

Hillside Drive, south of Gamble Avenue – Green Street Project

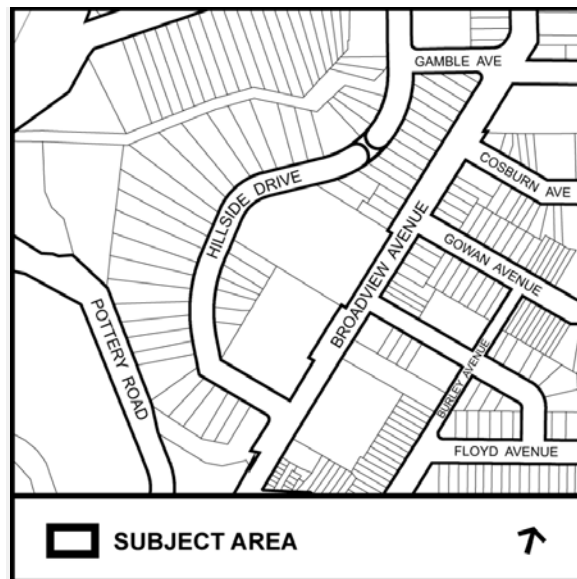
Date:	December 7, 2015
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 29 – Toronto-Danforth
Reference Number:	14-174826 STE 29 TM

SUMMARY

On August 25, 2014, City Council directed City Planning, Transportation Services, Toronto Water, and Parks, Forestry and Recreation, in consultation with the Toronto and Region Conservation Authority, the Ward Councillor, and area residents, to address matters regarding the Hillside Drive – Green Street Project through the development of several green streetscape options. In addition, City Council directed City Planning staff to report back to Toronto and East York Community Council in 2015 regarding the preferred green streetscape option for Hillside Drive.

This report summarizes the efforts of City Planning, Transportation Services, Toronto Water and Parks, Forestry and Recreation to prepare green streetscape options and brings forward a preferred streetscape direction for Hillside Drive.

Further, this report recommends a working group format to involve the local community in the implementation of the green streetscape options and outlines potential partnership scenarios and funding sources.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the concept for the Hillside Drive Green Streetscape project, as shown in Attachments 3, and subject to refinement through detailed design as set out in recommendation 3;
2. City Council direct Transportation Services to lead the Hillside Drive Green Streets project in all aspects towards implementation, subject to staff and budget resources available in future budgets;
3. City Council request Transportation Services, with assistance from Toronto Water and Parks, Forestry and Recreation, and in collaboration with the Toronto and Region Conservation Authority, the local Councillor and area residents, to continue to refine the preferred concept based on comments detailed in this report and to determine a detailed design and address the issues raised by the area residents and working group members that are detailed in this report, including the provision of a continuous sidewalk, general accessibility, creation of a walkable grade between the two cul-de-sacs, increased greening within the central green space, and a review of the proposed parking supply;
4. City Council direct Transportation Services staff, in consultation with the Toronto and Region Conservation Authority, and in collaboration with the local Councillor, to consult with the community through the working group program established in this report, to ensure the working group is active throughout the various stages of detailed design and implementation, and to finalize a terms of reference for the working group prior to any future meeting of the working group;
5. City Council request Transportation Services to continue to use the Public Consultation Unit of Policy, Planning, Finance and Administration to support community consultation for the project;
6. City Council request staff from the various divisions involved in the Green Streets program to review the possibility of including the Hillside Drive Green Streetscape project as part of a potential pilot project within the Green Streets program;
7. City Council request staff from Transportation Services to further review the parking requirement and demand on Hillside Drive, within the scope of the Hillside Drive Green Streetscape project, and determine if the reduction of parking by 14 spaces is required to be adjusted; and,

8. City Council request the Director, Community Planning, Toronto and East York District, to review the Official Plan land use designation for the vacant parcel of land at the southwest corner of Broadview and Gamble Avenues through the Broadview Avenue Planning Study.

FINANCIAL IMPACT

There is no immediate financial impact associated with this report; however, the recommended and preferred green streetscape option currently remains unfunded and will require funding through the Capital Works Program. A detailed cost estimate will be required once the final engineering drawings are prepared, but, at this time, it is anticipated the costs will be in the range of at least \$1.2 to \$1.5 million. This cost estimate includes the following:

- a total road reconstruction of Hillside Drive to Gamble Avenue;
- resurfacing Gamble Avenue, from Hillside Drive to Broadview Avenue;
- earth excavation and construction of a sidewalk or walkway connecting the two cul-de-sacs;
- construction of a number of storm water management facilities (to be determined) on Hillside Drive; and
- new landscaping elements.

POTENTIAL FUNDING SOURCES AND PARTNERSHIPS

Hillside Drive was previously approved for road resurfacing works in the amount of \$39,000.00 based on State of Good Repair needs. That work has been placed on hold throughout the review of the Hillside Drive Green Streetscape proposal. The funds previously allocated to the road resurfacing would be available for use on the Hillside Drive Green Streetscape proposal. There is also potential for funding from Toronto Water and the Green Streets program, though that has not been finalized.

Through the review of the preferred green streetscape options for Hillside Drive, the Toronto and Region Conservation Authority (TRCA) has worked with City staff to outline a potential partnership between both organizations to further this project and ensure its success. TRCA will continue to work with the City of Toronto to finalize all parameters of the partnership, which can include funding from TRCA for various aspects of the Hillside Drive streetscape improvements.

Further, there are additional external sources of funding that may assist this project to reach its funding requirement, which includes, but is not limited to, the TD Canada Green Streets Funding program and the Evergreen Community Innovation Grant program.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting on November 13, 14, 15, and 18, 2013, City Council directed staff to report back to Toronto and East York Community Council on access and right-of-way issues and mechanisms to restrict further access to Hillside Drive for properties fronting onto Broadview Avenue, between Pottery Road and Gamble Avenue, who already have driveway access from Broadview Avenue. City Council also directed that no further access permits from Hillside Drive be granted until City Council considers the report from staff. A copy of the decision is available at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.MM41.30>

At its meeting on May 6, 7 and 8, 2014, City Council adopted Item TE31.69, which included a report from the Deputy City Manager, Cluster B regarding the green streetscape character on Hillside Drive, south of Gamble Avenue. A copy of the report is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE31.69>

At its meeting on August 25, 26, 27 and 28, 2014, City Council adopted Item TE34.51, which included a report from the Deputy City Manager, Cluster B regarding the Hillside Drive Green Street project and permanently closing to vehicular traffic a portion of the east limit of Hillside Drive. A copy of the report is available at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.51>

This recommendation report responds to seven of 13 recommendations that were adopted by City Council through item TE34.51 at its meeting on August 25, 26, 27 and 28, 2014. The recommendations, in part, were as follows:

1. address matters regarding the Hillside Drive Green Street project through the development of several green streetscape options and review the implementation requirements for each option;
2. hold a community consultation meeting with area residents to determine a preferred green streetscape option;
3. report back to Toronto and East York Community Council in 2015 regarding the preferred green streetscape option for Hillside Drive;
4. provide notice of any future Toronto and East York Community Council meeting to the residents of 58, 60, 62, 64, 65/65A and 66 Hillside Drive in the event that some of the existing on-street parking on the east side of Hillside Drive is proposed to be eliminated in conjunction with the Green Street project;

5. review and analyze the existing demand for on-street parking on Hillside Drive, south of Gamble Avenue, as part of the Hillside Drive Green Street project to ensure that any proposed reduction in the number of parking spaces will maintain an adequate supply of on-street parking for Hillside Drive residents;
6. review the potential for redesignation of the lands at the southwest corner of Broadview and Gamble Avenues from *Neighbourhoods to Parks and Open Space* in the Official Plan, and report back to Toronto and East York Community Council in 2015; and
7. review situations where more than one driveway access can be permitted for a residential property in low-rise neighbourhoods and submit a report back to Toronto and East York Community Council in 2015 on potential policies or procedures to address any issues that may arise, together with a process for community consultation where appropriate.

ISSUE BACKGROUND

At its meeting on May 6, 7 and 8, 2014, Toronto and East York Community Council identified Hillside Drive as a potential candidate for future green streetscaping options based on its proximity to the Don River and concerns raised by the local community regarding overland flow, storm drainage and potential flooding and/or drainage issues.

Recommendation 1, above, established a list of issues requiring further review by City staff. These issues that were specifically directed to be reviewed in detail are as follows:

- the development of several green streetscape options and a review of the implementation requirements for each option;
- a study of the existing lighting on Hillside Drive and identification of potential safety issues;
- opportunities to improve the 'no exit' signage at Hillside Drive and Gamble Avenue, including the addresses that are accessible from each street;
- a review of the history of the installation and maintenance of the planters/median on Hillside Drive south of Gamble Avenue, and the implications of removing them;
- the potential to include the Hillside Drive area as a concept site under the Toronto and Region Conservation Authority's Don Watershed Plan;

- opportunities to create a comprehensive connection along Hillside Drive between Charles Sauriol Parkette and the parkette at Gamble Avenue (creating a "Charles Sauriol Walk"), including interpretive signage;
- landscaping options along Gamble Avenue to connect with Hillside Drive, including the greenspace at the southwest corner of Gamble and Broadview Avenues;
- the potential for a dog park/dog run; and
- consultation with the Toronto Transit Commission regarding the feasibility of adding a bus shelter to the stop on the west side of Broadview Avenue at Cosburn Avenue.

