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**TO:** GENERAL COMMITTEE

**SUBJECT:** NO PARKING ANY TIME – PEPIN COURT

**WARD:** 10

**PREPARED BY AND KEY CONTACT:** M. KAVECKAS, TRANSPORTATION OPERATIONS TECHNOLOGIST, EXT. 4876

**SUBMITTED BY:** M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES

**GENERAL MANAGER APPROVAL:** B. ARANIYASUNDARAN, P.ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

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### **RECOMMENDED MOTION**

1. That Traffic By-law 2020-107, Schedule '1', "No Parking Any Time" be amended by removing the following:  

"Pepin Court North side from Prince William Way to a point 57 metres east thereof."
2. That Traffic By-law 2020-107, Schedule '1', "No Parking Any Time" be amended by added the following:  

"Pepin Court North side from Prince William Way to a point 150 metres east thereof."

"Pepin Court South side from Prince William Way to a point 90 metres east thereof."

### **PURPOSE & BACKGROUND**

3. Staff in the Development Services Department have received the request to investigate the feasibility of implementing No Parking Any Time restrictions on both sides of Pepin Court from Prince William Way and report back to General Committee.
4. Pepin Court is a two (2) lane local roadway with a pavement width of 8.5 metres and an urban cross-section. There is a horizontal curve alignment that leads into the end of the court. There are 23 residential driveways and an Average Annual Daily Traffic of 100 vehicles. Please refer to Appendix "A".
5. Located at the corner of Prince William Way and Pepin Court there is a town home development (75 Prince William Way). The development has units which back onto the north sidewalk on Pepin Court and provides pedestrian access to the internal site. The development has 26 internal visitor parking stalls.

6. Currently, there are parking restrictions on both sides of Pepin Court. North side from Prince William Way to a point 57 metres east thereof, and South side from Prince William Way to a point 30 metres east thereof. Outside of these restrictions, parking is permitted along both sides of the court. Overnight on-street parking is prohibited from December 1st to March 31st, between 12:01 a.m. and 7:00 a.m. for the purpose of winter maintenance.

### **ANALYSIS**

7. A questionnaire was prepared and mailed to 23 property owners on Pepin Court to investigate on-street parking and the possibility of removing the sidewalk on the south side to select a preferred option. 14 responses were received, and the results of the questionnaire are as follows:

PEPIN COURT ON-STREET PARKING SURVEY	RESPONSES RECEIVED IN FAVOUR	PERCENTAGE OF RESPONSES
<b>Option "A"</b> – Maintain the current on-street parking along both sides of Pepin Court.	1	7%
<b>Option "B"</b> – Implement further "No Parking Any Time" restrictions on both sides of Pepin Court.	13	93%
<b>Total (Out of 23)</b>	<b>14</b>	<b>57%</b>

PEPIN COURT SIDEWALK REMOVAL SURVEY	RESPONSES RECEIVED IN FAVOUR	PERCENTAGE OF RESPONSES
<b>Option "A"</b> – Maintain the current sidewalk on the south side of Pepin Court.	2	14%
<b>Option "B"</b> – Remove the south sidewalk on Pepin Court and reinstate driveways.	12	86%
<b>Total (Out of 23)</b>	<b>14</b>	<b>57%</b>

8. Comments from the questionnaire noted that most on-street parking was around the horizontal curve and with parking on both sides of the road through this section, it was unsafe creating limited sightlines and making it difficult to manoeuvre.
9. Comments noted that on-street parking was mainly being utilized as overflow from 75 Prince William Way town home Development.
10. All five (5) residents on the south side of Pepin Court directly in front of the south side walk were in favour of having the sidewalk removed and driveways being reinstated (Option A). The 2 residents that were not in favour of having the sidewalk removed (Option B) were located at the end of the court.
11. Staff investigated on-street parking at various times in the day – morning, noon, and evening and noted that parking was a safety concern around the horizontal curve. Parked vehicles created limited sightlines and when vehicles were parked on either side of the road it created tight travel lanes.

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12. Based on the feedback from residents and Staff investigations, it is recommended that the following amendments are to be made to the Traffic By-law.
13. That Traffic By-law 2020-107, Schedule '1', "No Parking Any Time" be amended by removing the following:
- "Pepin Court                      North side from Prince William Way to a point 57 metres east thereof."
14. That Traffic By-law 2020-107, Schedule '1', "No Parking Any Time" be amended by adding the following:
- "Pepin Court                      North side from Prince William Way to a point 150 metres east thereof."
- "Pepin Court                      South side from Prince William Way to a point 90 metres east thereof."
15. Barrie Police Service, Barrie Fire and Emergency Service, and Enforcement Services staff do not oppose the recommendation.

#### **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

16. There are no environmental and climate change impact matters related to the recommendation.

#### **ALTERNATIVES**

17. The following alternatives are available for consideration by General Committee:

**Alternative #1**                      General Committee could maintain the existing Traffic By-law 2020-107 Schedule '1', "No Parking Any Time". (i.e., Status Quo)

This alternative is not recommended as it has been identified by Staff and residents as a safety concern with limited sightlines and travel lanes when vehicles are parked on both sides of Pepin Court around the horizontal curve.

