



**ENGLEWOOD CRA  
PARKING STUDY**

## INTRODUCTION

The purpose of this study was to evaluate the existing inventory of parking within the Englewood Community Redevelopment Agency (CRA) study area in Sarasota County, Florida. The study area was defined by Sarasota County staff and the study intended to understand the existing supply and demand of the current developments within the Englewood CRA and to identify possible mitigation strategies for future parking demand. As part of this study, buildout scenarios were developed to assess potential impacts on the existing public parking supply and to identify future parking demand needs.

Figure 1: Study Area Map



There is a concurrent assessment being performed by the County that examines the potential feasibility of building a structured parking facility or a surface parking lot within the Englewood CRA area. This parking study is separate from those efforts. This parking study serves to evaluate existing conditions and provide predictive scenarios for future parking needs.

## GOALS OF THE PROJECT

1. Identify the total number of existing parking spaces in the Englewood CRA study area
2. Analyze when and where peak parking demand occurs
3. Understand how future developments will impact existing parking
4. Provide preliminary recommendations to manage future parking demand

## WEST DEARBORN STREET CONTEXT

West Dearborn Street is the cultural and historic heart of Englewood, Florida—a lively, walkable district where coastal charm meets community spirit. Lined with locally owned boutiques, art galleries, cafés, and music venues, it’s a place where both locals and visitors gather to shop, dine, and celebrate.

Throughout the year, West Dearborn Street hosts a variety of signature events that bring the community together:

- ***The Market on Dearborn*** – Held every Thursday morning from October through May, this popular farmers market features fresh produce, handmade crafts, local art, and live music.
- ***Cruizin’ on Dearborn*** – On the first Saturday evening of each month, classic car enthusiasts gather for a vibrant car show with music, food, and hundreds of vintage vehicles lining the street.
- ***Discover Dearborn*** – A seasonal event where shops stay open until 7pm and offer special promotions, live entertainment, and family-friendly activities.
- ***Holiday and Seasonal Festivals*** – West Dearborn Street is also the central location for all seasonal holiday events such as Halloween parades, Christmas tree lightings, and Fourth of July Fireworks.
- ***Open Mic Garden Parties*** – Hosted nearby at Open Studio Gardens every Tuesday evening, these events offer a relaxed, open-air setting for music, poetry, and community connection.