SITE AND AREA DESCRIPTION

Hillside Drive is a two-lane local residential street. However, the roadway is discontinuous between 56 and 58 Hillside Drive, which results in two small back-to-back cul-de-sacs at significantly different elevations. Between the cul-de-sacs is a small green space that consists of a grassed area with some vegetation and a set of steps (8 risers).

Access to Hillside Drive can be gained from Broadview Avenue to the south and Gamble Avenue to the north. The west side of Hillside Drive consists of low-rise residential dwellings that back onto the Don Valley. These lots gain vehicular access via Hillside Drive.

The east side of Hillside Drive between Gamble Avenue and 59 Hillside Drive consists of 10 low-rise residential dwellings with deep lots that extend between Broadview Avenue and Hillside Drive (known as 'through lots'). With the exception of 1150 Broadview Avenue, the remainder of the lots gain vehicular access via Broadview Avenue and their Hillside frontage consists of landscaped rear yards. These lots maintain dwellings that are oriented to Broadview Avenue and do not have vehicular access via Hillside Drive. A centre median consisting of rectangular concrete planter boxes separates the northbound and southbound traffic lanes in this area.

The east side of Hillside Drive between Gamble Avenue and 1152 Broadview Avenue consists of an unusual 24-hour on-street permit parking area with 24 perpendicular spaces. Eight parking permits have been issued to residents of 58, 60, 62, 64, 65/65A, and 66 Hillside Drive.

North of Gamble Avenue on Hillside Drive there are two four-storey apartment buildings at 65/65A Hillside Drive and 68 Hillside Drive along with low-rise residential uses on adjoining streets.

The Hillside Drive area is designated *Neighbourhoods* in the Official Plan. *Neighbourhoods* are considered physically stable areas made up of residential uses in

lower scale buildings. Parks, low scale local institutions, home occupations, cultural and recreational facilities are also provided for in *Neighbourhoods*.

The west side of Hillside Drive, south of Gamble Avenue is located within the *Natural Heritage System* on Map 9 - Natural Heritage of the Official Plan. Any proposed development on lands in/near the *Natural Heritage System* must include measures to restore, enhance, extend, and mitigate negative impacts on the *Natural Heritage System*.

RAVINE CONTROL

The west side of Hillside Drive, south of Gamble Avenue is protected under the City of Toronto Municipal Code, Chapter 658 – Ravine Protection. The purpose of the by-law is to promote the management, protection and conservation of ravines and associated natural and woodland areas and to prohibit and regulate the injury and destruction of trees, filling and dumping in areas defined in Schedule A of the by-law. A permit is required to conduct any of the above activities on the ravine protected areas.

TORONTO AND REGION CONSERVATION AUTHORITY

The west side of Hillside Drive, south of Gamble Avenue is located within the Toronto and Region Conservation Authority (TRCA) regulated area. Under the Conservation Authorities Act, the TRCA has the power to regulate development in certain designated areas. The areas under the TRCA's control are identified in Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation) established under the authority of the Act.

As discussed in further detail below, staff from the TRCA have identified the Hillside Drive Green Streets project as a potential concept site within the Don Watershed Plan, and are interested in acting as a positive partner in this project moving forward. Details of the partnership shall be refined as the project moves forward.

GREEN STREETS

New Green Streets standards are being developed to promote the use of "green infrastructure" in streets, with natural and human-made systems designed to minimize the environmental impacts of the urban built form.

Green infrastructure supports a resilient city by performing important ecological services such as absorbing rain, improving the water quality of stormwater runoff, minimizing the effects of urban heat, enhancing bio-diversity, increasing the urban forest canopy, and improving air quality. Designed to meet environmental performance requirements over the long-term, green infrastructure is also a cost effective means of reducing future infrastructure demands while creating great communities to live in.

Recent examples of green infrastructure include the following locations and associated infrastructure:

- Evergreen Brick Works/bioswales, pervious concrete paving;
- Toronto Parking Authority 'Green P' Plus Lots/bioswales, permeable concrete unit pavers;
- Fairford Ave & Coxwell Avenue Bioretention Parkette/rain garden, trench drain system;
- South Station St. (at Lawrence Ave. W.) bioretention planters, bioswale, trench drain system

COMMENTS

Hillside Drive is a local street with important regional significance from a larger cultural heritage and ecological perspective. Hillside Drive's location adjacent to the Don River, presents a unique opportunity to establish an important sustainable initiative that will bring attention to the Don River and the ability of new green and low-impact-development infrastructure to help prevent contaminated stormwater run-off from entering our important river tributary system. The Toronto and Region Conservation Authority (TRCA) is supportive of the green streetscape project and understands its importance for the overall health of the Don River. As a result, the program has the potential to be included as a concept site in the TRCA's Don Watershed Plan. Additional information about a potential partnership program with TRCA is found in this report below and in Attachment 10.

Further, Charles Sauriol, whose namesake is attached to the parkette at the southwest corner of Broadview Avenue and Hillside Drive, and who was responsible for the preservation of many natural areas in Ontario and across Canada and an early member of the Metropolitan Toronto and Region Conservation Authority (the pre-cursor to the Toronto and Region Conservation Authority), owned property on Hillside Drive. Establishing a legacy related to this history is an important aspect of this project.

At its meeting on August 25, 26, 27 and 28, 2015, City Council adopted 13 recommendations regarding various aspects on Hillside Drive. Seven of the recommendations directed City Planning staff, in conjunction with various internal divisions and external agencies, to review and report back on the Hillside Drive Green Streetscape project, among other related items. The following reviews staff's response to the directions from City Council.

Green Streetscape Concept for Hillside Drive

The streetscape concept is shown in Attachments 3. As directed by City Council, this concept was created with input from the community through several community consultation meetings with the local Councillor and area residents and the review of several green streetscape options developed by staff to frame the discussion and identify

key issues for the area residents. Further details regarding this process are found below and in the attachments to this report.

This approach represents further refinement of the options proposed to the community on September 10, 2015, as seen in Attachments 4 and 5, and proposes the following measures:

- maintain the overall right-of-way (ROW) width of approximately 19.5 metres, while reducing the excessive asphalt portion accessible by vehicles from approximately 19.5 metres to a more typical local road condition in the City of Toronto of 12 metres;
- reconstruct the south cul-de-sac by pulling it further south to create a greater "green space" condition;
- remove the existing precast planters in the centre median and replace with additional landscaping throughout this section of Hillside Drive;
- remove unused parking spaces by reducing the number of parking spaces from 24 to 10 permit spaces and reconfigure in a "lay-by" format;
- construct a bioswale for stormwater retention on the east side of Hillside Drive;
- consider the feasibility of resurfacing Hillside Drive with pavers (final paving material to be determined);
- consider the feasibility of resurfacing the existing cul-de-sac with special pavers denoting this area as a special place;
- extend the boulevard on the west side of Hillside Drive in front of 58, 60 and 62 Hillside Drive, respectively, to create a new green space with street trees planted in grass; and,
- install stop signs at the intersection of Hillside Drive and Gamble Avenue.

Comments received from a Working Group meeting on November 12, 2015 indicated some interest in further exploring refinements and including the work as part of a Green Streets project. In particular, further design and preliminary grading work can be conducted to test the viability of replacing the location of the north cul-de-sac to allow for a larger central green space and continuous sidewalk along Hillside Drive.

It is expected that new technical guidelines for Green Streets will proceed to City Council in the last quarter of 2016 and will inform the final design of this project.

Background Review – Hillside Drive Green Streetscape Options and Implementation Requirements

The green streetscape options were created based on preliminary site investigation work, including geotechnical and hydrological analysis, and through several discussions with staff from various internal divisions and external agencies, including City Planning, Transportation Services, Toronto Water and Parks, Forestry and Recreation, and Toronto and Region Conservation Authority, as well as using feedback obtained from a previous community consultation meeting held with area residents on July 17, 2014 (Attachment 6 from a report dated July 24, 2014 – a copy of the report is available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.51>).

Concepts for the central green space between the discontinuous road section of Hillside Drive were also created. Both of these concepts presumed that the cul-de-sacs on Hillside Drive would remain in their current location; however, they can be adapted to appropriately apply to a larger green space condition. The particular details for each of these concepts are found in Attachments 6 and 7, respectively.

The particular draft details for the landscaping option for Gamble Avenue can be found in Attachment 8.

As discussed above, in addition to Council's direction to develop several green streetscape options, Council requested that additional matters be reviewed pertaining to the implementation requirements for each option, as set out in Attachment 7 to the report from the Deputy City Manager, Cluster B, dated July 24, 2014, available at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.51>. These matters, as well as staff's response, are outlined in Attachment 10.

Community Consultation

Since Council's approved direction on August 25, 2014, City Planning with assistance from staff of Transportation Services, Toronto Water, Parks, Forestry and Recreation, the Public Consultation Unit of Policy, Planning, Finance and Administration, and the Toronto and Region Conservation Authority, as well as the local Councillor, consulted with the community on several occasions, and through several forums. The discussions at these community meetings and working group meetings helped refine and improve the concept with various feedback from area residents. Full details of the consultation process can be found in Attachments 1 and 2, respectively.

Removal of Parking Spaces and Provision of Notice

As part of the preferred green streetscape option for Hillside Drive, 14 of the existing 24 parking spaces are proposed to be removed. Through a review of the current parking situation, it has been determined that only 9 of the 24 parking spaces currently are in use

and have permits associated with them. The remaining 15 parking spaces do not have any permits associated with them.

To ensure a waiting list for parking spaces is not immediately created, the preferred option proposes 10 spaces. All of the current permits will be maintained, in 9 of the 10 parking spaces, with one additional spot open for permit.

