

# **HILLSIDE DRIVE**

# **Green Street Project**

December 8, 2025  
Working Group Meeting

# Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

# Agenda

- 6:40 p.m. – Event Opens
- 6:45 p.m. – Welcome & Introductions
- 6:50 p.m. – Presentation
- 7:10 p.m. – Questions & Comments
- 8:00 p.m. – Event Closes

# Councillor Remarks

**Councillor Paula Fletcher**  
Toronto-Danforth (Ward 14)



# Project Team

## City of Toronto – Transportation Services and City Planning

- Kristina Hausmanis, Senior Project Manager
- Abhishek Behera, Project Manager
- Katherine Wilson, Project Manager
- Maaja Eichfuss, Senior Urban Designer
- Adam Popper, Manager

## City of Toronto – Public Consultation Unit

- Steven Ziegler, Senior Consultation Coordinator

# Code of Conduct

**The City of Toronto is committed to conducting events and meetings in a safe and respectful environment for all participants and staff.**

As a participant, you agree to:

- Treat everyone with respect
- Critique ideas, not individuals
- Abide by the City of Toronto's Anti-Harassment / Discrimination Policy, Human Rights, and Hate Activity Policy

The following will not be tolerated and may result in being asked to leave:

- Coarse language, aggression, threats, and intimidation
- Harassment, discrimination, and hate activity
- Canvassing, campaigning, or solicitation
- Behaviour that limits participation of fellow attendees
- Violence of any kind

# HILLSIDE DRIVE Green Street Project

# Meeting Purpose

- Provide an update on the status of Hillside Drive Road Reconstruction Project;
- Review the current proposed design and alignment with prior community input;
- Provide an opportunity for residents to speak with staff and ask questions.



# Background - Timeline

**2013**

City Council directed staff to review property access requirements and investigate opportunities for green spaces and sustainability on Hillside Drive.

**2016**

Staff report outlined three streetscape options, and a preferred concept was adopted by City Council. Transportation Services directed to form a design working group which included local residents, TRCA, PFR and Toronto Water; and proceed with detailed design and implementation.

**2017**

During consultation with stakeholder working group, flooding concerns were identified requiring further investigation.

**2018**

Storm drainage assessment identified potential for capacity improvement in Toronto Water's stormwater drainage infrastructure resulting in more detailed review, guidance on infrastructure sizing, and funding was required from Toronto Water prior to proceeding with road reconstruction.

Residents were notified of delay of streetscaping project.

# Background – Timeline continued

**2019**

Toronto Water Basement Flooding Area 46 study commenced, including Hillside Drive.

**2021**

Independent study within BFPP Area 46 focused on the Hillside Drive area as an independent flood cluster. The four possible options exceeded the cost threshold, and this investigation was concluded. Transportation Services reprogrammed Hillside Drive as part of the 2024 Capital Works program.