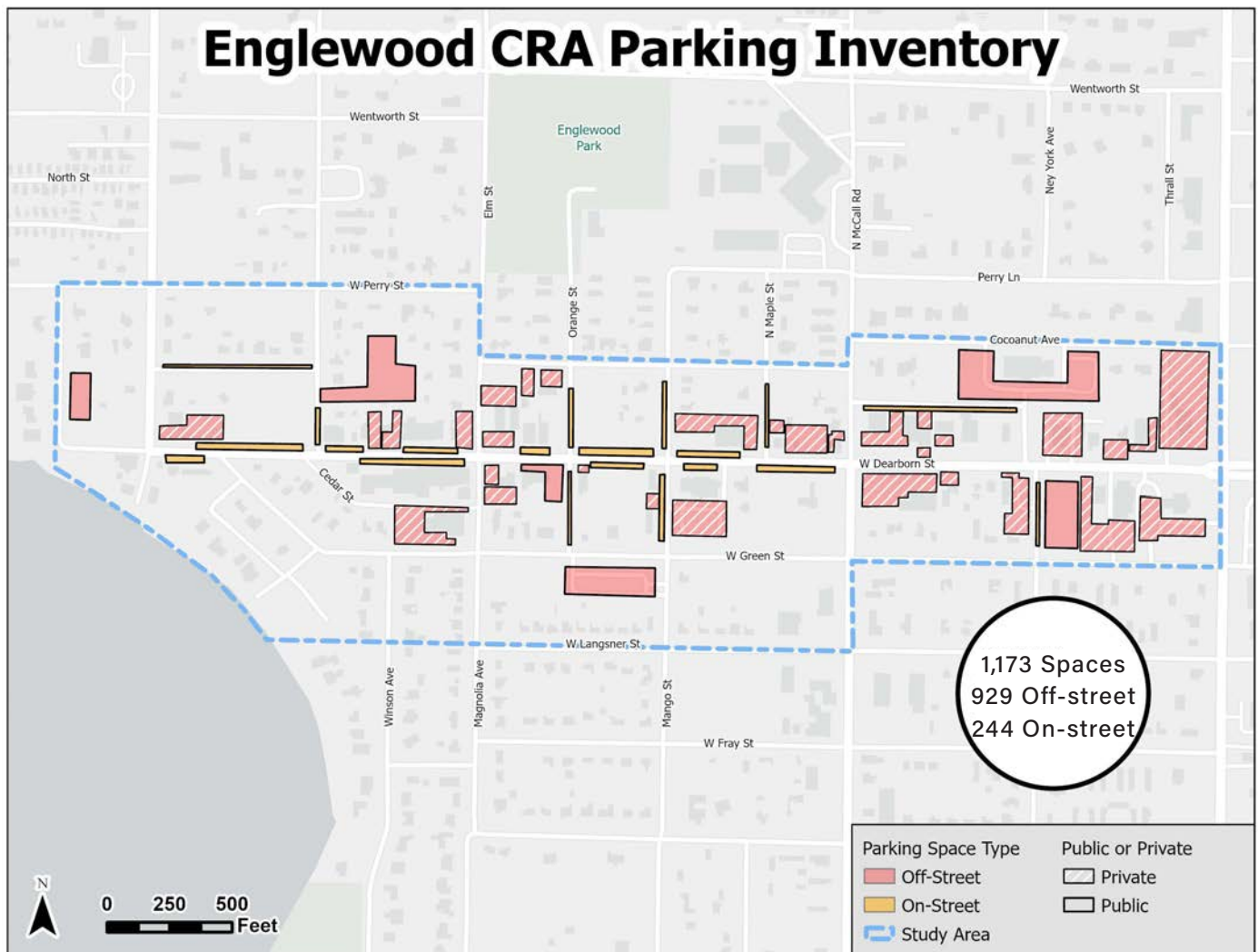
Public parking lots and on-street parking spaces are available, with nearby access to shops and event spaces. During major events, overflow parking and shuttle services are often provided from public lots to West Dearborn Street.

## PARKING INVENTORY SUMMARY

The Englewood study area consists of on-street parking spaces and off-street parking lots. Furthermore, public parking spaces are recognized as open to the public while private parking spaces are limited to customers or employees of a business. The study area is bound by Harbor Lane to the west, West Perry Street and Coconut Avenue to the north, North Indian Avenue to the east, and West Langsner Street to the south. Below is a summary of the parking inventory and inventory map (Figure 2). ADA and motorcycle/scooter spaces are a subset of the total number of spaces.

