

Attachment 7 - Rowntree Road & Panorama Court Road Safety Improvements (Ward 1)

The Rowntree Road & Panorama Court Road Safety Improvements project supports the Vision Zero Road Safety Plan, which targets eliminating traffic-related fatalities and serious injuries by making roads safer for everyone, with a focus on those most vulnerable.

Rowntree Road and Panorama Court are among the streets identified in the larger [Thistletown Streets Plan](#) for opportunities to improve road safety and active transportation. Figure 7-1 shows an inset, highlighting the portion of the Thistletown Streets Plan project area where Rowntree Road and Panorama Court are located.



Figure 7-1: Project Area Map, showing Rowntree Road and Panorama Court Within the Boundary (Dashed Border) of the Thistletown Streets Plan

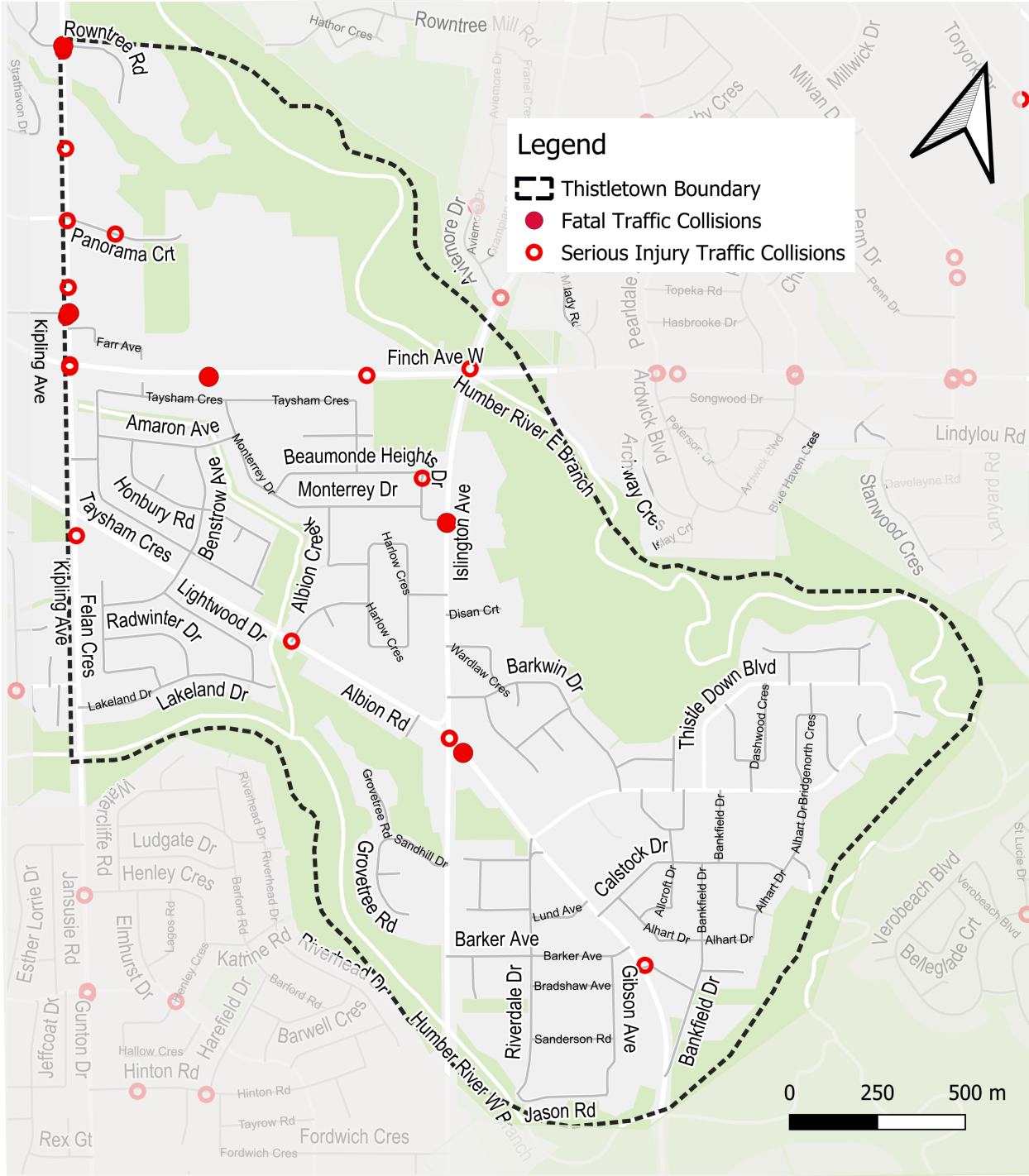


Figure 7-2: Map of Collision History in the Thistle town Streets Plan Area Between 2015 and 2025

