

ROBINSON VILLAGE COMMUNITY BUILDING PLAN

- Draft -

1.0 Introduction

Robinson Village is the southern tip of the neighbourhood of Sandy Hill, situated to the south of Robinson Field, north of the 417, and west of the Rideau River, and within 600 metres of the future Lees LRT Station. Robinson Village is vehicle-accessible only via Robinson Avenue.

The community currently contains a mix of low- to medium-density residential development. There is an existing industrial use of lands at the City Works Yard on Hurdman Road at the south end of Robinson Village.

The proximity of the Robinson Village community to the future Lees LRT transit station provide potential opportunities for redevelopment and intensification. The purpose of this document is to provide principles and guidelines for the redevelopment and intensification of the Robinson Village community.

2.0 Policy Context

2.1 City of Ottawa Official Plan

The Robinson Village is designated General Urban Area in the City of Ottawa's Official Plan. The General Urban Area permits all types and densities of housing as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The Official Plan states that the evaluation of development applications for residential intensification in the General Urban Area will be reviewed in accordance with Section 2.5.1 (Building Liveable Communities) and 4.11 (Urban Design Compatibility) of the Official Plan.

2.2 Sandy Hill Secondary Plan

The Sandy Hill Secondary Plan provides direction and broad principles to guide future growth and change within the secondary plan boundary.

Most of Robinson Village is identified as a Medium profile residential area and the lands currently occupied by the City Works Yard are designated as a High profile residential area on Schedule J (Sandy Hill Land Use).

Schedule L (Lees Maximum Heights) of the Secondary Plan identifies a maximum building height of 6 storeys and a target density of 150 units per net hectare for most of Robinson Village; a maximum height of 8 storeys for 36 Robinson; and 20 storeys and target density of 250 units per net hectare for the City Works lands at the south end of the Village.

Beyond the identification of maximum heights and densities for the Robinson Village area, the Sandy Hill Secondary Plan provides minimal direction for the growth of this area.

2.3 Lees Transit-Oriented Development (TOD) Plan Area

The Lees TOD Plan Area divides the Robinson Village into three areas: Robinson Village East, Robinson Village West, and the City Works Yard.

- / Robinson Village East consists of existing low-rise residential uses consisting predominantly of townhouses. This area is not under consideration for intensification.
- / Robinson Village West consists of existing low- and medium-density residential uses. It is envisioned for mainly residential intensification and redevelopment, given that it is located within a 600 metre radius of Lees Station. The Robinson Village West is designated as TD1 with a maximum height of 6 storeys and a general density range of 250-500 people per net hectare.
- / The City Works Yard is envisioned mainly for residential redevelopment. It is designated TD2, with a maximum height of 20 storeys and a density range of 400-1,000 people per net hectare.

3.0 Purpose

The purpose of the Robinson Village Community Building Plan is to provide direction and guidance for the future development of Robinson Village, including improved connections to the rest of the city and the intensification of Robinson Village West and the City Works Yard in accordance with the City of Ottawa Official Plan, the Sandy Hill Secondary Plan, and the Lees TOD Plan Area.

4.0 Concept Master Plan

The Concept Master Plan identifies the key components of Robinson Village's future development, including open space priorities and criteria for residential growth.

4.1 Improve Connectivity

4.1.1 Objective

To encourage and support active transportation and improve Robinson Village's connection to the rest of the city through mid-block pedestrian linkages and connections to existing multi-use pathways.

4.1.2 Policies

- a) Additional connections between the community and existing multi-use paths along the Rideau River should be formalized through development.
- b) A mid-block connection should be provided to link Robinson Avenue with Robinson Field and associated parkland.
- c) An improved pedestrian path should be provided along the westerly extension of Robinson Avenue connecting to Lees Avenue.
- d) Opportunities to provide a more direct and accessible connection to Lees Avenue and Lees station should be explored through the use of municipally owned lands and potential P3 development options.

4.2 Create a Gateway

4.2.1 Objective

To provide a gateway feature to create an improved sense of arrival and community that may better integrate Robinson Village into the Lees TOD Plan Area and the City of Ottawa at large.

4.2.2 Policies

- a) The lands between Hurdman Drive and the elevated Highway 417 should be considered for the design and development of gateway signage to create a sense of arrival for vehicle drivers and cyclists entering the community along Robinson Avenue.
- b) Lands at the northern terminus of Hurdman Road should be considered for assembly and development of a gateway building or structure providing connections north to Robinson Field, and west to the Lees Avenue overpass by way of either a ramp or an internal elevator.
 - i. The gateway may be City-owned or privately-owned.
 - ii. The gateway may be an outdoor landscaped space, or an internal but public-oriented space in a building.
 - iii. If a building, the gateway may be mixed-use, and may or may not also include community amenities.
- c) Buildings within or adjacent to the gateway feature should be sited, oriented and designed to establish a visual landmark.
- d) Enhanced landscaping opportunities should be provided on the lands between Hurdman Road and the Queensway, particularly at the intersection of Hurdman Road and Robinson Avenue, which is the primary entryway into Robinson Village.

4.3 Growth Plan

4.3.1 Objectives

- / To ensure that new development is high-quality and transit-supportive.
- / To establish a range of residential densities and foster a mix of unit types.
- / To provide for limited commercial uses convenient to local residents.

4.3.2 Policies

- a) In accordance with the Lees TOD Plan, lands located within the TD1 area of Robinson Village West shall be developed with a range of residential uses including low- to mid-rise apartment buildings, and ground-oriented multi-unit dwellings including townhouses, duplexes, three-unit dwellings, and stacked dwellings. The maximum height will generally be 6 storeys as per the Lees TOD Plan.
 - i. 36 Robinson Avenue will have a height that is the greater of 8 storeys or 27 metres, as per Schedule L of the Sandy Hill Secondary Plan and the existing zoning provisions for these lands.
 - ii. If a building is proposed as the Community Gateway recommended in Section 4.2 of this document, it should be of an appropriate height and design so as to provide an appropriate as a transition from the 30-storey heights permitted

west of Lees Avenue to the lower-profile development envisioned for Robinson Village.

- b) In accordance with the Lees TOD Plan, lands located within the TD2 area of City Works Yard shall be developed with a range of residential uses including mid- and high-rise apartment buildings. The maximum height will be 20 storeys as per the Lees TOD Plan.
- c) Encourage small retail and service uses appropriate for serving the needs of neighbourhood residents locally.
- d) Encourage a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property.
- e) Achieve compatibility with existing residential uses by ensuring an appropriate transition in use and built form as set out in Section 4.11 of the Official Plan.
- f) Development with less dependence on private automobiles while considering the introduction of car sharing services and enhanced supply of bicycle parking and associated facilities.
- g) Locate parking for low to mid-rise uses primarily below grade and where necessary surface parking should be situated in rear or side yards and obscured from view at the street.
- h) Provide a range of high-quality landscaped spaces within the development with the preservation and provision of street trees whenever possible.
- i) Ensure that development adequately accommodates garbage storage within the main building.