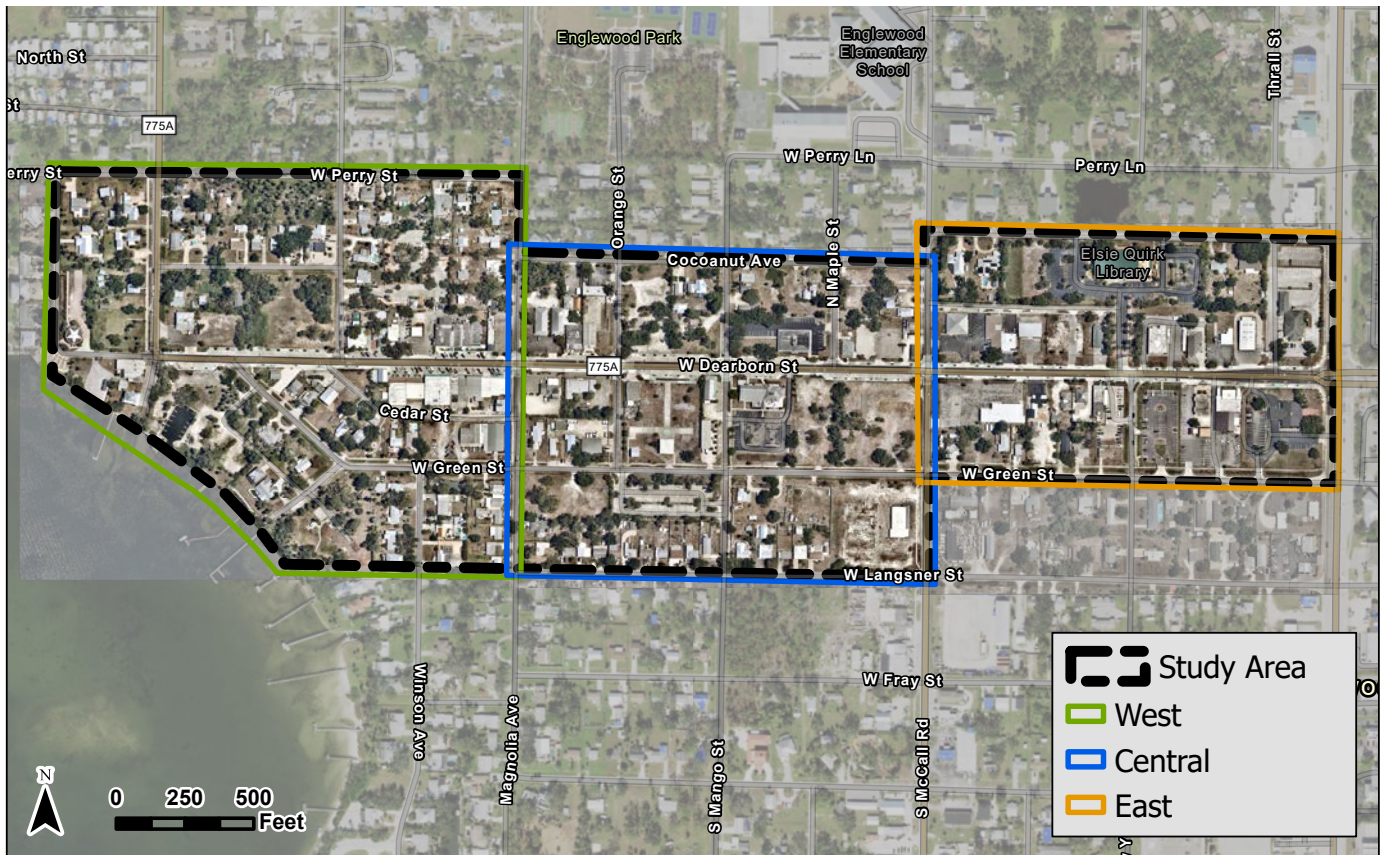
<b>Total Parking Areas</b>	57	<b>Total Spaces</b>	1,173
<b>Off-street Spaces</b>	929 (79%)	<b>On-street Spaces</b>	244 (21%)
<b>Public Spaces</b>	575 (49%)	<b>Private Spaces</b>	598 (51%)
<i>ADA Spaces</i>	54 (5%)	<i>Motorcycle / Scooter Spaces</i>	10 (1%)

Figure 2: Parking Inventory Map



According to the National Parking Association (NPA), a walking distance of 400 feet has been found to be a reasonable walking distance for those parking and walking to their destination within a central business district. Using the industry standard of 400 feet as an assumed walking threshold, the study area was divided into three sections (Figure 3): West, Central, and East. Dividing the study area allowed for a more granular view of the current state of parking in Englewood while creating a framework for future parking considerations.

Figure 3: Study Area Map by Section



	West Section	Central Section	East Section	Total
On-street Spaces	107	121	16	244
Off-street Spaces	169	305	455	929
ADA Spaces	11	14	29	54
Motorcycle Spaces	6	0	4	10
Electric Vehicle Spaces	0	0	0	0

## DATA COLLECTION

Data collection consisted of counting the total number of cars parking within each of the three parking zones within the study area during specific time frames to calculate the occupancy percentages. Parking occupancy was collected in one (1) hour increments.

