



Hillside Drive – Green Streets Project

Date: Monday, December 8, 2025

Meeting Type: In-Person

Start time: 6:30 p.m. **End Time:** 8:00 p.m.

Project Overview:

The City of Toronto plans to begin road reconstruction and watermain replacement on Hillside Drive between Don Valley Drive and Broadview Avenue in 2026. As part of the planned construction, the City will be making changes to the design of Hillside Drive.

The proposed changes include new sidewalks, enhanced green spaces and green infrastructure such as bioswales and permeable paving, changes to on-street parking and construction of an accessible connection between the north and south segments of Hillside Drive.

Meeting Objectives:

Provide a project update to address any questions or concerns regarding the north and south sections of Hillside Drive.

Meeting Overview:

The meeting was facilitated by Steven Ziegler, Senior Coordinator Public Consultation. A presentation was provided by Transportation Services staff Katherine Wilson, Kristina Hausmanis, and Abhishek Behera, followed by an opportunity for participants to ask questions and hear responses from City staff and review key aspects of the proposed changes. Councillor Fletcher provided an introduction and overview.

Questions & Comments

The following questions and answers were provided during the meeting.

Questions & Comments	Project Team Response
The turnaround in the cul-de-sac of the north leg is very tight. Drivers are forced to do a three-point turn.	Current design maintains existing cul de sac conditions, opportunities to expand the turning radii were explored, but had impacts to mature trees. The aim of the design was to minimize impact to mature trees and driveways.
Concern that in a heavy storm the street will turn into a pool and leave sediment behind.	Regular street sweeping will be required to remove sediment and maintain infiltration of the permeable pavers. Infiltration testing will be performed to indicate maintenance requirements. Catch basins remain on the road in addition to the permeable pavers.

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Questions & Comments	Project Team Response
The benches can create issue, might attract anti-social behaviour and could be scary at night. People are constantly walking. The less seating the better.	We can change the seating and heard the concerns. No seating is currently proposed.
<p>What happened to the shared street concept? I have lived on Hillside Drive for 35 years and people don't walk on the current sidewalks. Never had an accident. With signage keep the flow going as is.</p> <p>In 2017, we discussed a shared street.</p> <p>But now I'm concerned about peoples' safety around parked cars and people coming out in between them. It will create a visibility issue. People are not going to use the sidewalks.</p>	<p>The City doesn't have a shared street policy. Preferred conceptual designs previously approved by City Council and Transportation Services has progressed that design which includes a sidewalk. The City updated the Missing Link Sidewalk Policy in 2019, after the 2017 consultation. Transportation Services proceeds with Council direction to include the sidewalks as part of capital construction.</p> <p>We are required to provide the accessible infrastructure for people to use.</p>
<p>I have been here since 1993, seen it all at the parking lot area. The parking lot becomes a car loitering place. People sit and have lunch and dump garbage.</p> <p>I think sidewalks are necessary. For the people with walkers and canes, if there are sidewalks, it's a dedicated space for them to use. It's a share space, its fair, it tells people with wheelchairs that you're safe here.</p> <p>The gradient between the two sections of the street is like a full storey. It is quite steep.</p>	<p>We are redesigning the south cul-de-sac so the sidewalk between the two cul-de-sacs has the right slope.</p> <p>The new sidewalk layout meets City standards for both cross slope and overall grade.</p>
The lighting is problematic. The light fixtures are always burnt out, and they are too high above the canopy. We need shorter pedestrian style lighting, that shine down. It will be safer for pedestrians.	Lighting is not included in this design. We will forward the information of broken lights for repair.
There is a storm drainage issue on the south side. The whole area where it floods. What happens if you pull the cul-de-sac back? Can you ask the consultant to look at the drainage but keep the existing design? It backs up as there is not enough capacity.	When moving the cul-de-sac, there is a catch basin, and it will be connected to the drain system. We will ask the consultant to review the drainage and grading of the north cul de sac. The current design doesn't add or increase the capacity of the storm sewer.
With respect to the green space, there is a berm or an artificial hump. Please just take the dirt away. There is a tree there. If you straighten the sidewalk, there is a natural	The right-of-way would be regraded. The alignment of the new sidewalk was also designed to minimize the impact to the existing trees. There will be more details

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Questions & Comments	Project Team Response
depression. People currently travel around the berm to minimize the slope.	noted as the detailed design progresses. The existing guardrails and stairs are proposed to be removed and not reinstalled.
<p>The permeable bricks would work on the south side as well.</p> <p>A lot of the concerns will be solved with the new gutters, new curbs, and fixing the grading.</p> <p>We need to increase the drainage.</p>	<p>The consultant can review if double catch basins would increase drainage capacity. The road would be graded to maintain that the water is kept in the right of way. We will investigate if permeable pavers are suitable on the south cul de sac.</p>
<p>Last summer, there was a road rally to rush down the street and turn around. Have a situation where the road goes wider and narrower to protect the trees. Have you thought about the risk?</p>	<p>On the south side, the City has set minimum and maximum recommended road widths.</p> <p>There is a narrow section of 6.8 metres to preserve mature trees within the right-of-way.</p> <p>The solution is to restrict on-street parking while maintaining two-way traffic.</p> <p>Signage will be updated to show parking restrictions, and enforcement will be required to ensure compliance.</p>
<p>Restoring it to a regular residential street, and removing the parking, won't attract that sort of problem.</p> <p>Needs to be clear that it is not a through street. People go and get stuck. We need a big sign.</p>	<p>From the site visits, found that it is incorrectly signed. Request has been submitted to correct the parking signs.</p>
<p>The row of maple trees is poorly maintained. They need to be maintained.</p>	<p>We will forward the request for maintenance to Urban Forestry.</p>
<p>It is better that the City maintains plantings. People change in the area.</p> <p>We need hardy, dog proof, as there are lots of dog walkers, but bird friendly plantings. Keep it simple.</p>	<p>We will include low-maintenance, pollinator-friendly planting that will be maintained by the City.</p>

The following items were discussed with the group and were confirmed with staff:

- Residents do not want seating included.
- Residents do not want to assume additional maintenance responsibilities for plant material.
- Residents prefer durable, low-maintenance plant material.



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Next Steps:

1. Explore opportunities for permeable paving in the south section.
2. Review stormwater management options and ways to increase capacity in the south section including permeable surfaces or additional catch basins.
3. Review and confirm new sidewalk alignment and grades through the detailed design.

Total resident attendees: 11

City Toronto attendance:

Katherine Wilson – Project Manager, Transportation Services

Kristina Hausmanis – Senior Project Manager, Transportation Services

Abhishek Behera – Project Manager, Transportation Services

David McCollum – Senior Engineer, Toronto Water

Maaja Eichfuss – Senior Planner, Urban Planning

Paul Young – Senior Project Manager, Transportation Services

Stephanie Gris Bringas – Program Manager, Public Consultation Unit

Steven Zielger – Senior Consultation Coordinator, Public Consultation Unit

Amanda Ratych – Coordinator, Public Consultation Unit

Elected official attendance:

Councillor Paula Fletcher

Elliot Van Woudenberg - Councillor Fletcher's Office