Lakewood East Neighborhood Parking Study

Draft Assessment Report

Prepared for the City of Coconut Creek

Broward County, Florida

April 2025

Coconut Creek

Butterfly Capital of the World®

Table of Contents

List of Figures

List of Tables

List of Appendices

1.0 Executive Summary

The City of Coconut Creek has identified increasing right-of-way and parking challenges in the Lakewood East neighborhood, located in the southeastern area of the City near Coco Point Park and Lakewood Park bounded by Banks Road on the west, NW 10th Street to the north, and NW 6th Street to the south. The City has initiated a comprehensive parking study to create neighborhood-specific solutions that address infrastructure constraints and resident concerns.

This report evaluates existing parking conditions, reviews City Code compliance issues, and incorporates direct community feedback through fieldwork and engagement efforts. The study's primary goal is to restore order within the neighborhood's right-of-way areas, improve accessibility, enhance visual aesthetics, and provide practical recommendations that reflect resident preferences.

This document details the corridors where the field reviews were conducted, summarizes the findings, and identifies these areas on the project map in **Figure 1-1**.

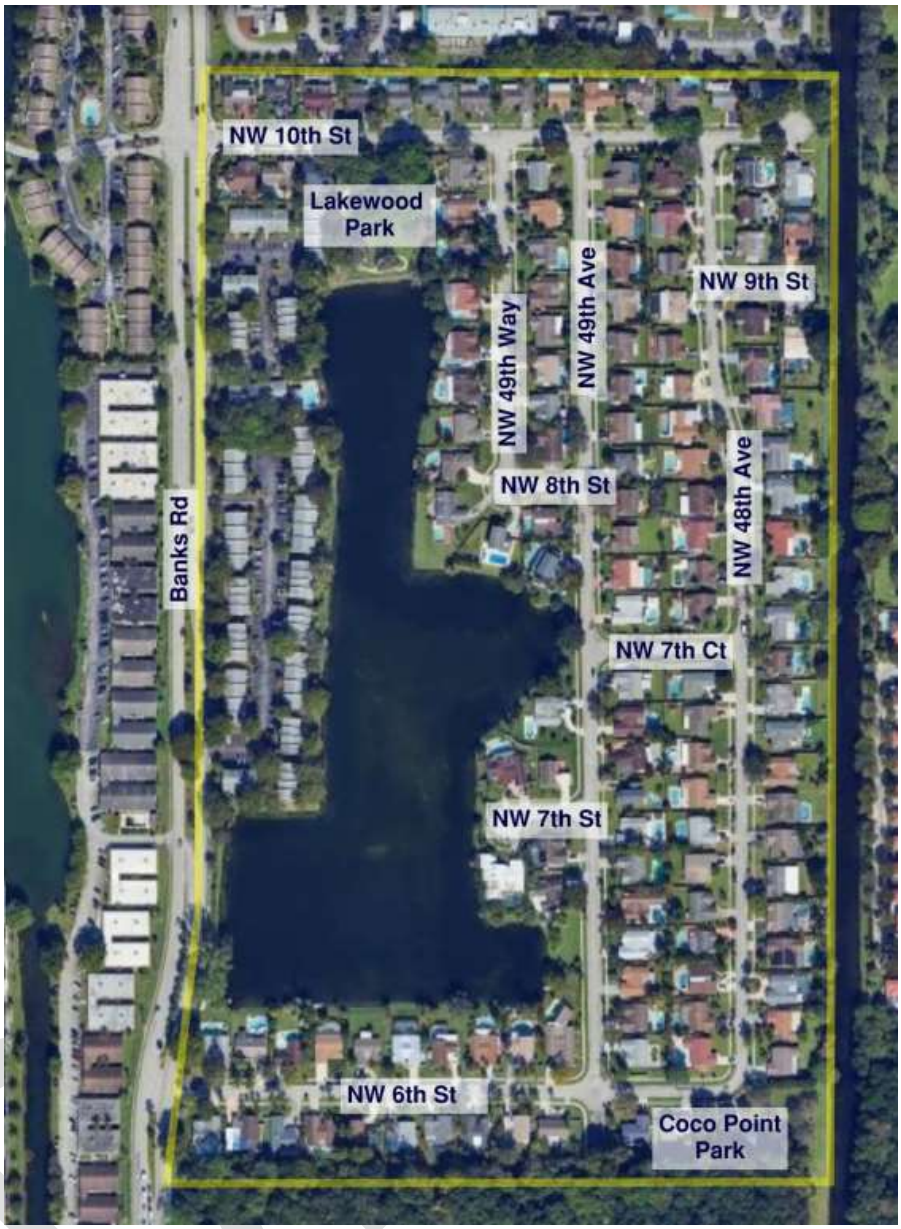

Figure 1-1: Project Location Map

2.0 Background

Lakewood East was annexed into the City of Coconut Creek in the 1980s. Under the City's Land Development Regulations, on-street parking is prohibited due to potential conflicts with Fire Rescue access, life safety concerns, and the interference it causes to the City's street sweeping maintenance program.