Parking counts were strategically scheduled during two daytime special events and across two weekday and two weekend periods—capturing both peak daytime and evening hours. Parking occupancy counts were collected on the following days and times:

- **Fine Arts Festival:**  
Saturday, March 29, 2025 from 11:00am – 3:00pm
- **Farmer’s Market:**  
Thursday, April 10, 2025 from 9:00am – 1:00pm
- **Weekday AM and PM Peak:**  
Tuesday, April 8, 2025 from 9:00am – 1:00pm and 4:00pm – 7:00pm
- **Weekend AM and PM Peak:**  
Saturday, April 12, 2025 from 9:00am – 1:00pm and 5:00pm – 8:00pm

The peak parking occupancy observed across all data collection days and time frames within the study area was during the 9am to 10am sweep of the Farmer’s Market collection period (75% spaces occupied). The highest occupancy levels were observed at the following parking locations: West Dearborn Street, Orange Street, Mango Street, and West Green Street. Maps exhibiting average parking occupancy and observations during each of the six collection periods are shown in Figures 2 through 7. A list of parking occupancy data for each parking location for each data collection window can be found in the appendix.

### Parking along Green Street during Farmer’s Market



*Parking in drainage swales was observed during peak hours of events such as the Farmer’s Market and Fine Arts Fest.*

### Overflow from Green Street Lot during Farmer’s Market



*“No Parking” flip-up signs were observed as seen below. Broken locking mechanisms had signs displaying inconsistent messaging, thus were ignored by parkers.*

## Mango Street during Fine Arts Festival



Within the central section of the study area, cars parked in unmarked spaces in drainage swales to remain close to where the event was taking place. Overflow from the Green Street Lot was observed in swales along Green Street and Mango Street. Further surplus parking was observed on Magnolia Avenue south of Dearborn Street as well as bordering the southern portion of Pioneer Plaza. The average number of surplus vehicles parked in unmarked spots was 41 during the Fine Arts Festival collection period.

Parking occupancy was at its lowest level during the following time frames:

- **Weekend AM Peak:** Saturday, April 12, 2025 from 9:00am – 10:00am  
(216 spaces occupied - 18%)

The lowest occupancy levels were consistently underutilized between Mango Street and South New York Avenue, directly north and south of West Dearborn Street, and west of Elm Street. Alternatively, on-street parking was consistently, well utilized from Cedar Street to Mango Street.