In accordance with City Council's direction of August 25, 2014, and as per the Permit Parking Bylaw Chapter 925 of the Toronto Municipal Code, Transportation Services requested the City Clerk to provide notice requesting those objecting to this proposal to forward their objection in writing to the City Clerk so they may be scheduled as deputations at Community Council. The notice can be found in Attachment 9.

On October 9, 2015, the notice was prepared and sent to the local community, outlining plans to potentially remove on street, permit parking spaces along Hillside Drive. To date, 7 residents have emailed their concerns. Further, this issue was discussed in detail at the community consultation meeting on September 10, 2015 and the Working Group meeting on November 12, 2015.

Through correspondence received, City staff heard that some area residents believe the parking area needs to be maintained with between 12 and 15 spaces, rather than 10 spaces. However, comments heard back from the Working Group expressed that 10 parking spaces was appropriate based on the number of permits issued and, anecdotally, the number of cars seen on a day-to-day basis.

The concerns received have been reviewed in detail by staff from City Planning and Transportation Services. The proposed 10 permit parking spaces are deemed sufficient to allow for appropriate parking along Hillside Drive; however, the detailed design process can review the potential for additional parking within the preferred streetscape option for Hillside Drive and this question can be discussed with the expanded Working Group, as noted below.

Redesignation of the Lands at the Southwest Corner of Broadview and Gamble Avenues

The lands at the southwest corner of Broadview and Gamble Avenues, municipally known as 1168 Broadview Avenue, is owned by the City of Toronto, and is under the jurisdiction of the Parks, Forestry and Recreation Division. Further, Parks, Forestry and Recreation maintains the lands and advises that it is currently used as an informal pedestrian crossing and rest area.

As there is an ongoing, larger Broadview Avenue Planning Study that is incorporating public realm recommendations, City staff recommend that the green space at Gamble and Broadview Avenues be further considered for redesignation to *Parks and Open Space* in the City's Official Plan.

Situations Where More Than One Driveway Access Can Be Permitted

The following comments relate to the request by City Council to review situations where more than one driveway access can be permitted for a residential property in low-rise neighbourhoods and to report on potential policies or procedures to address any issues that may arise, together with a process for community consultation where appropriate.

There are a number of situations in low density residential areas where more than one driveway could potentially be permitted under Zoning By-law 596-2013. These include:

- A lot with frontage onto a major arterial roadway that is greater than 18 metres to accommodate, and can accommodate a circular driveway;
- A corner lot where access may be on the lot frontage and flankage;
- A lot with frontage onto a street as well as onto a lane at the rear of the property; and
- A lot with frontage onto a major roadway, which also backs (reverse frontage) onto a local roadway (i.e. 1150 Broadview Avenue).

The situations referenced in the last two points above are typically characterized as "through lots".

For perspective, and to compare cases similar to the one which precipitated the subject review, in the Toronto and East York district, there are approximately 33 streets where there are through lots, comprising approximately 600 lots. From a general review of aerial photography of these streets there appear to be no cases where either a dual driveway exists, or where a driveway has been switched from frontage access to rear yard access.

Of the 33 streets mentioned above, five have one foot reserves which prevent vehicular access from the rear of the lot. Therefore, there remain 28 streets, comprising of approximately 400 lots, available to be considered for an additional access driveway and/or a change in access location to another street should an application be made.

According to Transportation Services staff, there has been little history or record of public concern related to the approval, or consideration of, dual access driveways or the reversal of a driveway location from a major street to a minor street at the rear of the property. The situation which precipitated the subject review involved a through lot which backed onto a local street with a topography and street character that is very unique.

In view of the public concern that was triggered as a result of the approval of a driveway on Hillside Drive at the rear of 1150 Broadview Avenue, Transportation Services staff will revise their practices with respect to consideration of any application for a dual access driveway, or for a change in access from the frontage of a lot to the rear of the lot through property. Specifically, in cases where the zoning provisions may permit the construction of two driveways, prior to the issuance of any driveway permits, Transportation Services staff will formally consult with the local area councillor, which may also include consultation with area residents, as needed. Area resident/public consultation could also be initiated by way of reporting to the Toronto and East York Community Council. This change in practice will be in addition to the current extensive review and assessment processes initiated by staff when receiving applications for a driveway permit.

Should the Zoning By-law need to be varied, the public would also be involved through the Committee of Adjustment or rezoning process.

Alternatively, an option could be to consider implementing a one foot reserve (or strip closed to vehicular traffic), for the approximately 400 lots identified as through lots. This type of approach would, however, be more practical to consider on a case-by-case basis as an access management tool to address any specific area concerns or potential access issues which may arise through the development review process. Accordingly, it may not be reasonable to implement such a measure on large scale basis.

Future Working Groups

Due to the ongoing local interest in this project, and its potential impacts on the local community, City staff are recommending that a Working Group program should operate throughout the length of this project, which will be established with area residents and the local Councillor. A parameter and terms of reference for the Working Group should be established with City staff, the local Councillor and area residents that would provide for the topics of discussion, number of meetings, membership in the Working Group and potential volunteer hours required.

A recommended program for future working groups was discussed and agreed upon during the initial working group meeting on November 12, 2015 and is as follows:

- Increase the membership to a maximum of 10 members, not including the local Councillor and City staff;
- Maintain the current 5 members who attended, or expressed interest in attending the original Working Group meeting, and invite the residences at 56 and 58 Hillside Drive and 1150 Broadview Avenue, whose properties will be most impacted by the project;

- Establish a meeting schedule with a minimum of 2 meetings to a maximum of 6 meetings over the course of a two to three year period; and
- Review and discuss topics such as design refinements, implementation and construction and maintenance agreements of the recommended option for the Hillside Drive Green Street Project.

This report has been prepared in consultation with Transportation Services.

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SIGNATURE

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ATTACHMENTS

- Attachment 1: Summary of Feedback Received During and After the Community Consultation Meeting on September 10, 2015
- Attachment 2: Summary of Feedback Received During the Working Group Meeting on November 12, 2015
- Attachment 3: Green Streetscape Concept for Hillside Drive
- Attachment 4: Hillside Drive North Streetscape Option 1
- Attachment 5: Hillside Drive North Streetscape Option 2
- Attachment 6: Central Green Space Concept 1
- Attachment 7: Central Green Space Concept 2
- Attachment 8: Gamble Avenue Concept
- Attachment 9: Notice for Removal of Parking Spaces
- Attachment 10: Hillside Drive Green Streetscape Options – Items for Further Review

Attachment 1: Summary of Feedback Received During and After the Community Consultation Meeting on September 10, 2015

Summary of Community Consultation Meeting: September 10, 2015, 7pm-9pm, Broadview Co-Op

A Community Consultation Meeting was held on September 10, 2015, to discuss the potential green streetscape opportunities for the northern portion of Hillside Drive. City Planning, Transportation Services, Toronto Water, Parks, Forestry and Recreation, the Public Consultation Unit and Toronto and Region Conservation staff, the local Councillor and approximately 20 area residents attended.

Staff presented two green streetscape options for Hillside Drive south of Gamble Avenue, one design for Gamble Avenue, and two design options for the central green space between the two disconnected cul-de-sacs on Hillside Drive, as shown in Attachments 4 to 8.

A detailed summary of the feedback received from area residents both during the meeting and prior to the September 24th comment submission deadline is found below. Overall, the feedback received from participating residents was positive. Various feedback included preference for a specific green streetscape option, with comments identifying room for potential further improvements, such as replacing the cobra lighting standards, implementing permeable paving and other green infrastructure, and planting more trees.

At the meeting, participants were asked to specify whether or not they would be interested in joining a Working Group.

Detailed Summary Community Consultation Meeting

The Hillside Drive Green Street Project workshop was held on September 10, 2015 at the Broadview Co-Op Common Room. Notices of the workshop were mailed to residents in the study area, and information was shared by the local Councillor.

Approximately 20 people participated in the workshop. The local Councillor attended and gave opening remarks. Staff from City Planning, Transportation, and the Public Consultation Unit presented the project and facilitated discussion.

Goals

The goals of the workshop were to:

- Share the preliminary designs with the community
- Gather feedback on preliminary designs to help refine options
- Answer questions from the community

Workshop Agenda

7pm	Welcome and Introductions
7:10pm	Presentation by the Project Team
7:40pm	Group Discussions
8:30pm	Report Back
8:50pm	Closing Remarks

Summary of Group Discussions and Comments

After the project team presented the preliminary design options for Hillside Drive, Gamble Avenue, and the Green Space on Hillside Drive, participants were invited to review the designs and share their thoughts in small group discussions.

Each table was provided with large scale prints of the preliminary designs, along with workbooks to record their comments and questions. Some participants chose to fill out individual workbooks, while others chose to use one workbook to record all of the group's comments. A copy of the workbook is attached to this document.

During the group discussions, staff moved from table to table to answer questions and encourage participants to share comments and write notes.

At the end of the group discussion period, one person from each group was asked to provide a brief summary of their conversation and identify the design options that they favoured.

At the end of the workshop, workbooks were collected by staff. The public was given an additional two weeks to submit comments. Eight workbooks were received, and two separate comments were received via email.

Participants shared valuable information about the use of the streets and the green space, and submitted thoughtful critiques of the design options. The following paragraphs are only meant to serve as high-level summaries of comments. Please refer to the attached comment matrix for more detail.

Hillside Drive

Although there were varying comments, there seemed to be strong support for Hillside Drive Option 2. Participants viewed the sidewalk and increased green space as improvements to the pedestrian experience. However, participants did identify room for further improvements, such as replacing the cobra lighting standards, implementing permeable paving and other green street infrastructure, and planting more trees.

