

VANDEMBERG & WILDEBOER ARCHITECTS INC.

# ARCHITECTURAL DESIGN BRIEF

BARRHAVEN FELLOWSHIP CHURCH

3058 JOCKVALE ROAD

NOVEMBER 30, 2017



Vandenberg & Wildeboer  
A . R . C . H . I . T . E . C . T . S

November 30, 2017

City of Ottawa: Planning Department  
110 Laurier Avenue West  
Ottawa, Ontario K1P 1J1

Re: Application for Site Plan Control:

**Barrhaven Fellowship Church**  
3058 Jockvale Road, Ottawa

## Development Purpose

The Barrhaven Fellowship Church has been located on the site since 1992 when they took possession of the property and its existing building. The small church experienced growth and in 1999, applied under Site Plan Control to renovate the original building and add on a larger Worship Hall with Classroom space below. The church has been functioning in that space ever since.

Due to continued growth and the desire to service the community in greater capacity, the church is now seeking approval to expand the size of the church facility. The existing building no longer can meet the needs of the congregation and the services it provides. The original farmhouse has small spaces, and along with the later addition, has its ground floor well above grade and its basement well below. Wheelchair accessibility is cost prohibitive especially to the second level of the house.

To better serve the community, a completely new single-level building is proposed right at grade. The building is designed for further expansion, as is the associated parking. In the future, the expansion accommodates a dedicated Worship Space, rather than the provision of a space in this phase that shares the worship activity with a dining/assembly activity. Although the church would prefer to construct the entire facility at once, the cost of construction limits how much area the church can build at this time.

## Context

The triangle-shaped site is located in Barrhaven adjacent to the VIA railway tracks, at Jockvale Road. The property has residential uses to the south-east, to the north, and on the west side of the tracks. Kitty corner to north-west, is a similar Institutional zone containing the Barrhaven United Church.

The subject property currently contains the Barrhaven Fellowship Church which grew from occupying the original two-story brick farmhouse. A one-storey worship space addition with basement classrooms was added later and reflects the current condition.

Vehicular access is from Jockvale Road. Pedestrian access is accommodated via a continuous asphalt sidewalk along Jockvale Road. An existing paved bike path is located over a sewer easement - all along the west property line adjacent to the railway tracks. An unofficial pedestrian/bicycle link to/from the adjacent residential community is noted through a lot on Townsend Dr. opposite Adele Crescent.

## Official Plan, Zoning

In the City of Ottawa Official Plan, the property is designated as General Urban Area which permits a full range of housing along with associated uses, including institutional uses, which facilitate the development of complete sustainable communities. In terms of Zoning, the property is designated as I1B[420]H(13) which is a Minor Institutional zone (subzone B) that permits a range of community uses in areas designated as General Urban Area in the Official Plan. Included in these uses are Places of Assembly, Places of Worship, Community Centre, Daycare, library, etc. The uses in this zone that are in close proximity to residential uses, are to be of a scale that is compatible with the neighborhood character.

In the zone designation, there is an exception 420 that identified a 7.6 landscape buffer that must be provided on the land adjacent to the residential zone on the south side. It further limits the permitted uses to a place of worship, a retirement home, or a residential facility. The “H(13)” in the zone designation identifies a maximum height limitation of 13m.

The new Barrhaven Fellowship Church as proposed reflects the intent and requirements of both the Official Plan and Zoning.

## Other Design Factors

Beyond the zoning exception limitations, the property development must also consider other factors. Adjacent to the railway tracks is an existing 15.24 easement that accommodates an existing sanitary sewer line. Constructed within the easement is an existing bike path.

To address the potential future need for a fly-over or fly-under at the intersection of Jockvale Road and the railway tracks, the planning department, during the Pre-Application Consultation meeting, reaffirmed the need for space along Jockvale to be provided for a possible future grade separation. Although not defined, an established survey line in the residential development to the south-east is projected to extend along the church property frontage all the way to the railway tracks. This space supersedes the front yard setback requirements.

Recognizing the need to consult with VIA Rail regarding any concerns they may have regarding the development, a comprehensive package was forwarded to them including site plan, floor plan, elevations, traffic study, noise report, etc. Furthermore, with direction from VIA Rail, the church engaged a third-party engineer (WSP) to review any building setback and/or buffer requirements. It was determined that there are only Guidelines for residential development, and no requirements for an institutional use such as a church. With that stated, the church has agreed to sign a “Release of Liability” document, to be prepared by lawyers representing Via Rail, which would absolve Via of any eventuality.

Although the church has the potential to provide vehicular access from Townsend Drive, the city has expressed its preference to maintain access from Jockvale to avoid impacting the adjacent residential community.

## Site Design Description

After years of having the church's main facade to the community being an aging farmhouse, the church desired to provide a new image that was more current, inviting, open, welcoming and light-filled. As a result, the building presentation to the street includes a drop-off canopy, and a glass walkway/foyer featuring a stone-clad lounge/library/gathering area. Rather than rooms facing the street, the main circulation for the building is along the front façade that constantly reinforces the connection to the community. Even in evenings, the community will be able to see people accessing activities within. In favourable weather, the front patio area will be highly visible and welcoming to the neighborhood.

Although parking is provided close to the front entry (at the drop-off canopy) for week-day visitors through the week, parking at the rear and side will support larger main events or activities. The dominant entry for these occurrences will be directly from a rear entry vestibule. Connections to existing bicycle and pedestrian circulation routes are provided to the front and rear from all directions, including from Townsend and the existing bike path.

The requirements of the zoning bylaw have been satisfied by this proposed development even though much of the property has been rendered unusable for building-upon purposes. The sewer easement and setback from the VIA tracks, the required grade separation along Jockvale Road, and the 7.6m buffer along the residences to the south-east have all significantly reduced the area available for building and parking. As a result, the building is located as tight to the grade separation as possible at the front, with the driveway and its entrance as close as possible to the south. The space between the railway and the west side of the building is left to accommodate the next phase expansion of a dedicated worship space. Additional parking for the next phase will be provided to the rear of the currently-proposed rear parking area.

As many of the existing trees and hedges have been maintained where possible for this development. Of note are the existing trees along the south-east property buffer adjacent to the residences, the large maple on the west side, and various (healthy) trees in the front yard.

Wheelchair accessibility is provided throughout the building interior, and from the four designated parking spaces meeting the requirements of the Accessibility for Ontarians with Disabilities Act. Any garbage/recycling will be handled within the building.

## Building Design Description

The building itself is all on one level and includes rooms typical to churches; assembly spaces, classrooms, administration offices, and support rooms – all designed for service to the congregation and the community. The plan itself is largely driven by the site constraints noted above, and the spatial requirements of the growing church. Furthermore, the church wanted to project a façade of being open, welcoming and activity-filled.

The exterior is an expression of the church’s desire to be noticed as being welcoming - being connected with, and of service to, the community. The desire to be noticed is reflected in the all-white materials which will enable the church to stand out from its residential neighbors. The drop-off canopy, the dominantly glazed façade, and the broad expanse of landscaped patio/front yard will all provide a welcoming expression to the community.

Please refer to the accompanying Site Plans, Floor Plans, Elevations and Reports that support this application. If there are any questions, please do not hesitate to contact the undersigned.

Sincerely,

Ralph Vandenberg  
B.ARCH., OAA., MRAIC., LEED AP