**2024**

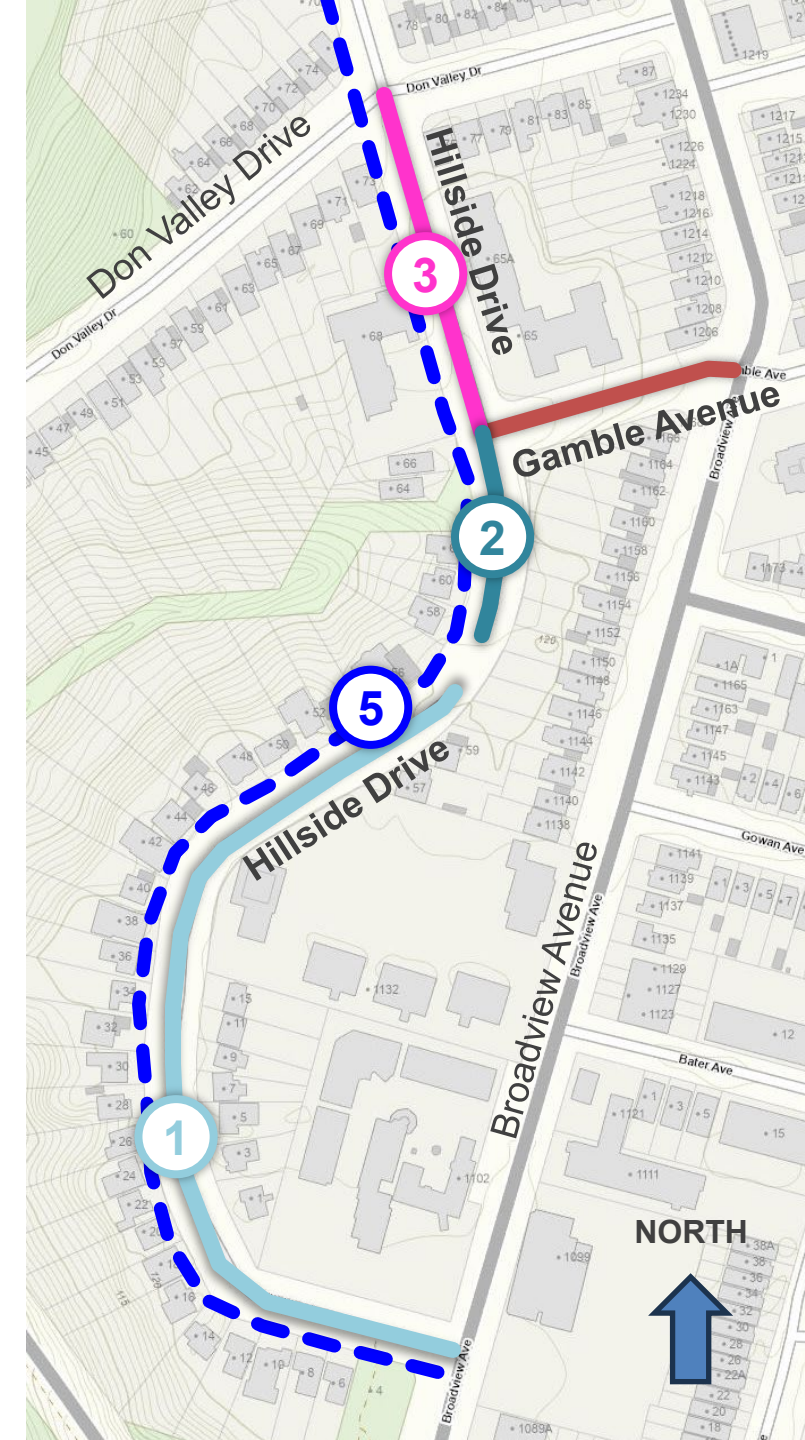
The BFPP Area 46 EA study process completed, and the independent Hillside Drive solution was bundled together with hydraulically connected solutions and identified as BFPP project 46-03. This project meets required CPBP, however, it does not have a planned construction start year at this time nor is in the 10-year capital program.

**2025**

Staff are working to complete the Green Streets improvements on Hillside Drive for 2026 Delivery, bundled with planned watermain work.

# Project Overview

1	<b>Hillside Drive south</b> Broadview Ave to cul-de-sac	<ul style="list-style-type: none"> <li>• Road resurfacing</li> <li>• Install missing sidewalk</li> <li>• Realign cul-de-sac</li> <li>• Construct an accessible ramp connecting north and south cul-de-sac</li> </ul>
2	<b>Hillside Drive north</b> Cul-de-sac to Gamble Ave	<ul style="list-style-type: none"> <li>• Road reconstruction</li> <li>• Green infrastructure</li> <li>• Install missing sidewalk</li> <li>• Realignment of parking area</li> </ul>
3	<b>Hillside Drive north</b> Gamble Ave to Don Valley Dr	<ul style="list-style-type: none"> <li>• Road resurfacing</li> </ul>
4	<b>Gamble Avenue</b> Broadview Ave to Hillside Dr	<ul style="list-style-type: none"> <li>• Road resurfacing</li> </ul>
5	<b>Hillside Drive</b> Broadview Ave to 18 Fernside Dr	<ul style="list-style-type: none"> <li>• Watermain Replacement</li> </ul>



# Green Streets

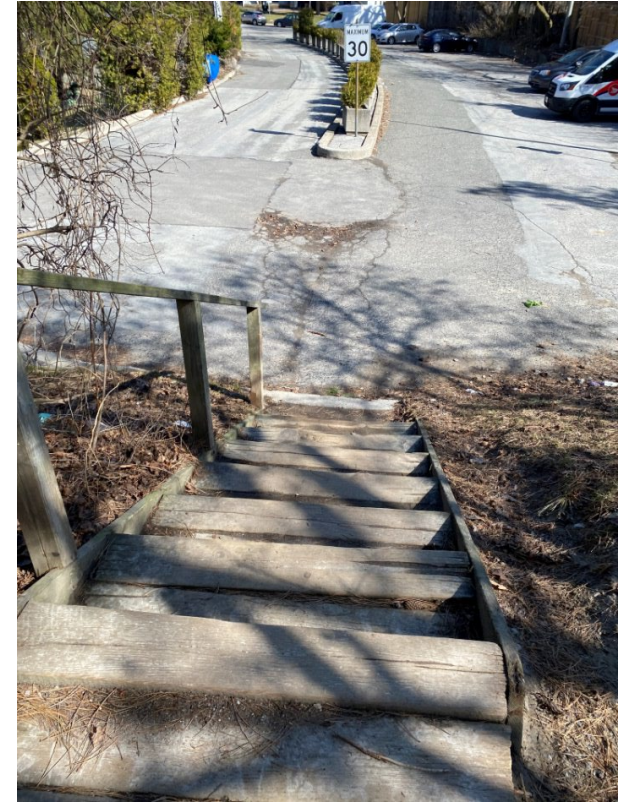
- Green Streets aim to manage stormwater where it falls by incorporating Green Infrastructure into road rights-of-way and support the below City strategies and policies.
- Green infrastructure can help build a Toronto that is resilient to climate change and improve overall quality of life.