Participants seemed to feel that Hillside Drive Option 1 would not be as effective in achieving the goals of the project.

Gamble Avenue

There was general support for the proposed Gamble Avenue design amongst participants. There was some concern about the ongoing maintenance requirements of this design.

Green Space

Both Green Space Option 1 and Green Space Option 2 received supportive comments.

Responding to Option 1, many participants liked the inclusion of the cardinal design in the paving pattern and felt it provided a clearer and more accessible connection. However, there were some concerns regarding maintenance, and some felt that including seating would encourage loitering.

Option 2 received support for the gentle slope of the connection, allowing for easier access and maintenance.

Comments Received

The following comments were received in response to the questions asked in the Workbook provided to participants by City staff (attached) and via phone and email following the workshop.

Comments on Hillside Drive Design Option #1

Hillside Dr. Design Option 1 (Shared Street)		
How will this design improve your experience?	Do you see any potential challenges?	What did we miss?
It would be greener and more colourful. Really appreciate the rain water problem solving. Added seating is appreciated - more public friendly.	Residents on west side of street may not appreciate changes to their frontage.	
Prefer Option 2. Keep sidewalk on east side. Need more lighting straight across green space.	The green space should have very bright lights: no seating. Street is a hang-out for doing drugs.	Block-off back yard of 1148 Broadview Ave. He has left 'open' to potentially create another driveway. Trees and shrubs needed.
LEAVE THE CUL-DE-SAC ALONE. It separates us, the residents from the parking lot. This cul-de-sac was paid for 1/2 by the residents of 58, 60 and 62.	Remove #24, 23, and 22 parking spots. But we need the 21 spaces for family visitors, Rogers trucks, and other business vehicles.	The trees in plant boxes were planted by the owner of 60 Hillside Drive.
I prefer option 2 but this option also achieves the greening and flow of the street.		No seating on small parkette. Need lighting on small parkette.
This project would create a welcoming environment for local residents, as a dog walker / owner. Now it is neglected and a spot for 'partygoers'.	Yes - the area is frequented by drug users and cars that use the area to do drugs / drink and then throw away their garbage.	The reality of transients coming to the area and partying.

Hillside Dr. Design Option 1 (Shared Street)		
Does not solve issues. Still congested, still a "parking lot." Planters will be removed - yeah!!	Changes will not address loitering, maintenance, snow plowing difficulties. Ramp and terraced parkettes between Hillside too expensive, over-designed - better to spend monies elsewhere. Cramped solution to steep grade. A "budge plan" does not address issues fully (band-aid solutions). Minimal change to the status quo. Asphalt would be better (easier maintenance)	Missing the connection between both Hillside. A continuous walk! Get rid of cobra lighting, replace with lower side specific lighting. Egress between #62

Comments on Hillside Drive Design Option #2

Hillside Dr. Design Option 2 (Sidewalk Street)		
How will this design improve your experience?	Do you see any potential challenges?	What did we miss?
<p>WE LOVE THIS IDEA!</p> <p>The sidewalk will improve public pedestrian traffic, safety, and experience of the area.</p> <p>Better pedestrian enjoyment of the area will help eliminate the undesirable loitering / drug usage going on both in between the cul-de-sacs and on Hillside Dr.</p>	<p>Neighbours impacted with changes to driveways may object strongly to this plan.</p>	<p>Question: would the sidewalk be a smooth one, integrated with the street, or a raised curb?</p> <p>Keep the permeable paving in either option.</p> <p>Would love to work with planners on the interpretive walk - signage, mobile/wireless engagement options.</p> <p>Please consider beautification of the area that backs onto Salvation Army - this area is gross (lots of dog poop!) - trees need trimming, weeds.</p>

Hillside Dr. Design Option 2 (Sidewalk Street)		
<p>This is it. The stretched cul-de-sac. This is a brilliant solution! Good work. Sidewalk is best no railing. Sky friendly lights.</p>	<p>It would be nice if we could continue walking on the street - no sidewalks on Hillside North. More green space on west side when sidewalk is gone. Put sidewalk on the west side instead. Don't need sidewalk on Hillside North. Why not shared pedestrian/car logo on road? Our elderly with wheelies like not going 'bump bump' on the sidewalk. In south section of Hillside maybe we could start new shade trees growing between our very mature maples and if that boulevard was included in the "park" then they might mow occasionally. It could be a linear park and with no sidewalk more green and water absorption through the soil. Sauriol would approve.</p>	
<p>Great option!</p>		<p>Can you keep and/or add: Permeable paving Rain garden Charles Sauriol street art</p>
<p>Agree with design.</p>		
<p>Continuous waling space on both Hillside. Best option. Would serve Hillside and Broadview residents better. Sidewalk connection is great! A GREAT PLAN! Solves issues, increases green space and makes streets more efficient. Parking better integrated into street. Controlled crossing is good.</p>		<p>Get rid of cobra lighting on Hillside, replace with lower site specific lightings. No longer a parking lot! Existing right of way to Don Valley beside #62.</p>
<p>The sidewalks will be safer to walk on no industrial looking guard rails looks greener and more inviting kids and families can enjoy the nature walks</p>	<p>The sidewalk grading is important as there is a slope there, it is the backyard of our home, and we are concerned about proper water drainage, as it slopes from the parkette side of Hillside Benches will encourage transients, and loitering, and we have also witnessed drug at all times of the day and night at this parkette Not sure if benches and seating are necessary</p>	<p>The benches are main concern and lighting. We don't mind lighting at the parkette but our yard backs onto Hillside and feel excessive lighting will be a problem with our privacy. Privacy in our own yards, especially us who live at this cul de sac. We also only heard recently of this Green space as we are the new owners of this property, and have not as yet moved there.</p>

Comments on Central Green Space Design Option #1

Green Space Option 1		
How will this design improve your experience?	Do you see any potential challenges?	What did we miss?
Love the Cardinal design. Seating makes it more usable. Like the option for a ramp and stairs (various ways to use the transition point.)	Concerns about the slope; winter maintenance.	Previous shrubbery plantings have been vandalized, cut down, destroyed - so strategies for maintenance will be key.
No sidewalk maintains a "country" feel.		Definitely Option #2 that will cross the 1150 Broadview Ave.
It will provide seniors, mothers with baby prams, and bicycles etc with a passage to continue on to Hillside South.		A cut-off, e.g. through the Salvation Army gate on Hillside Drive, will make it possible for seniors (who cannot walk much) to cross to Broadview Ave. to reach the TTC bus stop.
Great idea for connecting the two sides of Hillside, allowing for access for pedestrians, cyclists, baby carriages.	Ending the 'S' curve on the north side near back driveway of 1150 Broadview. Safety matter.	Exclude seating areas and pavement around seating areas. Add lighting and more green.
Minimal. Isolated option.	This option is still a parking lot.	Connecting both Hillside together with a sidewalk. Did not solve grade issue between both Hillside.

Comments on Central Green Space Design Option #2

Green Space Option 2		
How will this design improve your experience?	Do you see any potential challenges?	What did we miss?
The slope is gentler for older folks and strollers, accessibility, etc. Seating area is really nice.	Garbage collection? If people are using the seating areas, potential for litter.	
Be aware that snow and ice builds up on the cul-del-sac (north end) and removal is near impossible. As well, an ambulance could not get through.		
Will last achieve improvement. Too much paving. Should be no seating. Are hand rails really needed? Lighting will be a great improvement.	Take out seating but keep lighting.	Too much parking for a greening project and small space.
Enlarged park between Hillside with reduced grade. Continuous sidewalk between both Hillside. Overall easier maintenance. Better mitigation of parking. Less street, more green space.		No, spot on!

Comments on Gamble Avenue Design

Gamble Ave. Design		
How will this design improve your experience?	Do you see any potential challenges?	What did we miss?
Appreciate the camouflage and the beautification of this stretch - currently the random fencing and built up backyards is quite unsightly. Love the lilacs!	Ongoing maintenance.	
Good idea for Gamble Ave.		
Beautiful idea.	No.	Nothing.
Need to address "parkette" at Broadview and Gamble - lots of loitering, drugs, dealing. Like addition of plant matter.		"Parkette" at Broadview and Gamble in Broadview Ave Initiative.

Additional Comments

Additional Comments
Back of 1150 Broadview Ave. has 12 infractions including directing water from his home to others on Hillside north and Broadview Ave. Lack of green space on property rising of backyard. The driveway at the back of 1150 Broadview Ave. needs to be rescinded.
Gamble landscaping very nice... but could be simple because the landscape maintenance isn't good. Make the official "park." Go from Gamble across the boulevard behind Salvation Army then will get maintained and ploughed.
To connect the Charles Sauriol Parkette to the Hillside Drive cul-de-sacs, is there going to be landscaping on the east side of Hillside Drive between approximately #36 Hillside to #57 Hillside? This area is presently a mess of weeds and has been left unattended for a number of years. Great opportunity to do some planting as planned along Gamble Ave.
Option 1 is "bastard" solution. Option 2 turns problems into opportunities and then into solutions.
We are new residents on Hillside as have not moved there yet. We also only heard of the community meeting and unfortunately was too late to attend. We encourage proper lighting at the bottom of Hillside parkette area, not where we live with excessive lighting affecting our own privacy. We have witnessed, on several occasions, mostly young men, in and around our property, (at the end of Hillside Dr) loitering, smoking drugs, and doing drug deals. Bench seating is a problem as it will encourage loitering and vandalism Camera should be installed to prevent crime and drug deals, and transients from moving into the area. The police and fire already have been called to this area, since there has been unsafe and potentially dangerous activity here. We are all for the green space, but have safety and privacy concerns as we are at the end of the cul de sac on Hillside. Much darker, and treed and less traffic

Additional Comments

I reside [on] Hillside Drive and was unable to attend the community workshop last week. For some reason, I don't believe we received the letter of invitation so can you please ensure I am on future mailings.