The subdivision's infrastructure presents unique challenges. Certain streets—such as NW 6 Street and NW 10 Street—have a curb and gutter system to facilitate stormwater drainage. Other streets—such as NW 49 Avenue and NW 7 Court—lack curb and gutter infrastructure, relying instead on swales to manage drainage.

These varying roadway designs present distinct challenges:

- Curb and gutter streets: On-street parking is physically limited, leading to a shortage of overflow parking.
- Swale-based streets: Residents who park on swales often unintentionally damage grass, irrigation systems, or sprinklers, resulting in Code Compliance citations or warnings.

Over the last several years, residents have voiced increasing frustration over illegal parking citations due to the limited parking availability. In response, the City enhanced enforcement of on-street parking restrictions but also recognized the need for long-term, context-sensitive solutions tailored to Lakewood East.

In September 2024, the City of Coconut Creek contracted The Corradino Group to lead a parking and right-of-way assessment for the Lakewood East subdivision. The project included:

- A comprehensive field review of existing roadways, swales, and right-of-way conditions
- Analysis of parking behaviors and patterns
- Review of infrastructure constraints and regulatory limitations
- Two (2) public neighborhood engagement meetings
- Two (2) community surveys to capture resident feedback
- Development of conceptual parking alternatives
- Preparation of this final report with findings and recommendations

3.0 Relevant Parking Ordinances and Code Compliance

The City of Coconut Creek enforces a few ordinances impacting parking in residential areas. These include regulations on vehicle type, duration of on-street parking, and restrictions on parking within landscaped (swales) or designated no-parking zones. Enforcement of these rules has been instrumental in maintaining swale health and alleviating congestion issues in high-demand areas.

Parking Regulations: Coconut Creek's Code of Ordinances enforces regulations in residential zones to prevent and control vehicle parking and access, ensuring safety and maintaining neighborhood appeal.

No-Parking Zones: City codes mandate "No Parking" zones around both Coco Point and Lakewood parks to deter illegal swale use and protect neighborhood infrastructure. Refer to **Table 4-1** for regulations and their purpose.

Enforcement: From 2021 through 2024, 283 written warnings, 30 parking citations, and 11 uniform traffic citations were issued in this neighborhood. Of these citations, the parking citations amount to fines of $900, and the uniform traffic citations amount to approximately $1,265 and counting. Refer to **Appendix A** for a detailed summary from the Police Department Summary and Code Enforcement Division.

Table 3-1: Regulations by Purpose

Topic	Regulation	Purpose
Residential Zones	Not allowed regardless of duration	Maintain safety, aesthetics, and access
No-Parking Zones	Designated areas with "No Parking" signage with fines/towing as needed	Reduce illegal parking, ensure access
Maintenance Protection	Restricts parking to prevent soil erosion and landscaping damage	Preserve swale conditions and functional drainage

4.0 Existing Conditions: Findings from Field Reviews

Recent observations have highlighted illegal on-street parking, swale damage due to repeated parking, and the absence of parking designated areas – especially during weekends when overall demand is higher. These conditions have affected neighborhood accessibility, contributed to minor swale degradation, and raised concerns from residents about the volume of recent citations. Frequent on-street and swale parking of multiple vehicles parked on the narrow local streets limits accessibility for residents and visitors.

Therefore, three (3) field visits were conducted on October 17th, 2024, during the weekday evening hours, on October 29th, 2024, during weekday daytime hours, and on November 2nd, 2024, during the weekend evening hours to evaluate the overall parking situation in the neighborhood during the weekday daytime and evening hours and weekend evening hours. Existing measurements were taken for swales, sidewalks, and road widths by street to identify future potential on-street parking spaces. Relevant daytime and nighttime pictures taken can be found in **Appendix B**.