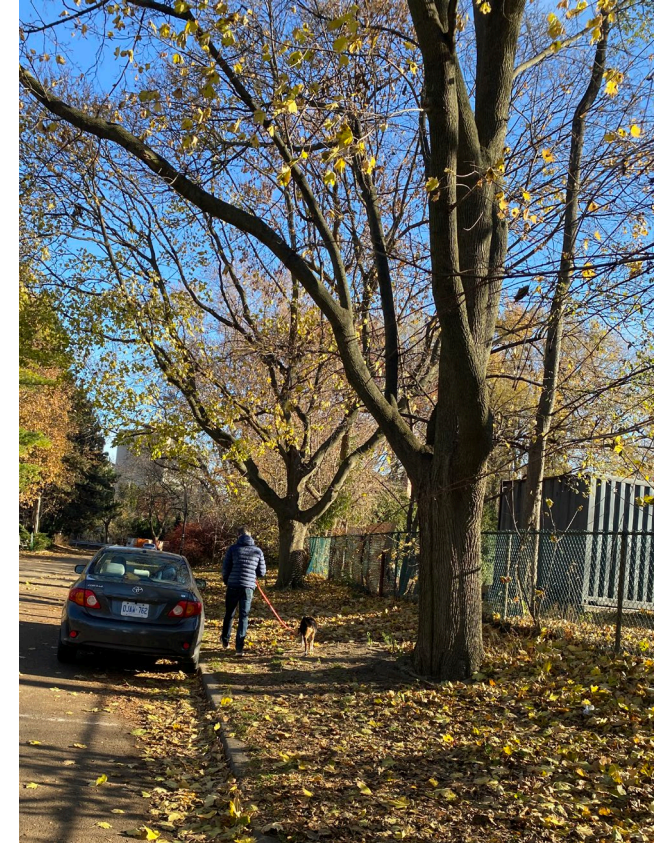
# Sidewalk Policies & Guidelines

- Sidewalks are a critical piece of infrastructure that provide a safe and accessible route for people to travel in the neighbourhood.
- The City's Missing Sidewalk Policy, updated in 2019, states that sidewalks should be built, where they are missing, on both sides of arterial and collector roads, and on one or both sides of local roads.
- Transportation Services reviews opportunities to install sidewalks with other state-of-good-repair roadway or utility work whenever possible.



# Why Sidewalks?

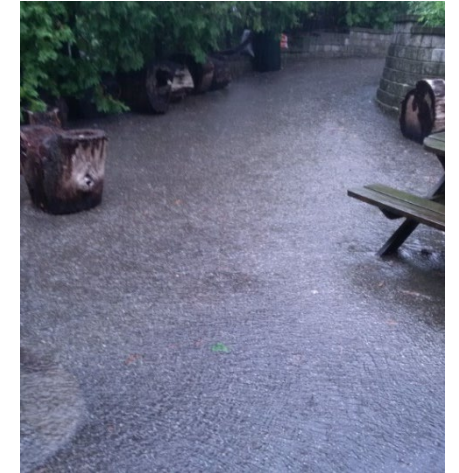
- Sidewalks offer protected, dedicated space for all pedestrians.
- Sidewalks reduce barriers to access for vulnerable populations including children, seniors and persons with disabilities.
- Provide connections to the neighbourhood for residents, transit users, seniors and children walking to school.
- Increase visibility of pedestrians and provide winter-maintained walking surface.
- Most local roads have residential land uses, and where sidewalks are missing, pedestrians have no alternative but to walk on the roadway.





# Existing Drainage Concerns

- During earlier consultations (2017), local residents voiced serious concerns about flooding on the street.
- This led to further studies and recommendations as part of the City's Basement Flooding Protection Program project 46-03, which are not yet programmed for delivery.
- The future solution for Hillside Drive includes an in-line storage system with a passive control pipe, bundled together with hydraulically connected solutions in upstream areas.
- There is currently no timeline identified for this future project.