## Underutilized Public Lot during Fine Arts Festival in East Section



Figure 4: Fine Arts Occupancy Map

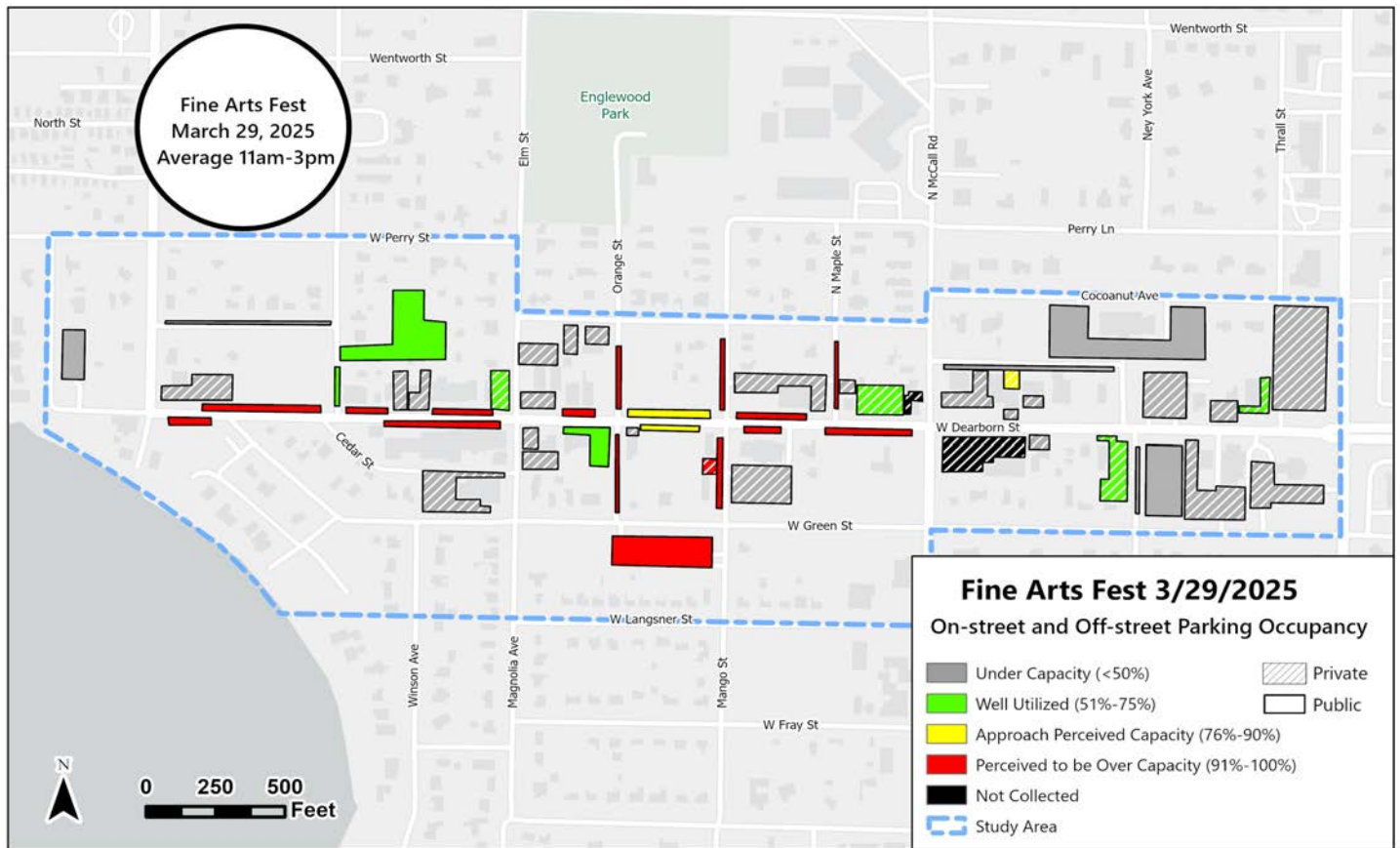


Figure 4 exhibits average parking occupancy from 11:00am to 3:00pm on Saturday, March 29, 2025 during Englewood’s Fine Arts Festival.

The Peak Hour of observation during the Fine Arts Festival occurred from 12:00pm to 1:00pm where parking throughout the entire study area was 49% occupied.

Highest parking demand was observed in the central zone along Dearborn Street, where the event was staged. The Green Street Lot was heavily utilized while public lots in the eastern section of the study area were under capacity averaging less than 40% percent occupancy.