4.1 Parking Demand and Patterns

Parking demand in the neighborhood surrounding Coco Point Park and Lakewood Park varies slightly based on the time and day of the week. Peak demand occurs during weekend evenings when visitors utilize residential streets due to the lack of designated parking areas near these homes and parks. The overflow of vehicles has resulted in a higher volume of on-street parking that constrains access to essential services, particularly for larger service vehicles like garbage trucks, street sweepers, and emergency services. This overflow creates accessibility issues and leads to swale damage in areas where vehicles consistently park on unpaved ground throughout the day and overnight, leading to soil compaction and vegetation loss. During weekday evenings, demand seems slightly lower, primarily confined to residents and occasional visitors, resulting in less strain on the street and swale resources. Refer to **Table 4-1** for a summary of the weekday vs. weekend parking demand.

A few other existing condition observations gathered were the following:

- Coco Point Park lacks designated parking and vehicles park on the swales, see **Figures 4-1 and 4-2.**
- Lakewood Park lacks designated parking and display "No Parking" signage, see **Figure 4-3**
- Parking demand peaks during weekdays in the evenings as residents park on swales due to insufficient space on their driveways to accommodate multiple vehicles per home; see **Figures 4-4 and 4-5**.

- Parking demand peaks during weekend evenings, with overflow often leading to recurrent parking on swales, see **Figure 4-6.**
- Occasional instances of on-street parking limit street access, particularly on narrow roads, and pose barriers to essential services like street sweeping. Especially in instances when two vehicles are parked on both sides of the same street location.

Table 4-1: Weekday vs. Weekend Parking Demand

Time Period	Parking Demand	Typical Overflow Areas
Weekday Evenings	Low to Moderate	Residential streets, recurrent swale parking on residences who own multiple vehicles
Weekend Evenings	Moderate to High	Near Coco Point and Lakewood Parks, homes surrounding swales (without curbs and gutters) in all residential narrow streets

Figure 4-1: Coco Point Park

Figure 4-2: Coco Point Park's Lack of Designated Parking and Damaged Swales

Figure 4-3: Lakewood Park and its "No Parking" Signage

Figure 4-4: Home with Multiple Vehicles

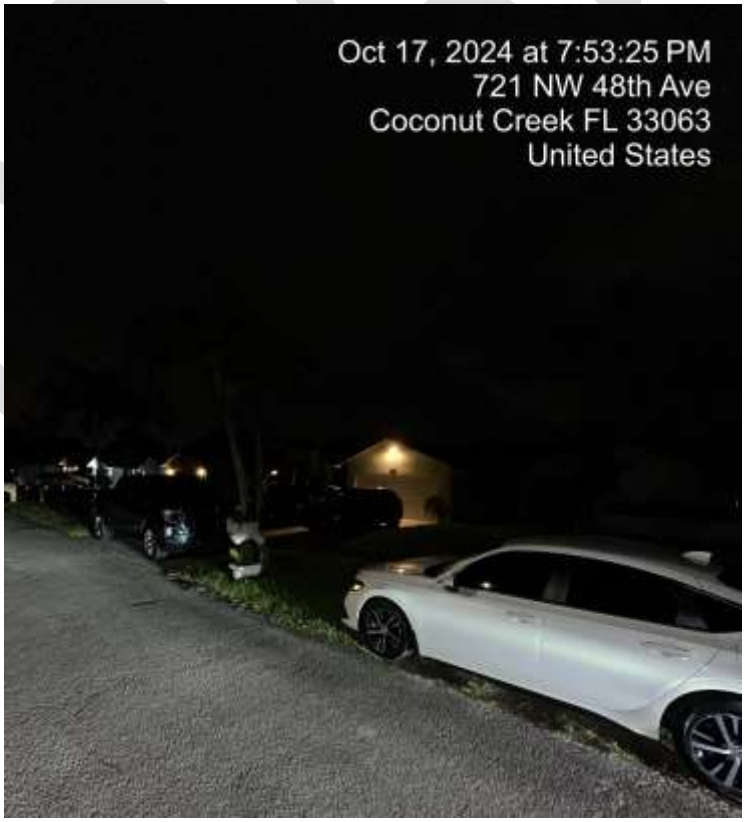

Figure 4-5: Overnight Swale Parking

Figure 4-6: Recurrent Vehicle Parking on Swales

4.2 Swale Usage and Condition

The condition of swales in these neighborhoods varies, with some areas experiencing compaction and erosion due to frequent vehicle use. Such swale degradation impacts aesthetics and compromises drainage function, posing possible flood risks during heavy rains. Well-maintained, landscaped swales in specific areas contribute positively to neighborhood appeal and stormwater management and are recommended to remain undisturbed. Restoration is advised in areas with visible swale damage, including options like resilient ground cover and barriers to deter parking.