# Hillside Drive north – Proposed Design Cul-de-sac to Gamble Ave



Proposed bioswale with trees between parking layby and new sidewalk

Existing median and asphalt road replaced by permeable concrete pavers in the road

New sidewalk

Enhanced green space with accessible sidewalk connection in cul-de-sac. Opportunity to undertake community planting initiatives.

Permeable concrete pavers in parking layby

Driveway accesses maintained



**Existing Conditions looking south**

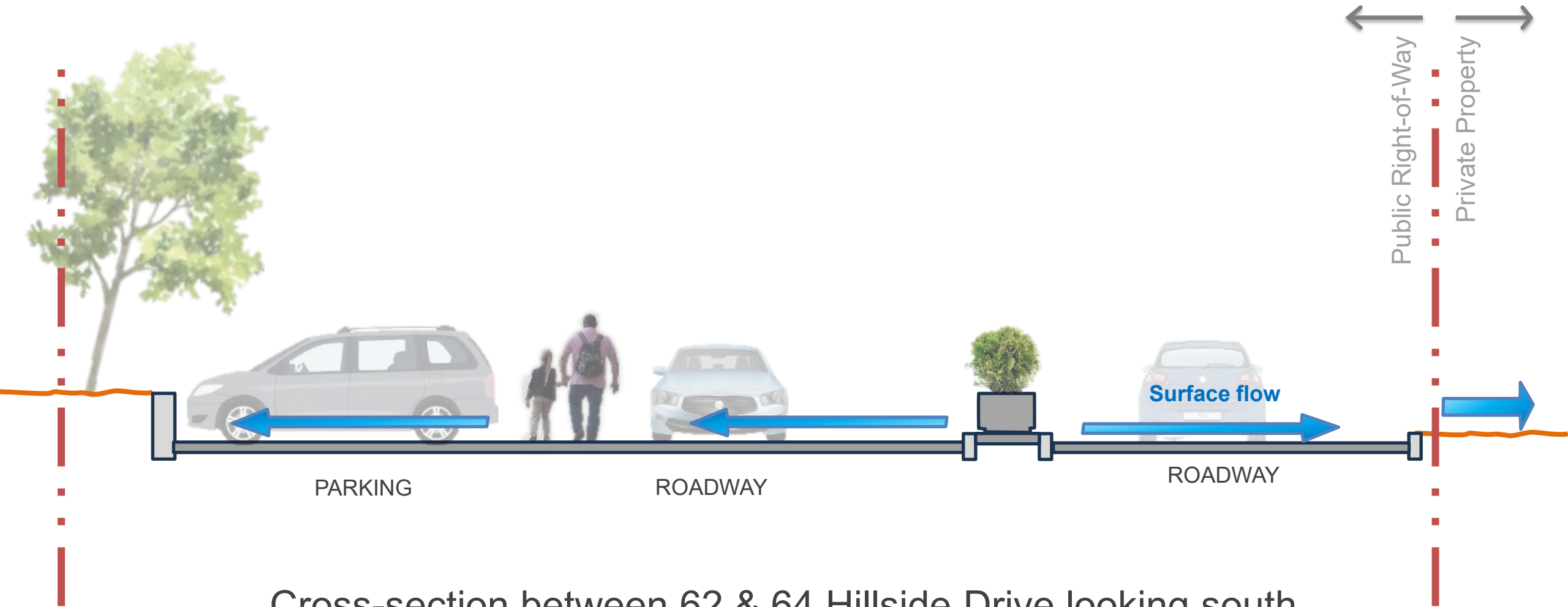


**Proposed Design looking south**



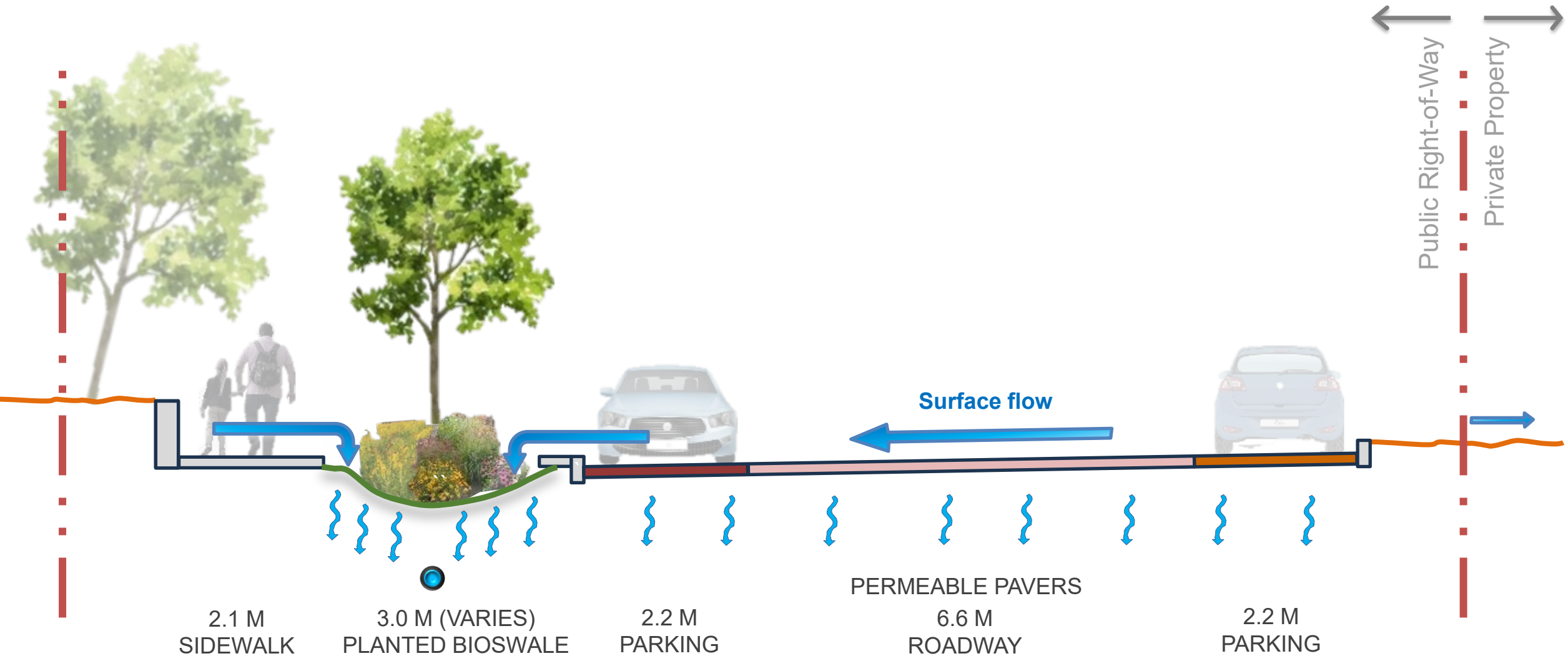


# Existing Drainage Conditions

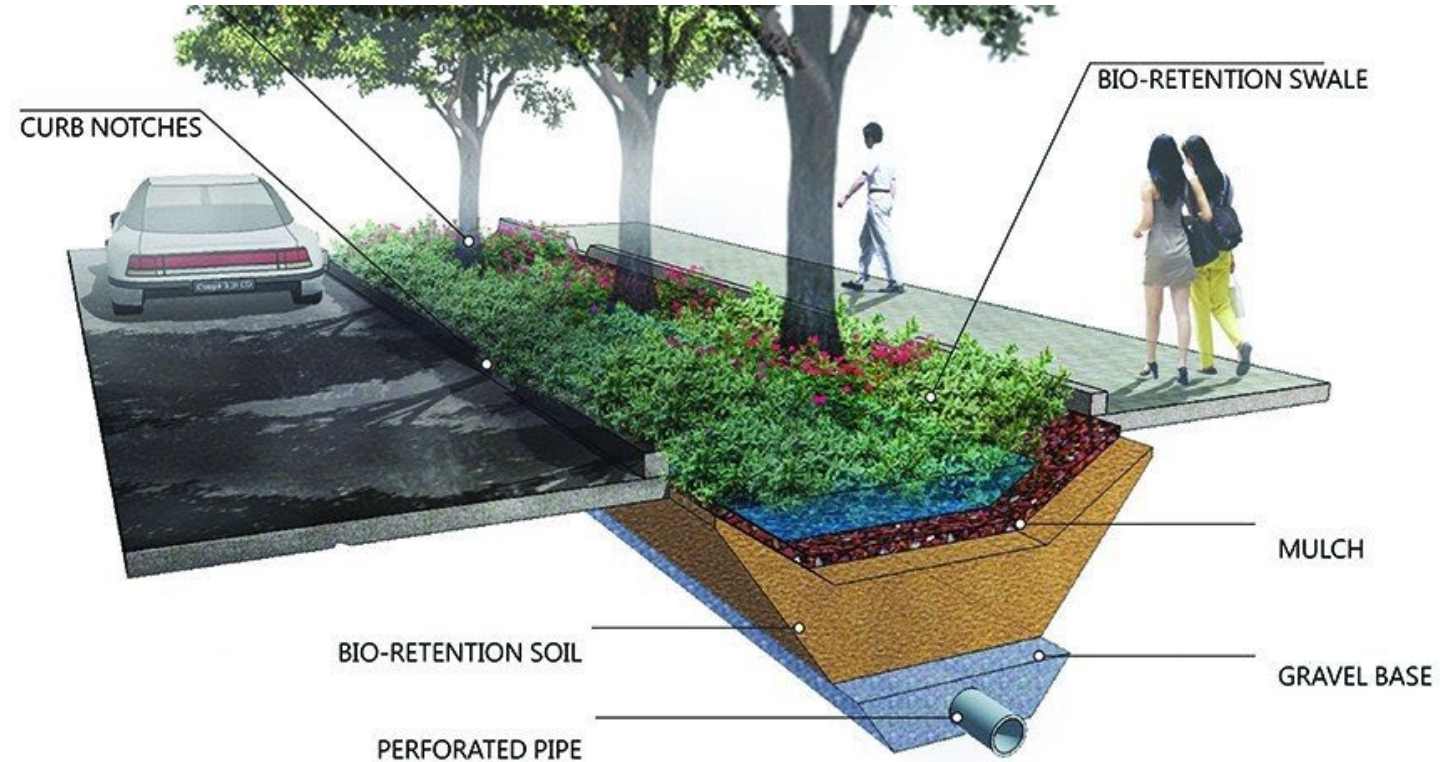