In any event, neighbours ensured I received the information and I've had a chance to review the proposed options. You've done a lot of work and a wonderful job laying out the improvement. Thank you for your efforts and for consulting with the community.

Based on my experience living on Hillside Drive since 1990, I'd like to submit the following suggestions/input to the process. I'm sure most of these comments came up that evening.

- Option 2 for Hillside Drive is preferred,
 - Having the sidewalk on the east side of the street and opposite the existing housing makes sense and ensures it is contiguous to the sidewalk further along past Gamble Avenue.
 - I love the thought of recognizing Charles Sauriel, our past neighbour and long time resident of Hillside Drive. I presume the CS street art would be in both options, correct?
 - Option 1 for the Green space is preferred.
 - Having worked with individuals with physical disabilities, I'd recommend the continuous wide ramp that is in Option 1. The ramp in Option 2, with the turn, could be difficult to navigate for people with bikes, strollers or wheelchairs/walkers. Please ensure there are hand railings or some sort down the sloping path and that the stone or pavement used is smooth and can be easily cleared of ice and snow. A gradual grading would also be important so wheelchairs/strollers don't gain too much momentum going down or that it's too strenuous going up.
 - A potential challenge with both Green space options is the proposal for "seating". I would strongly suggest that the city eliminate all seating in the green space since our experience indicates seating does become a youth "hang out" and loitering area. "Hanging out" leads to vandalism, makes walkers feel unsafe and could also lead to destruction of the park. I would prefer to see art work, bird houses, rocks and butterfly attracting flowers instead of seating.
 - For the same reason, glad to see the guardrails removed and replaced. Currently, youth sit on the existing guardrails and smoke/drink.
 - Please ensure there is adequate lighting throughout (again, without benches). This will prevent loitering and making it safer for the many walkers we have on Hillside Drive.
 - Tasteful garbage bins for dog walkers to properly discard their dog poop would be helpful. We need bins and signage to remind folks to poop and scoop.

Other thoughts:

- It would be ideal if the improvements to Hillside could continue between #38 and my house. Currently, the grass and lovely row of trees are poorly maintained and the former cedar hedge has been ruined. Yet, many walkers use this area and it was once a lovely walking canopy with beautiful trees and green grass edged by a cedars hedge. It would be disappointing if the lovely space currently planned on the North end did not continue throughout the South end of Hillside. Maybe some of the savings from eliminating seating from the green space could be spent fixing this as well? At a minimum, It would only mean replanting the cedar hedge on city property, laying new sod and properly trimming the maple trees.
- Maybe this is already the plan, but the improvements on Hillside should ideally continue on Gamble right to the parkette on Gamble and Broadview. That was not clear from the drawings.

Again, thank you for your hard work and thoughtful planning for our neighbourhood.

Additional Comments

Hi, we live [on] hillside and also own [another property on] hillside. We have been away this summer so I have just been catching up on the proposed project. In reading the comments from the residents of hillside, there are a few considerations that I did not see. I agree it is great neighborhood and we love to see the dog walkers and local people but few of them live on Hillside.

We currently have a green space bordering our end of Hillside. It has not been maintained for years. We used to cut the area across from our house but after clogging our lawn mower with dog poop several times we gave up, it is a mass of weeds, well fertilized. I am afraid that is what will happen to the new proposed green area.

Several years ago the concrete planters were added on that end of hillside and again not maintained after a year or so and became an eye sore. In the last year or so, the step area between the two hillsides has become an evening, night gathering spot for youths from the high rise on Broadview, a "smoking area un seen from more populated car areas. If a bench, park area is developed, I am sure it will still be used. If parking is reduced in the area to develop the green space, people will park across from our house and walk thru the step area to their apartments, something we do not want. We are familiar with the vehicles on this side and there is an unofficial neighbourhood watch if strange vehicles are left on the street.

As much as we love the dog walkers there are still those who do not stoop and scoop and every once in a while someone puts their dog poop in our green box which has just been emptied and we have it in our garage for a week, not a fun thing so a poop deposit bin would be a nice addition at the steps.

So.... My recommendation would be , get rid of the concrete planters, pave the area, leave the parking alone, admit an error was made re the thru opening at the one house and get over it, fix the steps, Put in a dog poop bin, maintain the green area that exists on the Broadview end of Hillside and save our tax dollars. Hope this info is useful.

We live [on] Hillside Drive, on the west side of the street, adjacent to the grassed hill separating the two parts of Hillside Drive.

We were out of the country when you held your last community meeting and asked for comments.

We appreciate your work to date and your suggested changes to the hill and the street.

Unfortunately the grass hill has become a hangout spot for young folks who leave their bottles and other garbage on the street. Therefore it would be preferable to avoid creating seating areas on the grass hill.

Both options for the hill include more paved or stone ramps and less grass than is there now. Both plans show the removal of three mature Austrian Pine trees that separate our property from the hill. We would prefer that the trees be left in place and that the hill continue with as many smaller trees and as much grass as are there now. A stairway should be sufficient without using additional grassed areas for ramps. The area is really too small for the type of development shown by the plans.

We would prefer that the hill be left as untouched as possible and that the City use its funds to improve the northern part of Hillside Drive.

Attachment 2: Summary of Feedback Received During the Working Group Meeting on November 12, 2015

Summary of Working Group Meeting: November 12, 2015, 7pm – 9pm, Broadview Co-Op

A Working Group Meeting was held on November 12, 2015, to discuss further refinements to the preferred streetscape solution for Hillside Drive. City Planning, Transportation Services, Toronto Water, Parks, Forestry and Recreation and the Public Consultation Unit, the local Councillor and four area residents attended. The Working Group members from the local community were selected based on a request to stay further involved in the project and their proximity to the area of site works.

Staff presented the recommended option for Hillside Drive that reflected further site analysis and preliminary grading work conducted by staff from Engineering and Construction Services. The recommended option included Hillside Drive south of Gamble Avenue and the central green space between the two disconnected cul-de-sacs on Hillside Drive, as shown in Attachment 3.

A detailed summary of the feedback received from area residents during the meeting is found below. Overall, the feedback received from participating residents was positive. However, specific concerns were shared regarding the rationale for the recommended option, the impacts on the recommended option of the driveway from 1150 Broadview Avenue and on the resulting central green space area provided.

Details Summary of Working Group Meeting

The Hillside Drive Green Street Project working group meeting was held on November 12, 2015 at the Broadview Co-Op Common Room. The five participants of the September 10 workshop who indicated that they would like to participate were invited to join.

Four community members participated, along with the local Councillor and staff from City Planning, Transportation, and the Public Consultation Unit.

Goals

The goals of the working group were to:

- Establish the mandate of the working group: to review and comment on designs, represent the views of their community, and share information with their community
- Share the refined designs
- Gather feedback on refined designs
- Answer questions from participants

Workshop Agenda

7pm	Welcome and Introductions
7:10pm	Project Team Presentation
	- Working Group Terms of Reference
	- Review of September 10, 2015 Public Workshop
	- Update on Recent Work
7:40pm	Group Discussion
8:40pm	What's Next?
8:50pm	Closing Remarks

Summary of Group Discussions and Comments

At the beginning of the meeting, staff provided an overview of the purpose of the working group and thanked participants for volunteering their time. The four working group participants agreed to the scope of the working group and expressed commitment to the project, and to acting as a liaison between the project team and the Hillside Drive community.

The project team then presented the revised design concept for Hillside Drive and the green space. These designs had been revised based on feedback gathered at the workshop and the opportunities and challenges of the site. The working engineering drawings were presented alongside the design concepts from the September workshop. Participants were also provided with an agenda and worksheet to guide the discussion (attached).

Hillside Drive Streetscape Greening

Participants were initially surprised that the design for Hillside Drive did not match the "Option 2" concept presented at the September workshop, which had garnered significant community support. Staff addressed these concerns by detailing the physical constraints of the street that necessitated alterations in the design, such as adjusting the location of the sidewalk. During this discussion it was agreed upon that staff would try to retain as much of the original "Option 2" design as possible, but that some changes would be required. The working group supported this direction.

Parking

The working group supported staff's recommendation to remove some of the existing permitted parking spots, and to change the remaining 10 spots to parallel parking spots. Participants felt that this allowed for improved emergency vehicle access, and would result in a more pedestrian-friendly streetscape.

Green Space

Participants were supportive of the green space design concept, but were concerned about the maintenance requirements, especially with regards to snow clearing. There was a desire to see a revised design that would be easier for pedestrians to navigate and includes low-maintenance planting and permeable paving. There was also strong support for replacing the existing cobra light standards with improved pedestrian-scale lighting to reduce light flooding.

Bioswales

Participants were asked if they or their neighbours would be interested in participating in the maintenance of bioswale gardens along Hillside Drive. This input was needed to determine what plant material would be included in the design, as different levels of maintenance will be required for different plants.

Participants were very supportive of including bioswale gardens in the design, and expressed desire to support maintenance. They also expressed that there may be others in the neighbourhood who would like to participate, with training from staff.

Comments Received

The following notes were taken on discussions with the working group, guided by the worksheet (attached).