Figure 4-7: Swale Parking and Eroded Conditions

Table 4-2: Swale Conditions by Main Street, including Widths, Presence/Absence of Landscape, Visible Compaction, and Drainage Capability

Major Street	Condition of Swales	Visible Compaction	Drainage Capability
NW 10th Street	Presence of Landscape	No	Yes
NW 6th Street	Presence of Landscape	No	Yes
NW 48th Avenue	Absence of Landscape/ Grass Only	Yes	Limited
NW 49th Avenue	Absence of Landscape/Grass Only	Yes	Limited

This table captures swale conditions across the neighborhood, offering a basis for targeted restoration to improve areas and deter recurrent parking.

4.3 Flood History and Drainage Capacity

Like much of South Florida, the City of Coconut Creek has a history of flooding events primarily due to heavy rainfall, tropical storms, and hurricanes. The Lakewood East Neighborhood is within a subtropical climate zone and within Flood Zone AE, which makes it susceptible to seasonal rainstorms and occasional extreme weather that can overwhelm its drainage systems, including swales, canals, and retention ponds. See **Figure 4-1** for the Annual Chance Flood Hazard Area Map.

In Coconut Creek, soil compaction and swale degradation are key factors contributing to localized flooding. Soil compaction occurs primarily due to frequent parking on swales and high foot traffic, which compresses the soil, reducing its ability to absorb water effectively. When soil compacts, it limits natural infiltration, causing more surface runoff and increasing the risk of standing water in streets and yards.

Swale degradation from consistent parking further compounds this problem. Swales, designed as shallow, grassy areas for stormwater management, can become less effective over time if not properly maintained. Damage to vegetation, erosion, and debris accumulation reduce their capacity to absorb and direct water. Compacted or degraded swales are less resilient, leading to increased runoff and diminished drainage effectiveness during heavy rain events. These factors decrease the neighborhood's natural drainage capacity, contributing to localized flooding, especially during high rainfall periods.

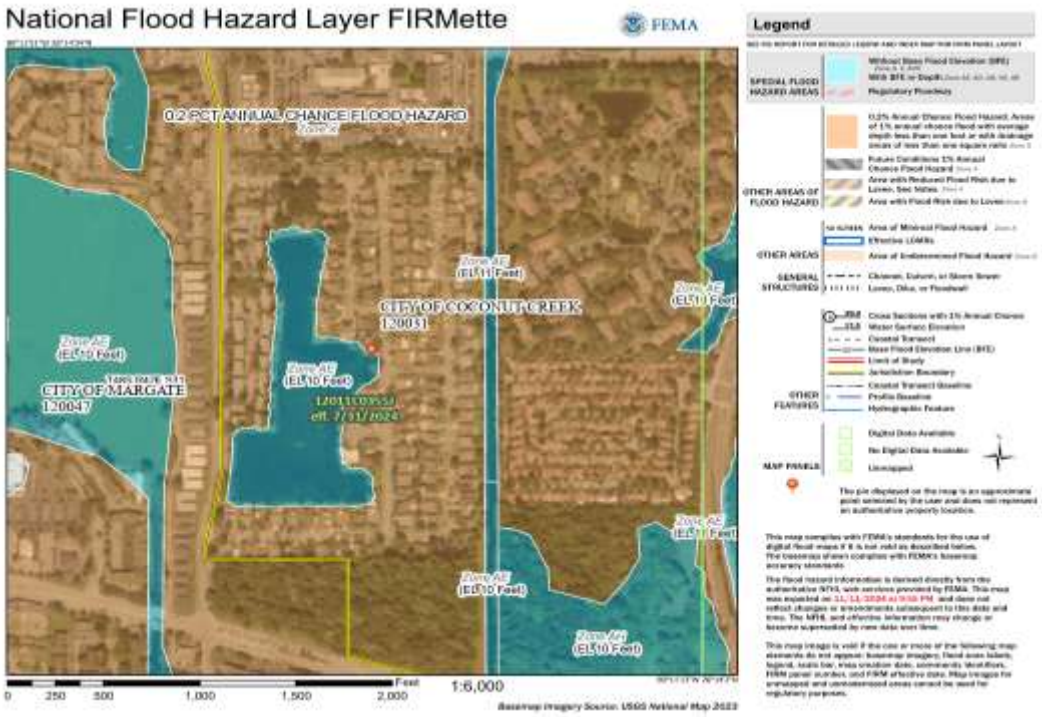

Figure 4-8: Lakewood East Neighborhood's Annual Chance Flood Hazard Area Map

4.4 Right-of-Way and Dimensional Analysis

A detailed review of right-of-way characteristics provides a foundational understanding of available space and limitations for addressing neighborhood parking needs. Measurements were taken along NW 10th Street, NW 6th Street, NW 8th Street, NW 7th Court, NW 49th Way, NW 49th Avenue, and NW 48th Avenue. Each street segment comprises 11- to 12-foot lanes, making a total road width of approximately 22 to 24 feet. Accompanied by adjacent swales measuring between 7 and 9 feet wide and sidewalks measuring from 4 to 5 feet wide. These dimensions highlight possible constraints in creating additional parking space without encroaching onto existing sidewalks or swales.