Cross-section between 62 & 64 Hillside Drive looking south

# Proposed Drainage Conditions



# Bioswale Design



# Permeable Pavers



Demonstration of water filtering through permeable paver in roadway

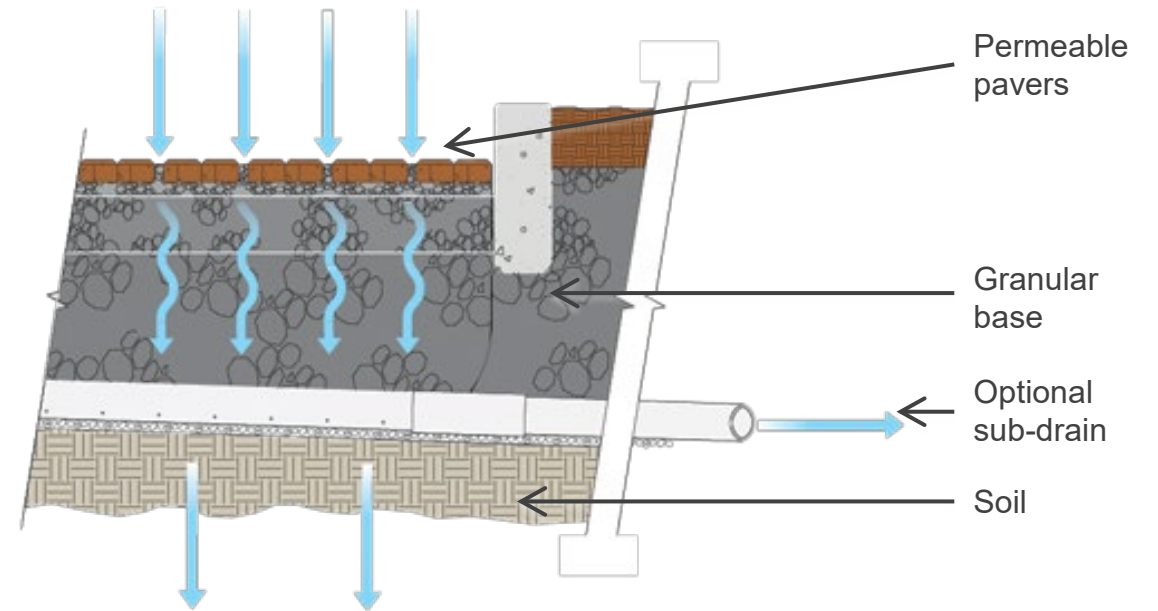


Diagram showing permeable paving system with stormwater infiltrating through the pavement into aggregate layers and soil below



