly to the north is the future alignment of the Chapman Mills Bus Rapid Transit (BRT) line. Beyond the BRT are additional lands within the Conservancy West subdivision intended for future residential development. Further north, there are city owned lands and the Gregory Casey stormwater management pond.

⊕ **East**

To the east of the site are vacant lands designated for residential development within the Conservancy West subdivision. Beyond these lands is Borriskane Road.

⊕ **South**

To the south of the site are vacant lands designated for residential development within the Conservancy West subdivision. Further south is the Jock River Corridor; an area intended for passive open space within the conservancy West subdivision which is contiguous with open space lands owned by the city.

⊕ **West**

To the west of the site are vacant lands within the draft approved Conservancy West subdivision intended for future residential development. Beyond the subdivision lands is open space extending to highway 416.

Figure 2: Site Context



2.4 Site Conditions

The existing site conditions are vacant. The land has undergone major site alterations through previous approved works to raise the site grades under the authority of a Conservation Authority permit. The site has been revegetating naturally since that time.

2.5 Transportation Connections

Access to the site is currently provided from Borriskane Road through the adjacent developing subdivision to the east. Borriskane Road is an arterial providing access to the wider city road network. 18 metre ROW streets are provided on the East, West and South sides of the site plan block.

North of the site plan block is the future alignment of the Chapman Mills BRT. A major transit station is anticipated to be located immediately northeast of the site close to the intersection of the Chapman Mills BRT and Borriskane Road as shown on Official Plan Schedule C1 – Protected Major Transit Station Areas.

2.6 Official Plan Designation

The site is in the Suburban Transect and is designated Neighbourhood on Schedule B6 of the Official Plan. The site is also with the Evolving Neighbourhood overlay.

Neighbourhoods are contiguous urban areas that constitute the heart of communities. They are intended to permit a mix of building forms and densities. It is the intent of the Official Plan to seed the conditions for future 15-minute neighbourhoods in newly proposed areas. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.

2.7 Zoning By-law

The new Zoning By-law 2026-50 was approved by Ottawa City Council on January 28, 2026 and enacted on March 11, 2026. Until potential appeals to the new by-law are cleared guidance from Ottawa staff is that both bylaws apply and development applications must comply with the most restrictive provisions from both by-laws.

2.7.1 Existing zoning (Bylaw 2008-250)

Under bylaw 2008-250 the site is zoned as Residential Fourth Density subzone Z (R4Z) and is subject to a site specific exception [2968]. This zone was established on the site in July 2024, and the site plan has been designed to conform with the existing R4Z[2968] provisions.

2.7.2 Existing zoning (Bylaw 2026-50)

Under bylaw 2008-250 the site is zoned as Neighbourhood fourth density subzone B (N4B) and subject to site specific exception [2968].