Table 4-3: Right-of-Way Components (Road Width, Swale Width, Sidewalk Width) by Street

Street Name	Lane Width (per lane)	Total Road Width	Swale Width	Sidewalk Width
NW 10th Street	11 feet	22 feet	7-9 feet	5 feet
NW 6th Street	12 feet	24 feet	7 feet	5 feet
NW 8th Street	11 feet	22 feet	7 feet	5 feet
NW 7th Court	11.5 feet	23 feet	8.5 feet	4 feet
NW 49th Way	11.5 feet	23 feet	8 feet	5 feet
NW 49th Avenue	11.5 feet	23 feet	7.5 feet	5 feet
NW 48th Ave	12 feet	24 feet	9 feet	5 feet

The existing conditions in **Table 4-3** above illustrate the breakdown of right-of-way components across street segments, highlighting the spatial constraints that influence parking and swale usage options. An exhibit of the existing conditions with all initially identified feasible locations and their respective measurements for parking can be found next in **Figure 4-9.**

Figure 4-9: Existing Conditions Exhibit

5.0 Community Engagement

Public engagement played a central role in this study. The City and The Corradino Group hosted two (2) neighborhood engagement meetings, referred to as workshops in this document, to hear directly from residents about their concerns and preferences. Additionally, two (2) community surveys were distributed to collect broader input on proposed parking locations and design concepts. To ensure that neighborhood concerns were addressed, a structured engagement plan facilitated resident input at key stages of the project to discuss on-street parking, vehicles parking on swales, vehicles blocking streets, vehicles damaging irrigation, lack of guest parking, and impact on the City's emergency access.

Details for each of the workshops are as follows:

1. **Workshop #1: Project Kick-Off and Listening Session**
    - Held on Saturday, November 16th, 2024, from 9 am to 12 pm in the Lakewood Park located at 4966 NW 10th St, Coconut Creek, FL 33063.
    - Provided an overview of project goals, tentative timeline, and objectives.
    - Gathered resident input on experiences with parking, swale use, and right-of-way issues.
    - The meeting established the stage for a collaborative approach.
    - Survey #1 concluded with a positive outcome for overall potential support. Find survey questions and results in **Appendix C.**
    - The flyer, sign-in sheets, and photos can be found in **Appendix D.**

2. **Workshop #2: Presentation of Alternative Solutions**
    - Held on Wednesday, January 8th, 2025, from 6:30 pm to 8:30 pm in the Community Center located at 1100 Lyons Rd, Coconut Creek, FL 33063.
    - Presented potential solutions for addressing parking and swale issues in different locations.
    - Residents were invited to discuss and prioritize options for further refinement.
    - Survey #2 concluded with detailed requests not to overflow the neighborhood with parking spaces at certain locations. Find survey questions and results in **Appendix E.**
    - The flyer, sign-in sheets, and photos taken can be found in **Appendix F.**

3. **Future Workshop #3: Commission Meeting with Recommendations**
    - Tentative Date: Thursday, April 24th, 2025, from 6 pm in the City Hall at 4800 West Copans Road, Coconut Creek, FL 33063.
    - To showcase refined solutions after incorporating community feedback.
    - To present findings and conceptual exhibits to the City Commission for review and direction.

These public meetings identified key issues in the Lakewood East neighborhood related to parking demand and swale damages and raised resident concerns. Therefore, strategies like proposing new parking alternatives and targeted community engagement were recommended through field observations and code compliance review.

The study findings support the feasibility of parallel parking implementation, with minor adjustments recommended to optimize safety and efficiency. Based on these results, a few proposed parking layouts at different locations have been recommended, with consideration given to clear zones at intersections and driveways to facilitate large vehicle movements. Further coordination with local public works departments and emergency services is advised to confirm the final placement of parking restrictions during the subsequent design phase. Additionally, continued monitoring post-implementation can ensure that any unforeseen operational challenges are addressed promptly. Feedback from these efforts directly informed the development of conceptual parking location alternatives, categorized into two groups based on resident support levels.