**Alternative #2**                      General Committee could decide to remove the sidewalk on the south side of Pepin Court east of Prince William Way.

This alternative is not recommended as the cost to remove and reinstate the boulevard is approximately \$35,000 with an annual winter maintenance savings of \$350.

#### **FINANCIAL**

18. The costs associated with the installation of "No Parking Any Time" signs are approximately \$200 and can be accommodated in the 2022 Operation budget.

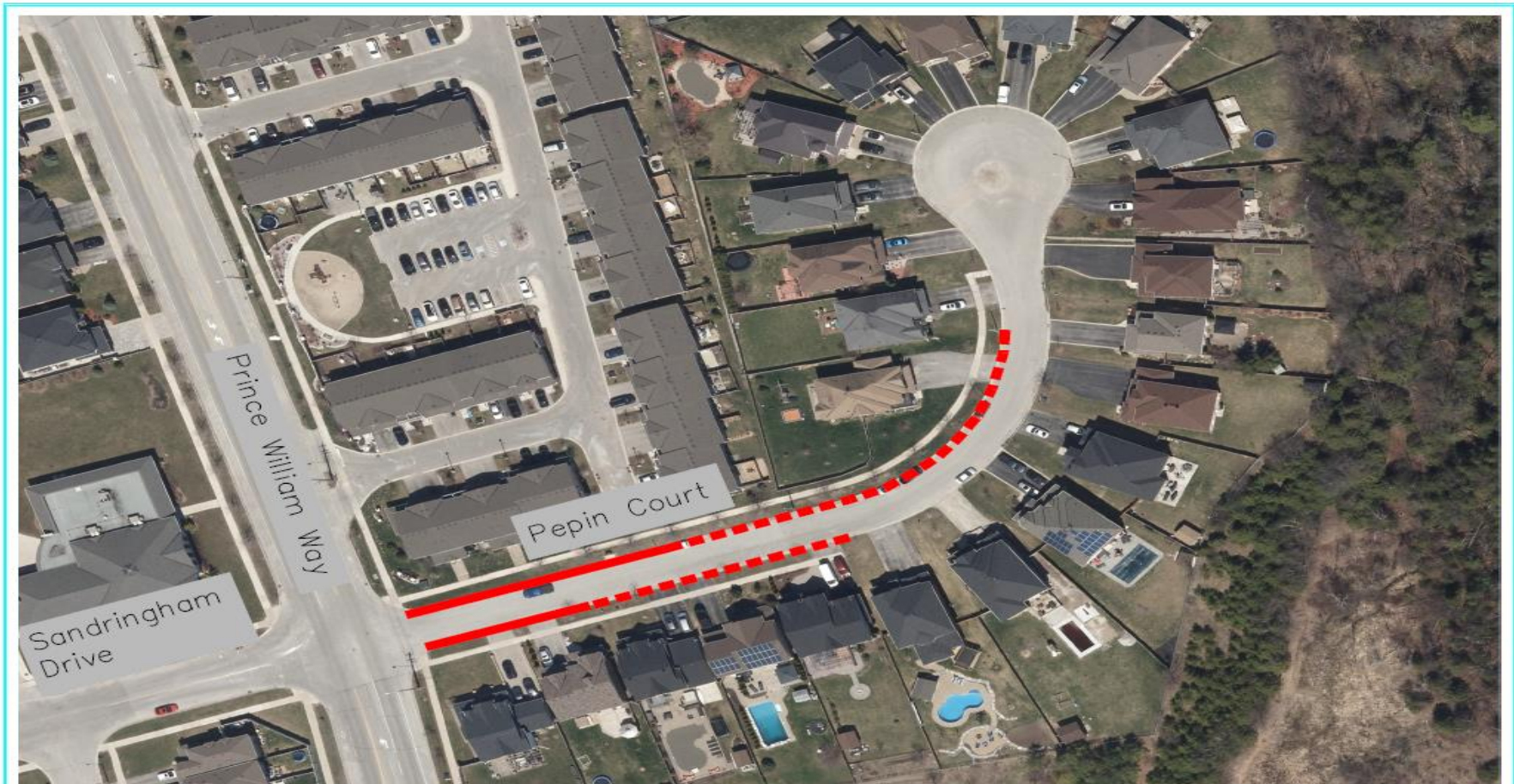


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**LINKAGE TO 2018–2022 STRATEGIC PLAN**

19. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
- Improving the Ability to Get Around Barrie
20. The recommendation of amending the “No Parking Any Time” Traffic By-Law to further restrict parking on Pepin Court will improve safety by having free sightlines around the horizontal curve and having free travel lanes for vehicles in either direction. The recommendation also provides permitted on-street parking in areas where Staff feel it is safe to. This correlates directly with Council’s 2018-2022 priorities by creating safer streets.

APPENDIX "A"



Pepin Court - No Parking Anytime

LEGEND:

- Current No Parking Anytime
- Proposed No Parking Anytime

DATE:  
July 2021  
SCALE:  
NTS