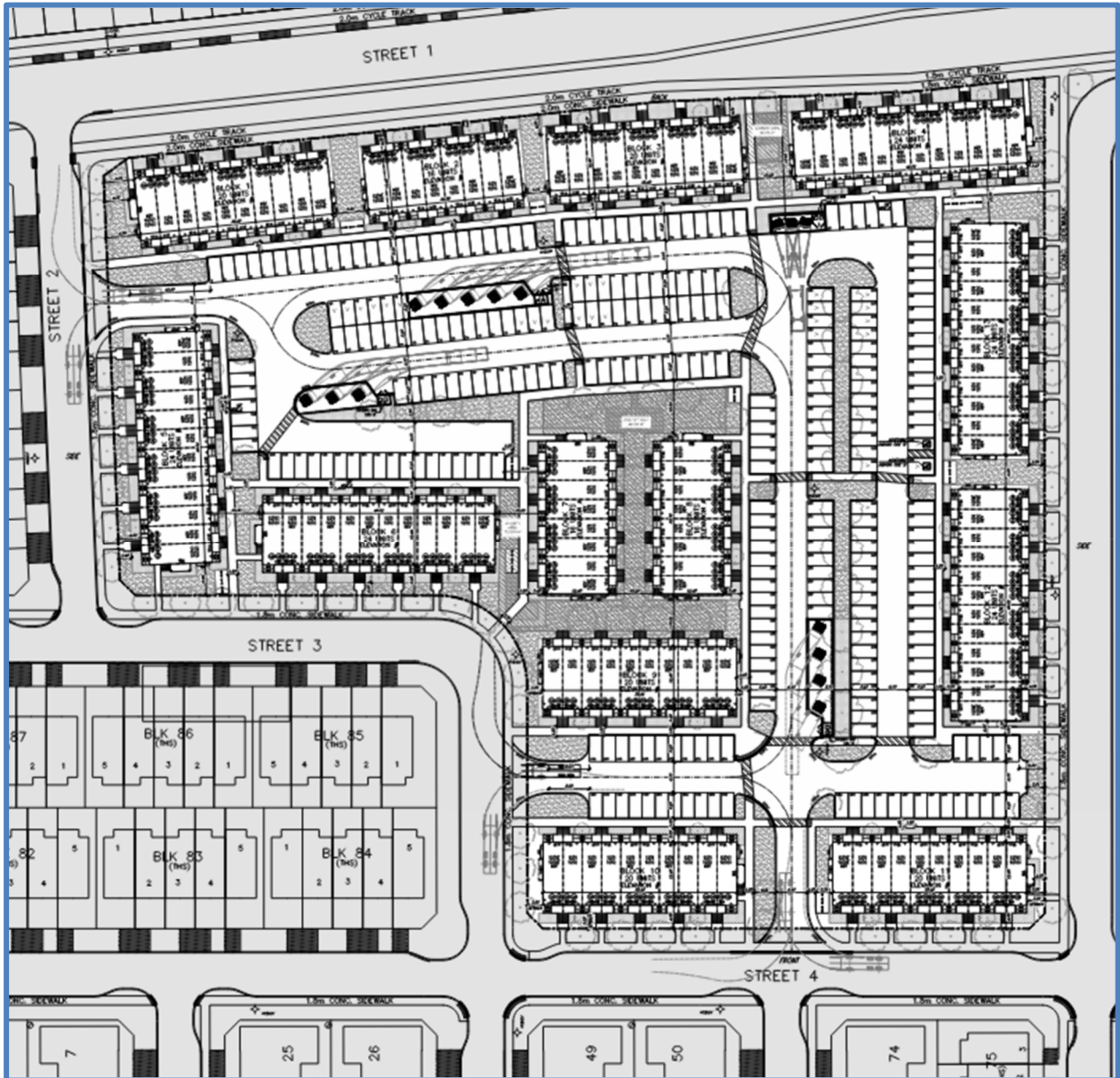
The new zoning bylaw includes provisions for continuing application under section 110. Where a site plan is proposed in conformity with zoning established prior to the enactment of the new zoning bylaw, the site plan is permitted to use the provisions of the former bylaw.

As both the old and new zoning bylaws ultimately direct the site plan to use the provisions of the old zoning bylaw, those would be the most restrictive provisions. Thus, designing for the old zoning bylaw would conform with the most restrictive provision guidance.

3 Proposed Development

The site consists of a planned unit development for residential housing, including stacked condominium townhouses at a density suiting the suburban location, adjacent transportation infrastructure and open space. 268 stacked townhouse dwellings are proposed to be constructed on the site. Communal amenity space includes one large central amenity area, and two smaller amenity areas. **Figure 3** shows an overview of the proposed development.

Figure 3: Site Plan Overview



The layout and composition of this development has considered input from municipal and review agency staff, as well as the local context. Views and focal points have been established. The arrangement of the buildings relates appropriately to the adjacent transportation corridors, as well as the surrounding developing neighbourhoods. The amenity areas and streets will connect the community to proposed later stages of development as part of the wider build-out of the Conservancy West Subdivision.

3.1.1 Residential Dwellings

Stacked condominium townhouses are proposed within the Conservancy phase 6 condo block. This dwelling type is suitable for the Suburban transect and will provide additional density in a location close to future transit on the Chapman Mills BRT line. These smaller units also provide

additional residential variability in the area, adding entry level housing for a wider demographic, responding to market conditions for those who seek homeownership and promoting socially and economically diverse neighbourhoods.

A variety of strategies are used to provide units at an attainable market rate, including reduced setbacks and parking. Zoning approved in July 2024 established site specific exceptions [2968] to facilitate these strategies.

3.2 Transportation

The site locates higher-density housing forms near future investment in higher order transit. The site plan layout supports access to the transit network through pedestrian connections (sidewalks and pathways).

Public sidewalks associated with the local road system support pedestrian connectivity and mobility, which will be further integrated with later phases of surrounding residential development. Further, the community amenity areas support local access and provide pedestrian mobility within the site itself.

The surrounding subdivision includes a local grid system providing access to the site and wider region.

3.2.1 Parking

Parking areas are proposed internal to the site at rates consistent with the R4Z[2968] exception zone:

- 1.0 spaces per units
- 0.1 visitor spaces

Bicycle parking spaces are provided at rate of 0.5 spaces per dwelling unit, as guided by Table 111A of zoning bylaw 2008-250.