5.1 Conceptual Designs with Strong Resident Support

The following locations were identified as having strong community support for potential parking improvements:

- **Exhibit 1** – Lakewood Park
- **Exhibit 2** – NW 49th Avenue Cul-de-Sac & NW 8th Street (Coco Point Park vicinity)
- **Exhibit 3** – NW 7th Court

These concepts reflect areas where parking enhancements could be made with minimal disruption to the neighborhood's character while addressing local demand.

5.2 Conceptual Designs with Moderate to Low Support

The following concepts were presented for public review but received less support from residents. These are not currently recommended for implementation but may offer future opportunities pending further review by the City Commission:

- **Exhibit 4** – NW 49th Avenue & NW 8th Street
- **Exhibit 5** – NW 49th Avenue (adjacent to the lake)

While these locations could increase parking supply, the community's concern about impacts on aesthetics, privacy, or drainage limited support for these options. The parking strategy can be successfully implemented by incorporating these recommendations to improve parking availability while maintaining safety and accessibility within the study area. Exhibits 1-5 can be found in **Appendix G**.

6.0 Preliminary Recommendations

This strategy is planned for implementation adjacent to both Lakewood Park and Coco Point Park, as well as at other identified locations throughout the neighborhood. This section aims to identify in more detail the locations, potential layout, and parking space counts.

6.1 No Build Alternative

The No-Build Alternative proposes maintaining the existing conditions without any major modifications. It includes adding additional "No Parking" signage in the neighborhood to reinforce current restrictions and relying on continued police enforcement to address parking and traffic concerns.

6.2 Build Alternative

6.2.1 Neighborhood-Wide Potential Parking Spaces Count

The following table summarizes the counts at various identified locations:

Neighborhood-Wide Potential Parking Spaces Count		
Location Description	**Spaces**	**Notes**
NW 10th Street (Near Lakewood Park)	5	Curb and gutter present in front of the park
NW 49th Ave from NW 10th Street to NW 8th Street	2	No curb and gutter present
NW 49th Ave from NW 8th Street to NW 6th Street	4	Curb and gutter present
NW 8th Street	2	Curb and gutter present
NW 7th Court	8	Existing trees and no curb and gutter
NW 6th Street (Near Coco Point Park)	4	No curb and gutter present
Dead End of NW 49th Avenue	5	Curb and gutter are present on both sides
Total Potential Spaces	**30**	

6.2.2 High-Level Cost Estimate

At this time, the high-level cost estimate for this project ranges from $300,000 to $500,000, depending on the consensus recommendations formed by the City Commission. The project will be refined once the Commission reaches a consensus and as the design and construction phase cost estimates are advanced.

Section to be updated upon Commission approval

6.2.3 Parallel Parking at Lakewood Park

6.2.3.1 On-Street Parking

As part of the overall parking plan, the study recommends the installation of parallel parking along NW 10th Street, adjacent to Lakewood Park. The on-street parking concept is designed to avoid any impact on existing swale areas and proposes the addition of designated parking lanes on only one side of the street. This configuration addresses local parking demands and serves a traffic-calming function, potentially mitigating alleged speeding issues along NW 10th Street. This approach supports a low-impact, cost-effective solution that aligns with the area's residential character. The concept is visually represented in **Figure 6-1**.

Figure 6-1: Proposed Parking at Lakewood Park

6.2.3.2 Off-Street Parking

An alternative off-street parking concept involves converting existing swale areas into designated parallel parking bays with integrated drainage infrastructure to support proper stormwater management, see **Figure 6-2**. The proposed design maintains uninterrupted sidewalk access, improves curbside organization, and aligns with ADA standards of sufficient spacing for accessible parking and safe travel paths. Collectively, these improvements aim to optimize curbside space while enhancing the Lakewood Park corridor's safety, access, and overall appearance. This option offers a more costly and permanent solution, ideal for accommodating long-term parking needs while visually integrating the parking spaces into the surrounding neighborhood.

Figure 6-2 : Off-Street Parking Layout

Regardless of the on- or off-street approach, removing the "No Parking" signage, as shown in **Figure 6-3** in front of Lakewood Park, is recommended. Additionally, the potential addition of landscaped bulb-outs could be considered while enhancing the visual aesthetics of the corridor, contributing positively to the park's integration with the surrounding neighborhood environment. The existing sidewalks will remain untouched, ensuring that pedestrian pathways are preserved.