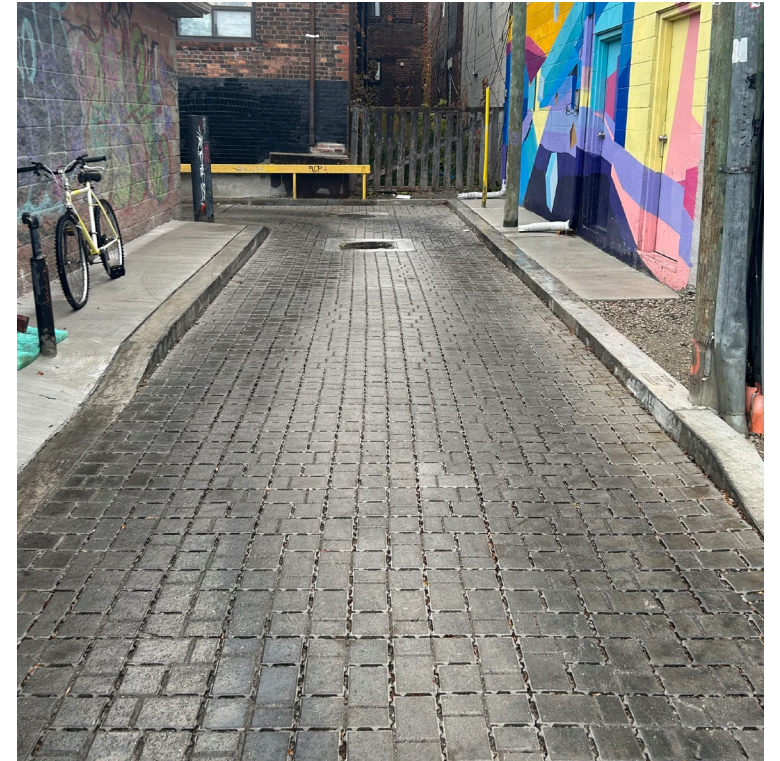
# Permeable Pavers Examples



Riverside Drive  
Paver colour: Red



O'Connor Drive parking laybys  
Paver colour: Natural



Montrose Laneway  
Paver colour: Natural

# Expected stormwater management

- Designed to manage the 90th percentile storm event (27 mm rainfall), the everyday frequent storms.
- Features include bioswales and permeable pavers to retain rain and snowmelt.
- Helps maintain natural water balance and reduce pollutants in runoff.
- Performance will be monitored with TRCA's Sustainable Technology Evaluation Program.
- Future BFPP project will address extreme storm flooding (100-year event).

# Permeable Paver Maintenance

- Regular road operations including snow clearing and street sweeping will continue, with no impact to services.
- Additional maintenance of permeable pavers will be performed by Transportation Services Operations & Maintenance team:
  - Minimum twice a year sweeping;
  - Regular inspection for potholes and surface damages;
  - Spring & fall infiltration testing to monitor performance over time.



# Tree Impacts

- A tree inventory has been completed by a certified arborist.
- The proposed design was intentionally developed to minimize impacts to trees within the project area through:
  - Localized pinch points;
  - Cul-de-sac realignment;
  - Road narrowing etc.
- Three small trees have been identified for removal.
- Planters in median in north cul-de-sac to be relocated
- New trees to be added in the bioswale (location and species will be determined during detail design stage)
- Additional opportunity to add trees in the boulevard space



Two serviceberry trees



One eastern white cedar tree



21 eastern white cedar trees in raised medians

# Street Parking Impacts – North Leg

- The entire project falls under Permit Parking area 7K. It is currently at 30% occupancy.
- Existing By-Laws:
  - In the section of Hillside Drive between Gamble Avenue and the cul-de-sac, there are 24 existing permit parking spaces.
- Proposed changes:
  - Permit parking reduced from 24 to 11 spaces parallel to the curb. 8 spaces along the east side (bioswale), 3 spaces on the west side. **Net reduction of 13 spots.**

Permit Parking Area 7K Map



# Street Parking Impacts – South Leg

- Existing By-Laws:
  - No parking on the west side (even) from 7:30 a.m. to 6:00 p.m., Mon. to Sat. on Hillside Drive between the cul-de-sac and Broadview Avenue.
  - Permit parking on the east side (odd). Currently 29 permit spaces in the system with one permit issued.
- Proposed changes:
  - No parking anytime on the west and east sides of Hillside Drive between 46 Hillside Drive and 50 Hillside Drive.
  - Reduction of 4 spaces on the west side and 6 spaces on the east side. **Net reduction of 10 spots.**
  - Changes proposed to accommodate road narrowing in order to preserve mature trees in east boulevard.

Permit Parking Area 7K Map



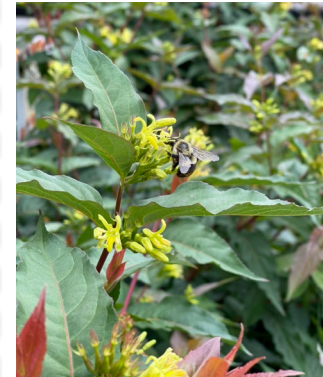
# Working Group Input on Design



# Bioswale - Native Plant Palettes

## Option 1:

Bioswale  
flowering plant  
species selection  
with  
maintenance  
partnership with  
community  
members.