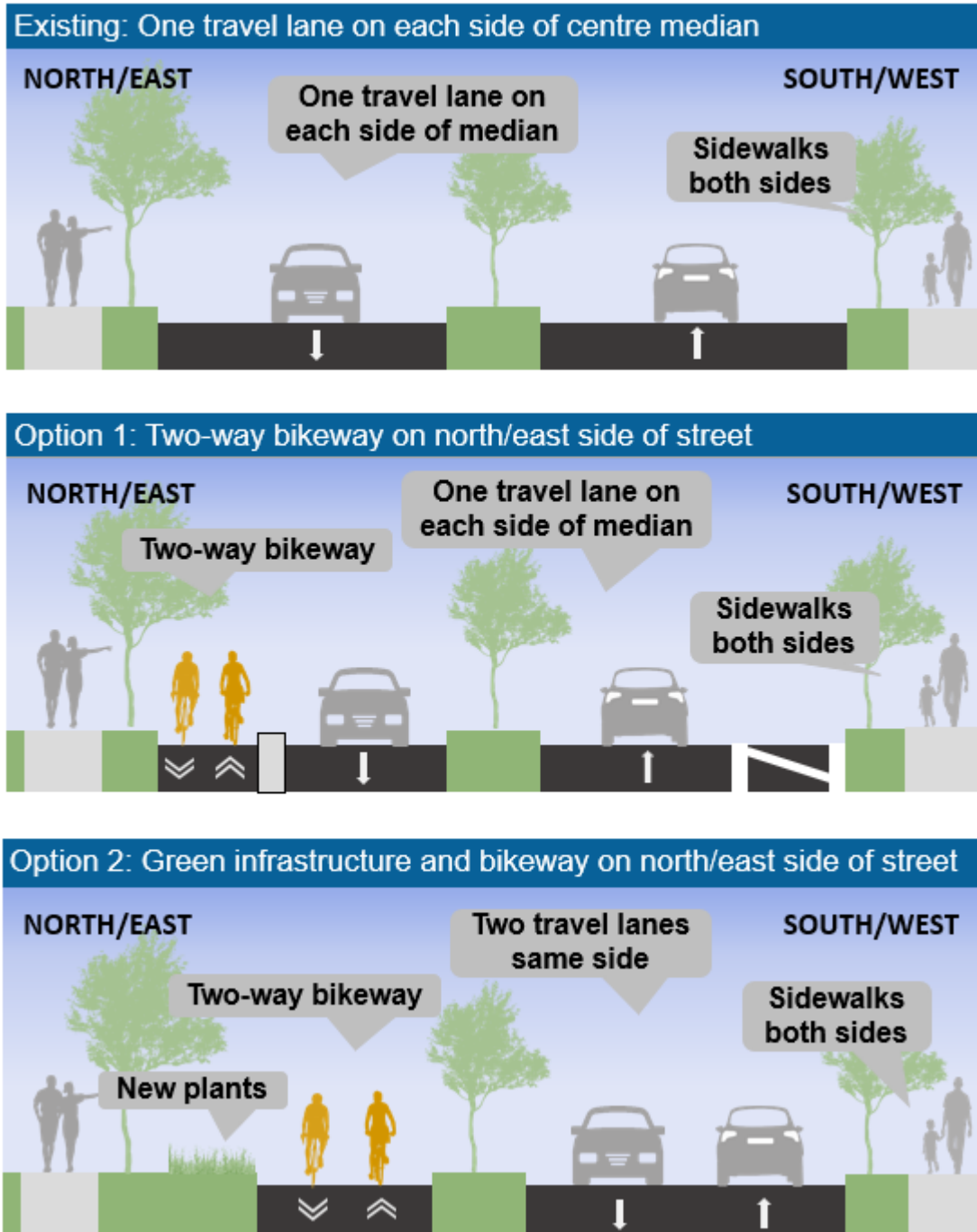


Figure 7-3: Existing and Proposed Options Presented to the Public for Rowntree Road

Based on public feedback shared at consultation events and the online survey, Option 2 is the recommended design for Rowntree Road.