Figure 6-3: No Parking Signage

6.2.4 Parallel Parking along NW 6th Street (Near Coco Point Park)

In addition to Lakewood Park, the study also proposes introducing parallel parking near Coco Point Park. Specifically, parallel parking is recommended along NW 6th Street, where the existing swales

would be replaced with a parking lane supported by drainage infrastructure to manage stormwater effectively, as shown in **Figure 6-4.** These changes aim to enhance accessibility to Coco Point Park while maintaining safe and orderly roadway conditions for local traffic and pedestrians.

Figure 6-4: Parallel Parking along NW 6th Street (Near Coco Point Park)

6.2.5 Parallel Parking along NW 8th Street

Parallel parking is recommended along NW 8th Street, where the existing swale areas with curb and gutter would be replaced with a few possible parking spaces supported by drainage infrastructure to manage stormwater effectively, as shown below in **Figure 6-5.**

Figure 6-5: Parallel Parking along NW 8th Street

6.2.6 Proposed Parking along NW 49th Avenue

Parallel parking spaces are proposed on the north and street south ends along NW 49th Avenue, taking advantage of available right-of-way and aligning with residential demand in the area. The option allows for either on-street or off-street parking, as shown in **Figures 6-6 and 6-7**. On-street parking could help calm traffic along this long residential road.

Figure 6-6: Proposed Parking along NW 49th Avenue (North End)

Figure 6-7: Proposed Parking along NW 49th Avenue (South End)

6.2.7 Double-Sided Parallel Parking at NW 7th Court

The study recommends implementing parallel parking on both sides of NW 7th Court by replacing the existing 8.5-foot swales with designated parking lanes. This would significantly increase parking capacity in these areas, which have demonstrated consistent demand for additional spaces. Importantly, the current sidewalks along both corridors will remain untouched to preserve pedestrian access and continuity. To accommodate the new configuration, existing palm trees located within the swale areas may need to be relocated. The adjustments along these two streets are aimed at improving overall parking supply while maintaining the aesthetic and functional qualities of the neighborhood, as shown in **Figure 6-8.**

Figure 6-8: Parallel Parking at NW 7th Court

6.2.8 Parking at Dead End

The neighborhood has a dead-end area with ample width and length. Therefore, its proximity to parking amenities has been identified as an ideal guest parking zone. It is relatively underutilized with low traffic flow; see **Figures 6-9.** To manage turnover and prevent long-term vehicle storage, regulatory parking signs with time limitations are also recommended. Any two of the following degree configurations may be possible:

6.2.8.1 Angled 45° Configuration

At the dead end of NW 49th Avenue near Coco Point Park, the study recommends implementing an angled 45-degree parking layout to enhance guest parking capacity, as shown in **Figure 6-10**. This configuration will involve removing the existing east side swales and repurposing the space for designated angled parking. The existing sidewalks will remain untouched to maintain pedestrian accessibility. Where necessary, existing trees will be relocated to accommodate the parking layout. A circulation aisle will be provided to ensure safe and efficient vehicle movement within the area.

Figure 6-9: Parking at Dead End

Figure 6-10: Angled 45° Configuration at Dead End

6.2.8.2 Perpendicular 90° Configuration

As an alternative to the angled parking configuration, the study also evaluated the feasibility of implementing a perpendicular 90-degree parking layout at the dead end of NW 49th Avenue near Coco Point Park, see **Figure 6-11**. This option would require the removal of all existing swales and both sidewalks to create sufficient space for the perpendicular parking arrangement. Existing trees would be relocated as needed to support the new layout. A wide circulation aisle would be included for smooth vehicular movement and accessibility. While this configuration maximizes parking supply, the loss of sidewalk infrastructure should be carefully considered in terms of pedestrian safety and accessibility.

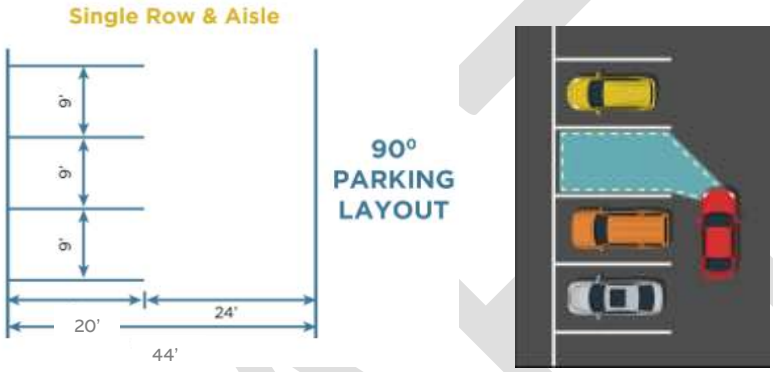

Figure 6-11: Perpendicular 90° Configuration

7.0 High-Level Assessment

The evaluation of parallel parking feasibility within the study area included an observation assessment of sight distance, turn movements, and minimal traffic patterns to ensure safety and functionality. The findings confirm that visibility and maneuverability constraints are manageable, allowing for minimal safety concerns. The study results indicate that the proposed parking configuration does not introduce significant hazards for motorists, pedestrians, or emergency responders. Additionally, through field observations, visible traffic volumes and speeds were reviewed to determine whether any operational impacts would arise from the proposed changes.