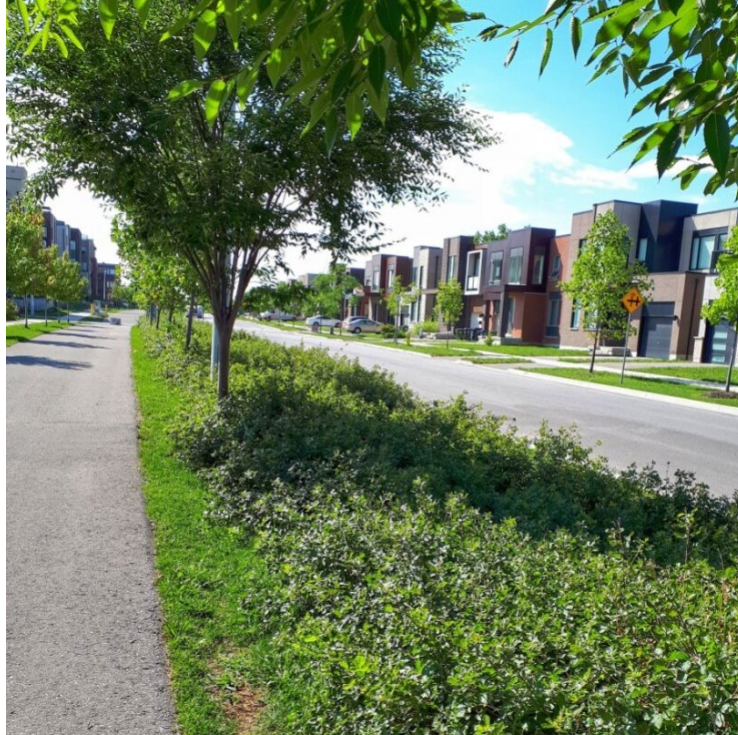




# Bioswale – Shrubs and Grasses

## Option 2:

Low maintenance shrubs in absence of maintenance partnership.



# Seating Options



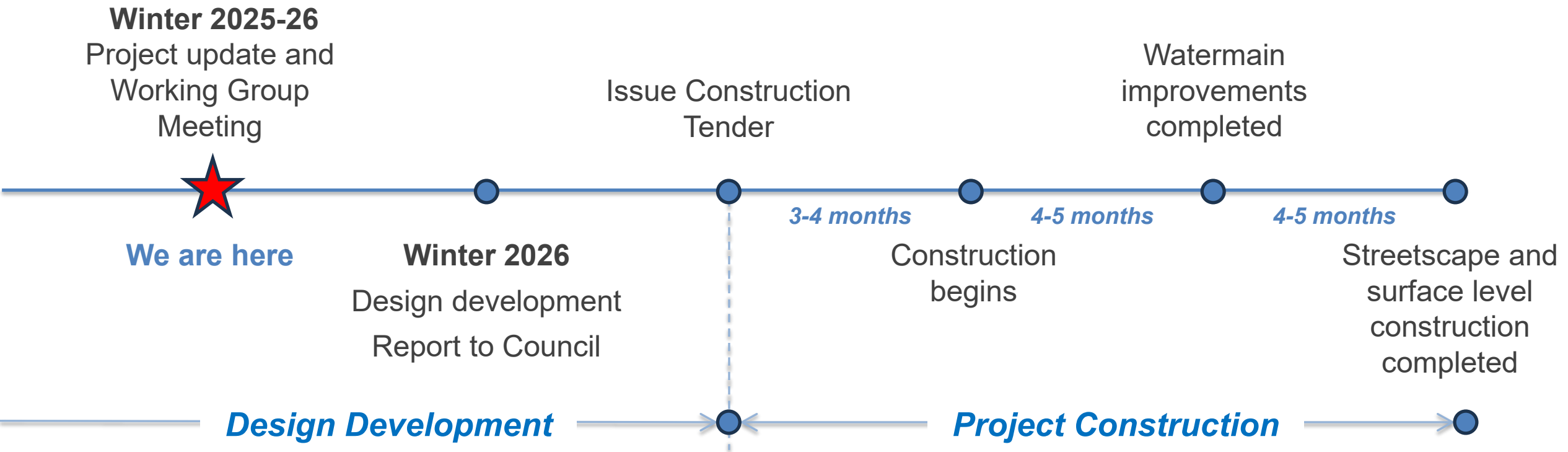
**Option 1:** Armour stone seating



**Option 2:** City standard benches



# Project Milestones



*Note: This is an approximate timeline and subject to change.*



# Next Steps

Staff will:

- continue to refine the project design based on feedback from the working group
- provide updates back to the working group on design and construction timelines
- seek required approvals from Council in 2026

# Questions & Comments

We want to hear from you – all questions are good questions!

- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Remember:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.



You can learn more and stay informed by visiting the project website  
[toronto.ca/HillsideDrive](https://toronto.ca/HillsideDrive)