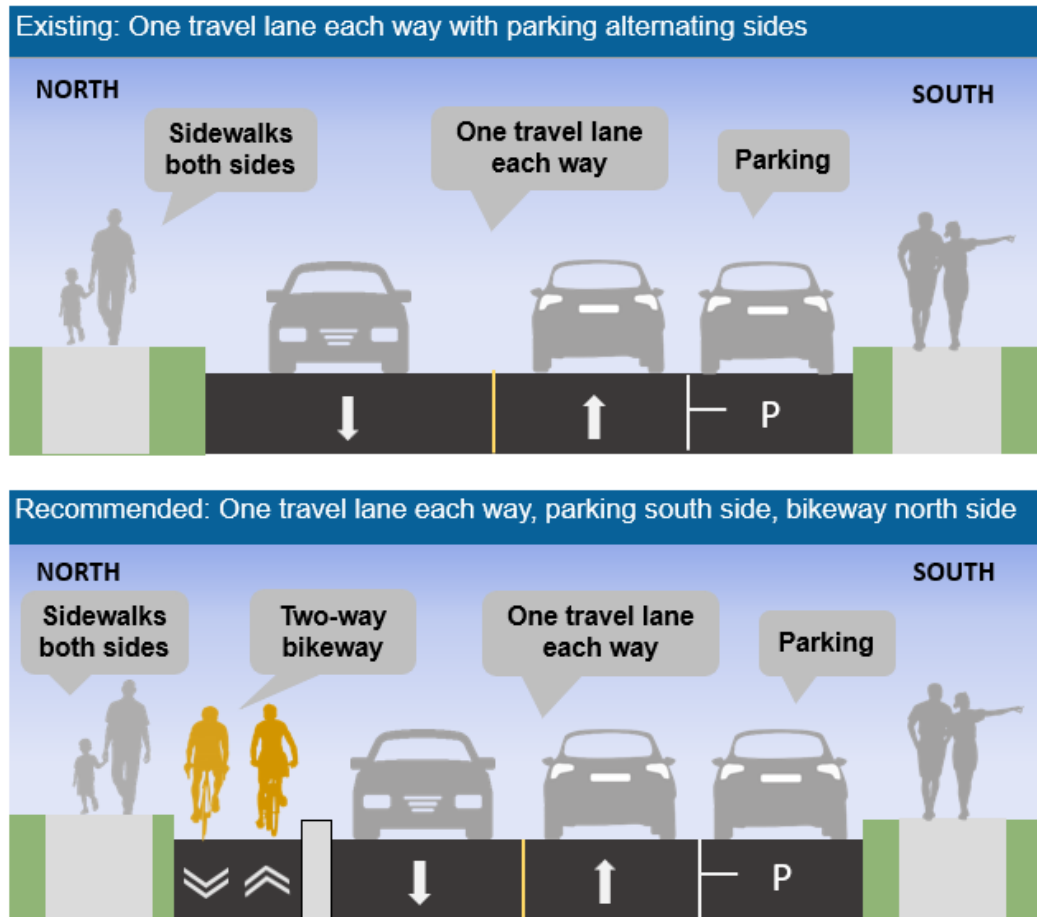


Figure 7-4: Existing and Recommended Cross-Section for Panorama Court

Parking Impacts on Panorama Court

The proposed design would allow 38 all day parking spaces on the south side of the street. This would increase overnight and weekday daytime parking by two (2) spaces and would reduce evening and weekend parking by 24 spaces. Based on the parking survey, the proposed supply would accommodate existing parking demand at all times.

Currently, on-street parking is allowed on Panorama Court with time-of-day restrictions that vary by side of the street. There is currently "No Stopping" on most of the north side of the street between 8:00 AM and 5:00 PM on weekdays, and "No Parking" overnight on the south side. Within the City of Toronto, during times and locations where parking is allowed, a maximum three-hour (3-hour) parking limit exists, unless signed otherwise, such as maximum one-hour (1-hour) parking or where there is residential on-street permit parking for specified hours.

Parking surveys were conducted in December 2025 and January 2026 including weekday and weekend afternoon, evening, and overnight.

Time-of-Day	Existing Conditions			Proposed		
	Total Spaces Available	Average Observed Demand	% Observed Utilization	Total Spaces Available	Net Parking Impact	% Utilization based on observed demand
Daytime (Weekday 7am-8am & 5pm-10pm, Weekend 7am-10pm)	62	31	50%	38	-24	82%
Daytime (Weekday 8am-5pm)	36	18	50%	38	+2	47%
Overnight (Everyday 10pm-7am)	36	28	78%	38	+2	74%

Figure 7-5: Summary of Parking Survey Results and Comparison to Number of Spaces in Recommended Design

The existing three-hour (3-hour) parking maximum would remain in the recommended design.

Consultation

Public and interest group consultation for new bikeways and road safety improvements on Rowntree Road and Panorama Court took place from March 6 to April 9, 2026, as part of Thistletown Streets Plan Phase 2 public consultation.

Consultation activities included virtual and in-person community interest group meetings, a public drop-in event, online survey, pop-up events, and responding to comments received via phone and email. The project team interacted with over 80 people at in-person consultation activities, 99 survey responses were received, and five (5) people provided feedback by phone and email. Communications to notify the public and interest groups about the project and opportunities to participate included a project webpage, emails to over 35 interest groups and 28 email subscribers, and 11,644 mailed notices.

Generally, feedback indicated support for the proposed new bikeways and road safety improvements on Rowntree Road and Panorama Court.

Participants expressed strong support for separated bikeways and speed reduction measures on Panorama Court, citing improved safety for pedestrians and children cycling to school and other destinations, such as the Rexdale Community Hub located on Panorama Court. Most feedback included support for parking consolidation on the south side of the street, alongside a few concerns about availability of guest parking spaces on weekends and special occasions.

For Rowntree Road, participants preferred Option 2: green infrastructure and bikeway on north/east side of the street, citing increased safety for pedestrians due to higher separation from vehicles, stormwater management, and increased greenery. Feedback included requests for safety improvements at the intersection of Rowntree Road and Kipling Avenue and a midblock pedestrian crossing near the community centre.

More information about the project can be found at toronto.ca/ThistletownStreets.