7.1 Sight Distance Analysis

The sight distance assessment determined that the introduction of parallel parking in the study area will have minimal impact on visibility, given the low-speed residential environment. However, certain locations require attention to maintain adequate sightlines at intersections and driveways.

Field observations at intersections confirmed that parked vehicles could partially obstruct sightlines if placed too close. To mitigate this risk, clear zone requirements must be included during the design phase to ensure vehicles are not parked within a designated buffer distance from intersections and crosswalks. Additionally, pedestrian crossings were reviewed, and no major obstructions to pedestrian visibility were identified. However, maintaining a clear zone around these areas is recommended to preserve safety.

Regarding driveway access, the study found that most residential properties have sufficient clearance to accommodate parallel parking on the swales without significantly affecting visibility for vehicles entering or exiting driveways. Since the study area primarily consists of low-speed streets (25 mph or lower), sight distance requirements are met, and no significant safety issues were identified.

7.2 Turn Movement Considerations

The analysis of turn movements confirmed that the introduction of parallel parking would not significantly hinder vehicle maneuverability. The turning radius assessment included evaluations of passenger cars, delivery trucks, garbage collection vehicles, and fire trucks. Findings indicate that while most streets can accommodate turning movements without issue, minor intersections, and tight curves may require restricted parking areas to prevent encroachment into opposing lanes. If needed, strategic no-parking zones may be implemented in select locations to address these concerns.

Emergency vehicle access was a primary focus of the study, and coordination with local fire and emergency services confirmed that sufficient clearance would be maintained under the proposed parking configuration. The study area meets the National Fire Protection Association (NFPA) guidelines for fire lane clearance, ensuring that emergency response times will not be negatively impacted.

7.3 Traffic Assessment

Given the low-speed and low-volume nature of the study area, a full-scale traffic impact analysis was deemed unnecessary. However, a minimal traffic assessment was conducted to confirm that the proposed parallel parking would not result in significant operational disruptions.

The study reviewed existing traffic volumes and found that vehicle flow remains steady throughout the day, with low peak-hour congestion levels. Introducing potential off-street parallel parking in the recommended areas is not expected to create excessive delays or queueing.

Field observations indicate that vehicle speeds in the neighborhood are overall consistent with posted limits of 25 mph, and only occasional evidence of excessive speeding was found. Additionally, in response to neighborhood concerns about witnessing speeding on NW 10th Street and NW 49th Avenue, the proposed on-street parking may help reduce speeding by narrowing the roadway.

Furthermore, the study considered potential impacts on vehicular and pedestrian interactions. With parallel parking, vehicles pulling in and out of space may introduce minor friction to traffic flow, but this is expected to be negligible given the low-volume nature of the residential neighborhood streets.

Sidewalks and pedestrian crossings remain unobstructed, ensuring continued accessibility and safety for residents.

Overall, the minimal traffic assessment supports the feasibility of parallel parking in the study area, confirming that the proposed changes will not result in significant negative traffic impacts.

7.4 Impact on Quality of Life

Resident concerns regarding parking overflow from their driveways were evaluated through the two surveys and resident interactions, and the study confirmed that current on-street parking has affected both the aesthetics and accessibility of the neighborhood. Accessibility challenges were shared in resident feedback, mainly since no parking is available, leading to continued difficulties for residents and visitors, notably during holidays and special events.

Life safety considerations were also reviewed, particularly regarding emergency response times. The study found that parking on both sides of the street has the potential to restrict emergency vehicle access, especially on narrower roadways. Parked vehicles on travel lanes reduce maneuverability for fire trucks, ambulances, and other emergency responders. While emergency access remains generally adequate, mitigation measures such as maintaining clear zones close to intersections are recommended to enhance life safety response times.

Addressing these concerns, the proposed parking plan aims to balance the need for designated parking while preserving neighborhood aesthetics, accessibility, and emergency response capabilities.