Table 1: Parking Calculation

Provision in Zoning Bylaw	Required Rate (Stacked Dwelling)	Dwelling Units	Required	Provided
Parking Spaces [2968]	1.0 per dwelling unit	268	268	268
Visitor Parking Spaces [2968]	0.1 per dwelling unit	268	27	27
Bicycle Parking Spaces (Table 111A)	0.5 per dwelling unit	268	134	135

3.3 Servicing

3.3.1 Water Supply

Water service for the Conservancy phase 6 stacked condominium site will connect to the existing municipal network within the Conservancy West Subdivision, which is supplied by pressure zone 3SW. Internal water servicing will consist of looped private watermains connecting to external mains on Street 1 (north) and Street 4 (south). The system has been reviewed though hydraulic

modelling and meets City of Ottawa design criteria for domestic demand and fire flow, with adequate pressures maintained during Max Day, Peak Hour, and fire flow conditions.

3.3.2 Wastewater

Wastewater from the site will be conveyed through an internal network of sanitary sewers connecting to the sanitary sewer on Street 4 within the Conservancy West Subdivision, ultimately conveying flows to the South Nepean Collector (SNC). The estimated peak flows were incorporated in the overall Conservancy West sanitary design, and sufficient downstream capacity exists at the South Nepean Collector to accommodate the development.

3.3.3 Stormwater Management

Stormwater servicing for the site has been integrated into the Conservancy West subdivision design, with flows captured on-site and conveyed to Jock River via the Foster Ditch. Minor flows are managed through local catch basins and storm sewers sized to city standards. Major overland flow routes follow the internal road network and are directed to the same outlet.

Quantity control is not required on site because the quantity of flow has been accounted for in the design of the Conservancy West Subdivision. Quality controls are proposed on site to provide the required 80% TTS removal prior to discharge into the receiving sewers. All internal site drainage infrastructure has been designed to meet city stormwater management and hydraulic grade line requirements.

3.3.4 Garbage Collection

Waste collection for the proposed stacked townhouse development will be accommodated within centralized, screened refuse enclosure areas located along the internal private road network. These enclosures provide space for the required garbage, recycling, and organics containers calculated in accordance with City of Ottawa waste-generation rates.

The internal private streets are designated as a combined waste/fire route, ensuring adequate truck access and maneuvering for collection vehicles.

All refuse areas are screened with soft landscaping, a 1.8-metre enclosure fence and are situated well beyond minimum setback requirements, ensuring compatibility with surrounding development and compliance with City standards.

3.3.5 Snow Storage

Snow from on-site winter maintenance activities will be collected within the site limits and trucked to an appropriate offsite location. Should temporary snow storage be required during peak snowfall periods, it will be accommodated in appropriate open areas of the site where it can be safely stored without affecting vehicular circulation, parking, or pedestrian movement.. Snow will not be stored in a manner that obstructs fire routes.

3.4 Landscaping

A landscaping brief has been prepared by NAK Design. Street tree planting is proposed at rates consistent with those approved for the Conservancy West subdivision. NAK Design has calculated projected tree canopy coverage at maturity (40 years), estimating that approximately 21.2% canopy coverage will be achieved on site.

Ottawa's Official Plan establishes a city-wide target of 40% tree canopy coverage, recognizing that this objective is achieved across a range of land uses and development densities. Within the draft-approved Conservancy West Subdivision, a specific target of 15% canopy coverage applies

to residential areas, with substantially higher canopy coverage planned for adjacent open spaces along the Jock River to support the overall city-wide target.

The projected on-site canopy coverage of 21.2% exceeds the subdivision's residential target of 15% and meaningfully contributes to the City's broader 40% canopy coverage goal.

4 Conclusion

The proposed Site Plan Control application will facilitate the development of 268 stacked townhouse dwellings at 3288 Borrisokane Road. The proposed site plan is consistent with the previous subdivision and zoning approvals on the site and surrounding area.

The proposed residential development includes stacked condominium townhouses as is appropriate for the Neighbourhood designation of the Suburban Transect. The residential density provided on this site will support Ottawa's goal of establishing 15-minute communities by providing sufficient residential density to support local services, in a location that is close to future investment in higher order transportation infrastructure.

Respectfully,



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Planner, JFSA Canada.

5 JFSA Statement of Limitations

JFSA Canada Inc. (JFSA) has prepared this report, and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.