Comments on Hillside Drive Design and Location of Sidewalks

Do you agree with the proposed location of the sidewalks? Does this location present any challenges?
<ul style="list-style-type: none">• Issue with steep driveway. Can the cul-de-sac be moved back to accommodate the steep grade?• Desire for sidewalk to continue directly to green space, without a break in the cul-de-sac• The steep driveway is causing drainage issues, and is preventing the sidewalk from connecting to the green space• Feeling that the driveway that was allowed to be built despite City regulations is now preventing the community from realizing the design of the sidewalk and the street that they want• Desire to preserve the original location of the sidewalk in Option 2• Suggestion to have the driveway "dog leg" to the other side of the green space to allow sidewalk to connect• The sidewalk drop off will cause a disconnect between the green space and the bioswales

Comments on Proposed On-Street Parking

Does the proposed on-street parking meet the needs of residents?
<ul style="list-style-type: none">• Support for reduction in on-street parking• Support for parallel parking as it narrows the road asphalt• Most residents on Gamble Avenue park in their building lots of on Gamble Avenue• Agreement that 10 on-street permitted parking spots is sufficient• Reduced parking provides more room for emergency vehicle access

Comments on Green Space Design

How will the green space be used by residents? What kind of amenities would you like to see included (ie lighting, benches, waste receptacles)?

- Concern that large retaining walls will be required for the terraced gardens
- Could create a barrier in winter if the snow isn't cleared
- Current design includes a lot of hard surfaces
- The community needs an elegant solution that uses materials effectively and has a healthy maintenance budget
- Raised garden beds could require too much maintenance
- Question about who would maintain the space – Parks, Forestry and Recreation?
- People will use the green space as a pedestrian right-of-way
- Would rather see a more functional "green swath" and path than a park
- Would like a bigger green space, if it's possible to push the cul-de-sacs back
- Concern that a plough won't be able to get through the space, and the park may require snow clearing by hand
- Concern that the seating area may be too steep. Could it be removed to provide more green space?
- Interest in replacing the cobra light standards and diming the streetlights. The street is over lit
- Desire to reduce light flooding and light pollution
- Many of the streetlights are enclosed by mature trees and don't effectively light the street
- Support for waste receptacles in the green space, but concern about maintenance

Comments on Maintenance of Bioswales

Are you willing to participate in the maintenance of bioswale gardens? Do you think other residents of the street will participate? What does the community need from the City to facilitate public involvement in bioswale garden maintenance?

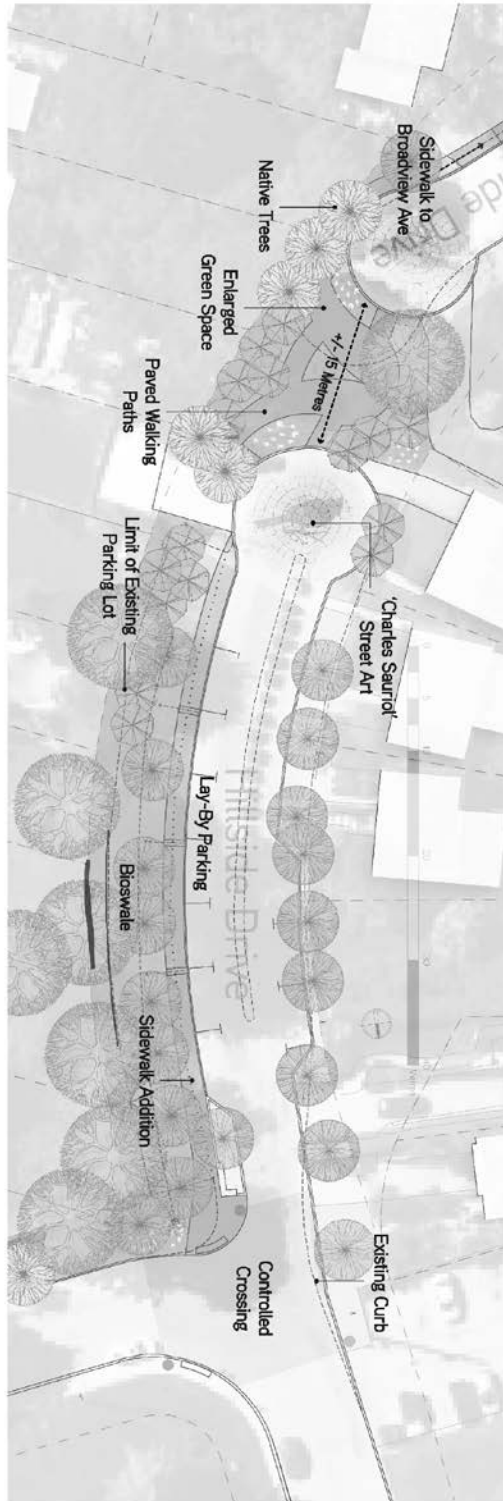
- Support for bioswale gardens
- Interest in supporting maintenance, but the community would need training, direction, and resources from staff
- East York Garden Club, Todmorden Mills Wildflower Preserve, and TRCA may be interested in participating
- Could be a good opportunity for students to volunteer
- Would be best to establish a formal gardening group
- Need a structured maintenance plan with dates, events, sign-up lists etc

Additional Comments

Did we miss anything? Did we miss including anyone?

- The working group supports the design for Gamble Avenue, including the stop signs at the corner of Hillside Drive
- Staff should contact the owner of the property closest to the cul-de-sac
- The working group would like notification in advance of the Community Council meeting
- A bus shelter is needed on Broadview in front of 1148 and 1150. There is currently not enough room to stand.

Attachment 3: Green Streetscape Concept for Hillside Drive



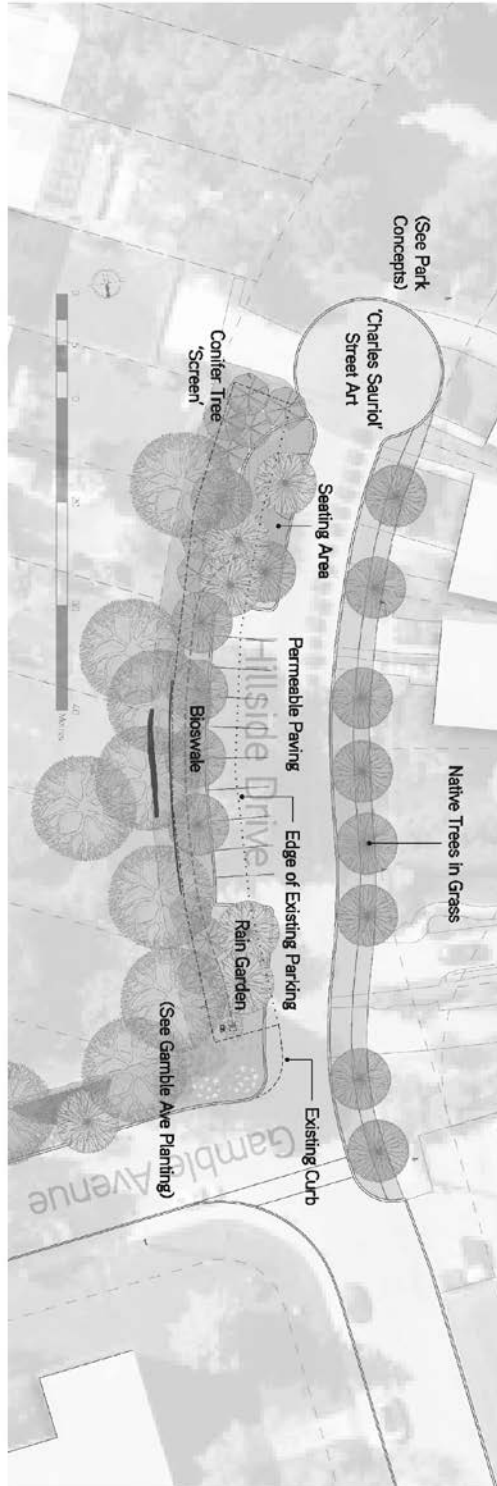
Site Plan

Hillside Drive - Preferred Solution

Not to Scale
11/12/2015 →

Hillside Drive - Green Street Project

Attachment 4: Hillside Drive North Streetscape Option 1



Site Plan

Hillside Drive - Option 1

Not to Scale
09/10/2015 →

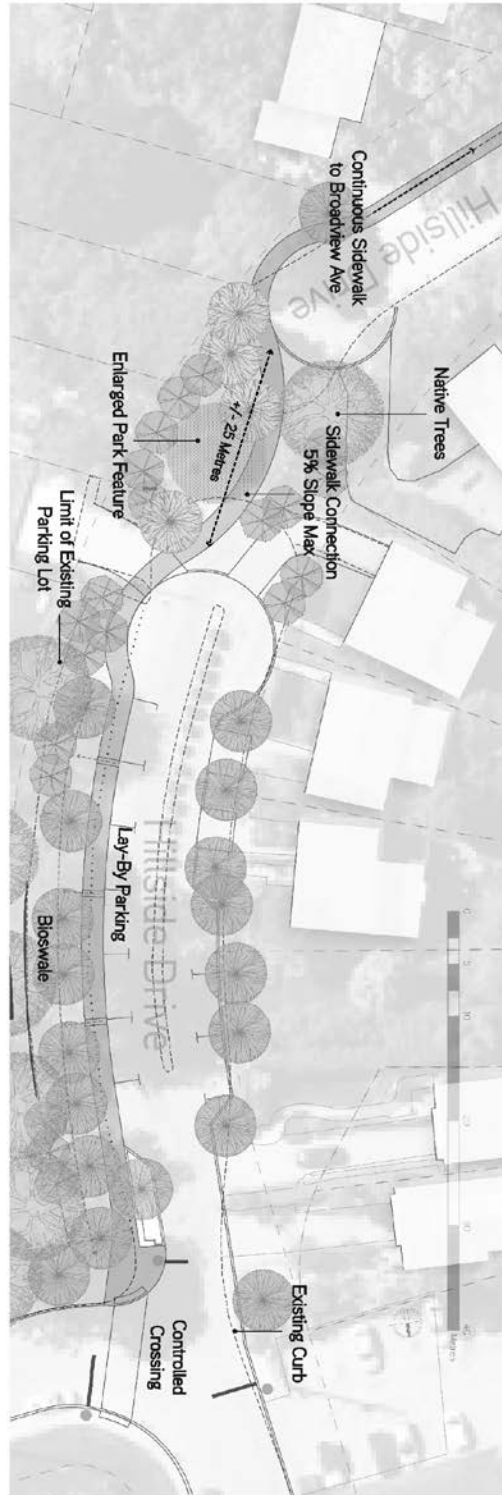
Hillside Drive - Green Street Project

Hillside Drive North Streetscape Option 1

Option 1, as shown on Attachment 3, would entail the following:

- maintain the overall right-of-way (ROW) width of approximately 19.5 metres, while reducing the excessive asphalt portion accessible by vehicles to a more typical local road condition in the City of Toronto of 12 metres;
- remove the existing precast planters in the centre median and replace with additional landscaping throughout this section of Hillside Drive;
- remove unused parking spaces by reducing the number of parking spaces from 24 to 10 permit spaces;
- construct a bioswale for stormwater retention on the east side of Hillside Drive;
- construct a rain garden at the southeast corner of Hillside Drive and Gamble Avenue;
- construct a new landscaped seating area, with coniferous trees planted as a visual screen to the wood retaining wall, and walkway, adjacent to the driveway at 1150 Broadview Avenue;
- resurface Hillside Drive with pavers (final paving material to be determined);
- resurface the existing cul-de-sac with special pavers designed with a silhouette of a cardinal, in reference to Charles Sauriol and his work in the early conservation movement in the Toronto area, denoting this area as a special place; and
- extend the boulevard on the west side of Hillside Drive in front of 58, 60 and 62 Hillside Drive, respectively, to create a new green space with street trees planted in grass.

Attachment 5: Hillside Drive North Streetscape Option 2



Site Plan

Hillside Drive - Option 2

Not to Scale
09/10/2015



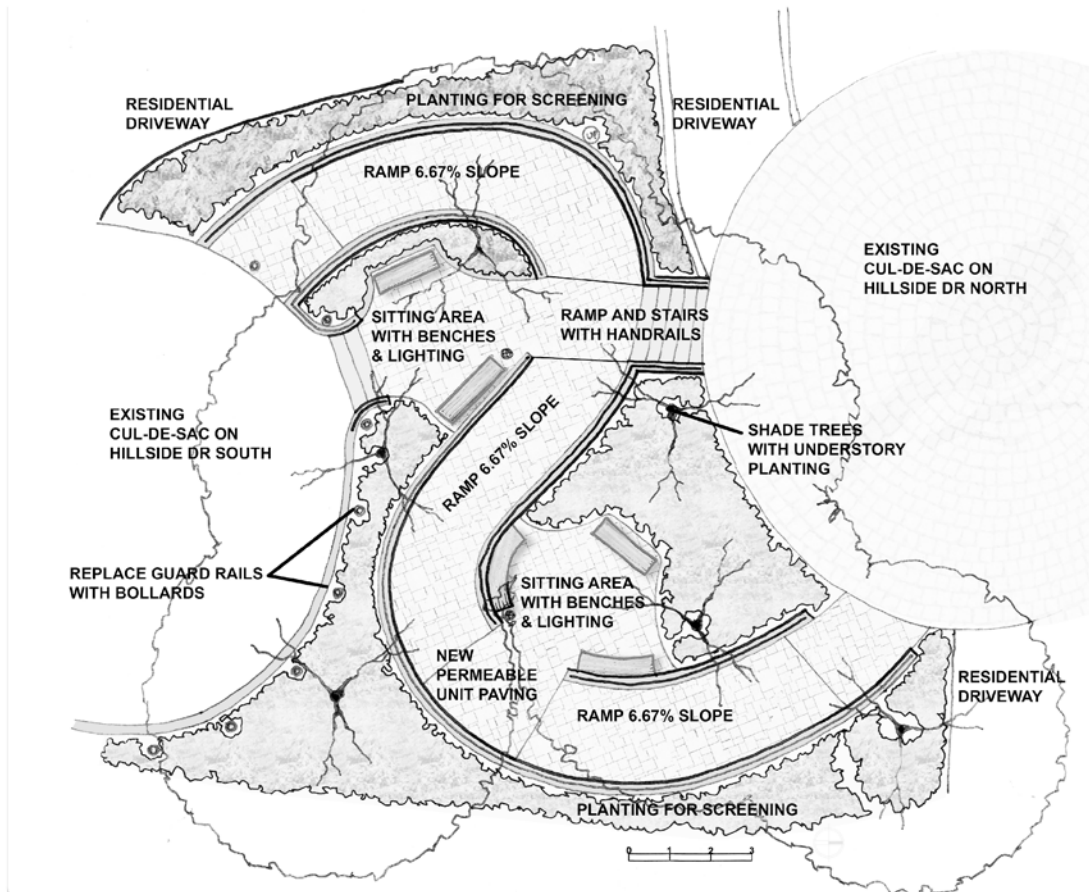
Hillside Drive - Green Street Project

Hillside Drive North Streetscape Option 2

Option 2, as shown on Attachment 4, would entail the following:

- maintain the overall right-of-way (ROW) width of approximately 19.5 metres, while reducing the excessive asphalt portion accessible by vehicles to a more typical local road condition in the City of Toronto of 12 metres;
- reconstruct both cul-de-sacs by pulling them further apart to create a greater "green space" condition;
- remove the existing precast planters in the centre median and replace with additional landscaping throughout this section of Hillside Drive;
- remove unused parking spaces by reducing the number of parking spaces from 24 to 10 permit spaces and reconfigure in a "lay-by" format;
- construct a bioswale for stormwater retention on the east side of Hillside Drive;
- construct a concrete sidewalk along the east side of Hillside Drive South, through the central green space, and along the east side of Hillside Drive North to Gamble Avenue;
- resurface Hillside Drive with pavers (final paving material to be determined);
- resurface the existing cul-de-sac with special pavers designed with a silhouette of a cardinal, in reference to Charles Sauriol and his work in the early conservation movement in the Toronto area, denoting this area as a special place;
- extend the boulevard on the west side of Hillside Drive in front of 58, 60 and 62 Hillside Drive, respectively, to create a new green space with street trees planted in grass; and,
- install stop signs and a crosswalk at the intersection of Hillside Drive and Gamble Avenue.

Attachment 6: Central Green Space Concept 1



Site Plan

Hillside Drive - Green Street Project

Green Space - Option 1 Landscaped Ramp

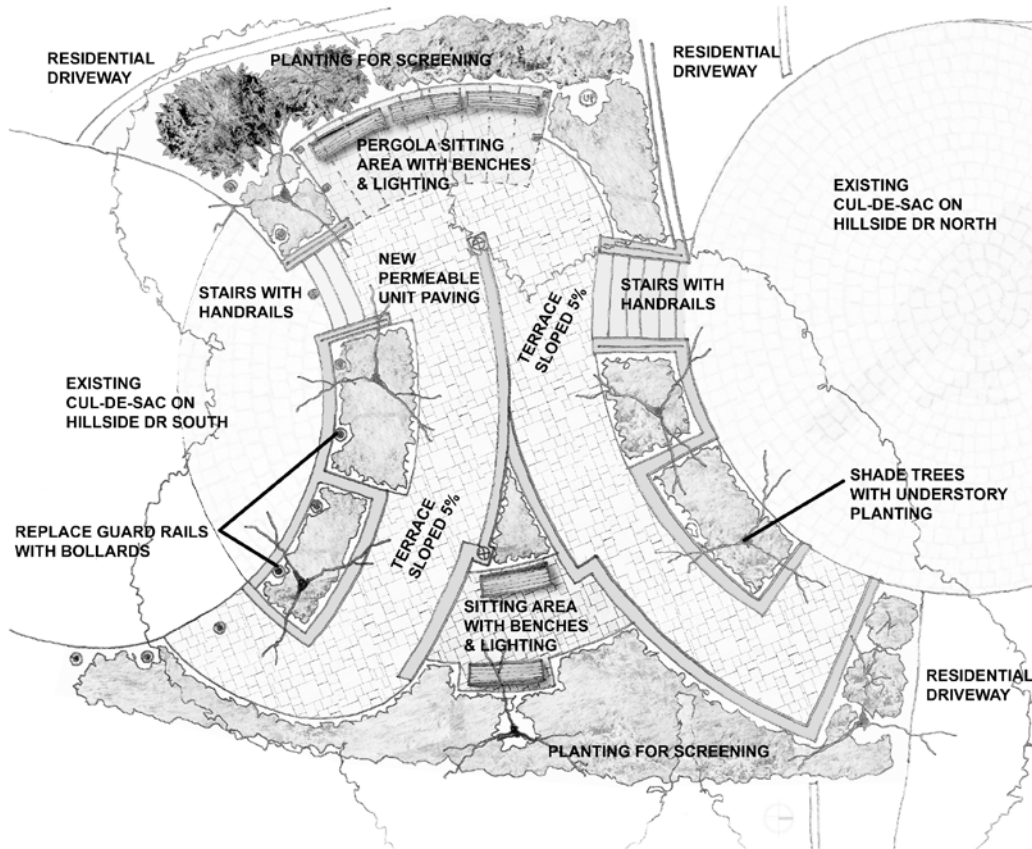
Not to Scale →
09/10/2015

Central Green Space Concept 1

Green Space Concept 1, as shown on Attachment 5, would entail the following:

- construct a landscaped ramp condition, at grades that meet the standards within the Accessibility for Ontarians with Disabilities Act, 2005;
- construct additional seating areas with new benches and lighting within the landscaped ramp;
- construct a walkway that bisects the ramp to allow for quicker passage through the green spaced;
- replace the existing guard rails with bollards to improve aesthetics; and,
- install new landscaping for screening and amenity

Attachment 7: Central Green Space Concept 2



Site Plan

Hillside Drive - Green Street Project

Green Space - Option 2 Terraced Parkette

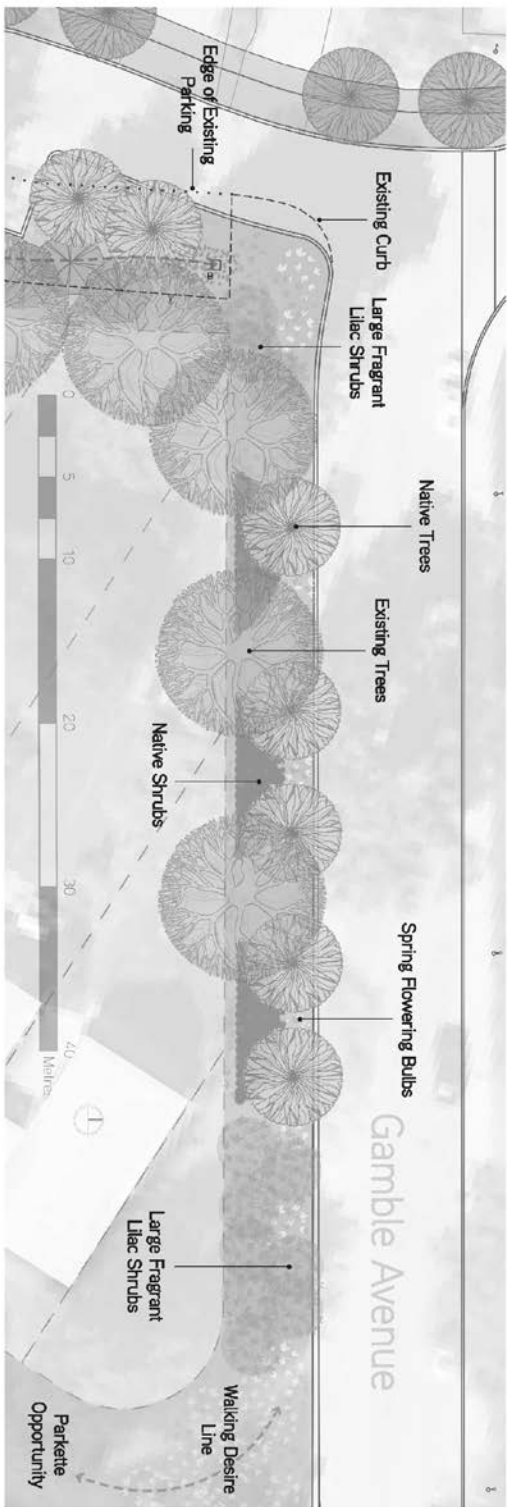
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09/10/2015

Central Green Space Concept 2

Green Space Concept 1, as shown on Attachment 6, would entail the following:

- construct a terraced, switchback walkway condition, at grades that meet the standards within the Accessibility for Ontarians with Disabilities Act, 2005;
- construct additional seating areas with a new pergola, benches and lighting within the landscaped area;
- construct a walkway that bisects the ramp to allow for quicker passage through the green spaced;
- replace the guard rails with bollards to improve aesthetics; and
- install new landscaping for screening and amenity

Attachment 8: Gamble Avenue Concept



Site Plan

Gamble Avenue Planting

Not to Scale
09/10/2015



Hillside Drive - Green Street Project

Gamble Avenue

Gamble Avenue, as shown on Attachment 7, would entail the following:

A single option for Gamble Avenue was created, which provides for new native landscaping on the south side of Gamble Avenue, as well as a new crosswalk at Gamble Avenue and Hillside Drive.

Attachment 9: Notice for Removal of Parking Spaces



City Clerk's Office

Secretariat
Rosalind Dyers
Toronto and East York Community Council
City Hall 2nd Floor, West Tower
100 Queen Street West
Toronto, Ontario M5H 2N2

Ulli S. Watkiss
City Clerk

Tel: 416-392-7033
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Web: www.toronto.ca

Public Notice

Removal of Permit Parking Spaces on Hillside Drive

Notice is hereby given that the Toronto and East York Community Council proposes to pass a by-law to reduce the number of permit parking spaces from 24 to 10 on Hillside Drive.

Any objections regarding this proposal should be set out in writing and forwarded to the City Clerk, Attention: Rosalind Dyers, Toronto and East York Community Council, City Hall, 100 Queen Street West, 2nd Floor West, Toronto, Ontario, M5H 2N2, or by E-mail: teycc@toronto.ca. Written objections received by the required date will be scheduled for depositions at the next Toronto and East York Community Council meeting. If the Clerk receives no objections by the **23rd day of October, 2015**, the City will proceed with its proposed action.

Dated this: 9th day of October, 2015

Attachment 10: Hillside Drive Green Streetscape Options – Items for Further Review

Item for Further Review	Staff Response
<p>Study of the existing lighting on Hillside Drive and identification of potential safety issues.</p>	<p>Staff reviewed the current lighting scenario with the community and have provided for increased lighting opportunities on Hillside Drive and the central green space. Staff heard concerns that there was a negative proliferation of lighting in certain areas along Hillside Drive. Further lighting scenarios should be reviewed during the detailed design of this project and in consultation with the local community.</p> <p>In addition, opportunities for Crime Prevention Through Environmental Design (CPTED) should be explored, in consultation with the local community.</p>
<p>Opportunities to improve the 'no exit' signage at Hillside Drive and Gamble Avenue, including the addresses that are accessible from each street.</p>	<p>Through partnership with the Toronto and Region Conservation Authority (TRCA), new street signage may be established for this project. Incorporating additional 'no exit' signage, as part of any additional signage advertising the green streets portion of Hillside Drive, should be further explored through the detailed design process with Transportation Services and TRCA.</p>

Item for Further Review	Staff Response
<p>A review of the history of the installation and maintenance of the planters/median on Hillside Drive south of Gamble Avenue, and the implications of removing them.</p>	<p>Through consultation with the community, it was determined that the planters/median was installed by former residents on Hillside Drive to assist in removing asphalt pavement and 'beautifying' the street condition.</p> <p>All options for the new streetscape for Hillside Drive recommend removing the median, to provide a more standard right-of-way width and road condition. The loss of the planters/median, will be replaced by new landscaping conditions, such as bioswales, rain gardens, etc., and increased front yard landscaping opportunities for the residences on the west side of Hillside Drive. Overall, the streetscape proposals will significantly reduce the amount of asphalt and increase the soft landscaping along Hillside Drive.</p>
<p>The potential to include the Hillside Drive area as a concept site under the Toronto and Region Conservation Authority's Don Watershed Plan.</p>	<p>The TRCA is a positive supporter of this project and will be partnering with the City of Toronto to ensure this project moves forward and establishes the Hillside Drive Green Street project as a concept site through the Don Watershed Plan program.</p> <p>Specific details of this partnership will be established with input from TRCA as this project moves forward.</p>

Item for Further Review	Staff Response
<p>Opportunities to create a comprehensive connection along Hillside Drive between Charles Sauriol Parkette and the parkette at Gamble Avenue (creating a "Charles Sauriol Walk"), including interpretative signage.</p>	<p>There are strong opportunities to create the "Charles Sauriol Walk" and TRCA will be partnering with the City to create appropriate interpretive signage that will establish the Hillside Drive area as a special place in its relationship to the Don River and the legacy of the local conservationist Charles Sauriol (who formerly resided on Hillside Drive).</p> <p>As with the overall partnership parameters with TRCA, this idea shall be explored further, with the full support of TRCA and the local community.</p>
<p>Landscaping options along Gamble Avenue to connect with Hillside Drive, including the green space at the southwest corner of Gamble and Broadview Avenues.</p>	<p>As discussed above, and shown on Attachment 7, a single landscaping option was created for Gamble Avenue, and was supported by the community through consultation programs.</p>
<p>The potential for a dog park/dog run</p>	<p>Due to the size of the proposed green space between the north and south cul-de-sacs on Hillside Drive, implementing a dog park/dog run is not feasible. However, the improvements to Hillside Drive will ensure for a greater opportunity for connected pedestrian movement, which includes an easier transition for movement for persons with dogs throughout Hillside Drive.</p>

Item for Further Review	Staff Response
<p>Consultation with the Toronto Transit Commission (TTC) regarding the feasibility of adding a bus shelter to the stop on the west side of Broadview Avenue at Cosburn Avenue.</p>	<p>City Planning staff consulted with staff at the TTC, as well as staff within the City's Transportation Services – Public Realm Section, who are responsible for the implementation of bus shelters within the public right-of-way.</p> <p>Staff from the Public Realm Section confirmed that this transit stop is not feasible for a shelter, as there is currently insufficient pedestrian clearway. In addition, the Public Realm Section refrains from installing a new shelter on a residences established front lawn.</p>