Figure 5: Farmer’s Market Occupancy Map

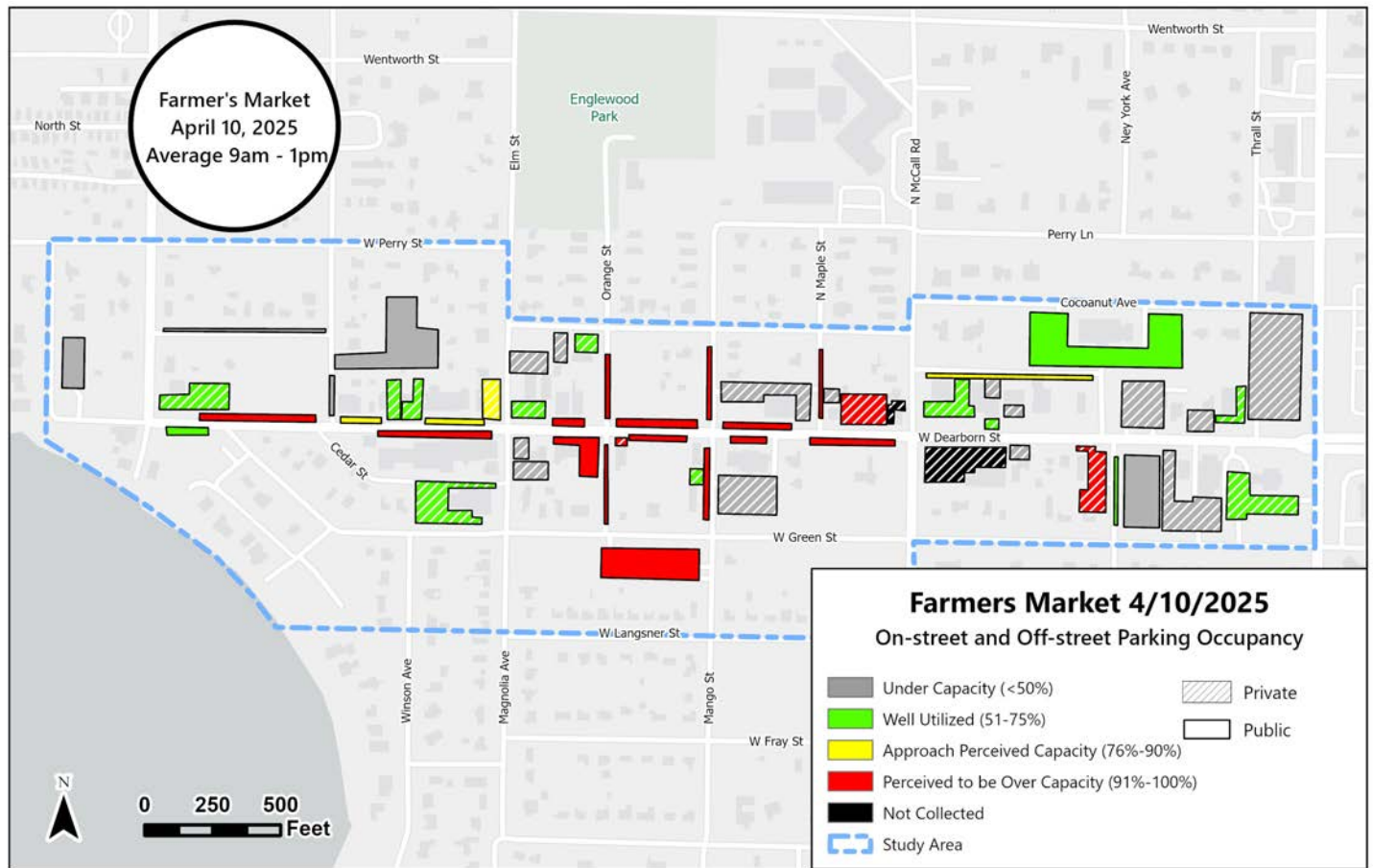


Figure 5 exhibits average parking occupancy from 9:00am to 1:00pm on Saturday, March 29, 2025 during the Englewood Farmer’s Market.

The peak hour of observation occurred from 9:00am to 10:00am where parking throughout the entire study area was 75% occupied.

Similarly to the Fine Arts Festival, most parking demand was centralized along Dearborn Street. Because the Farmer’s Market is not restricted to one area along Dearborn Street, parking was observed to be more evenly distributed throughout the study area. The Green Street Lot remained heavily utilized, but lots in the eastern portion of the study area were under capacity averaging less than 50% of spaces occupied for each parking location.

Within the central section of the study area, cars remained parked in drainage swales and next to sidewalks. Overflow from the Green Street Lot was prevalent along Green Street and Mango Street. Further surplus parking was observed bordering Pioneer Plaza and along Coconut Avenue. The average number of surplus vehicles parked in unmarked spots was 45 during the Farmer’s Market collection period.

Figure 6: Weekday Daytime Peak Occupancy Map

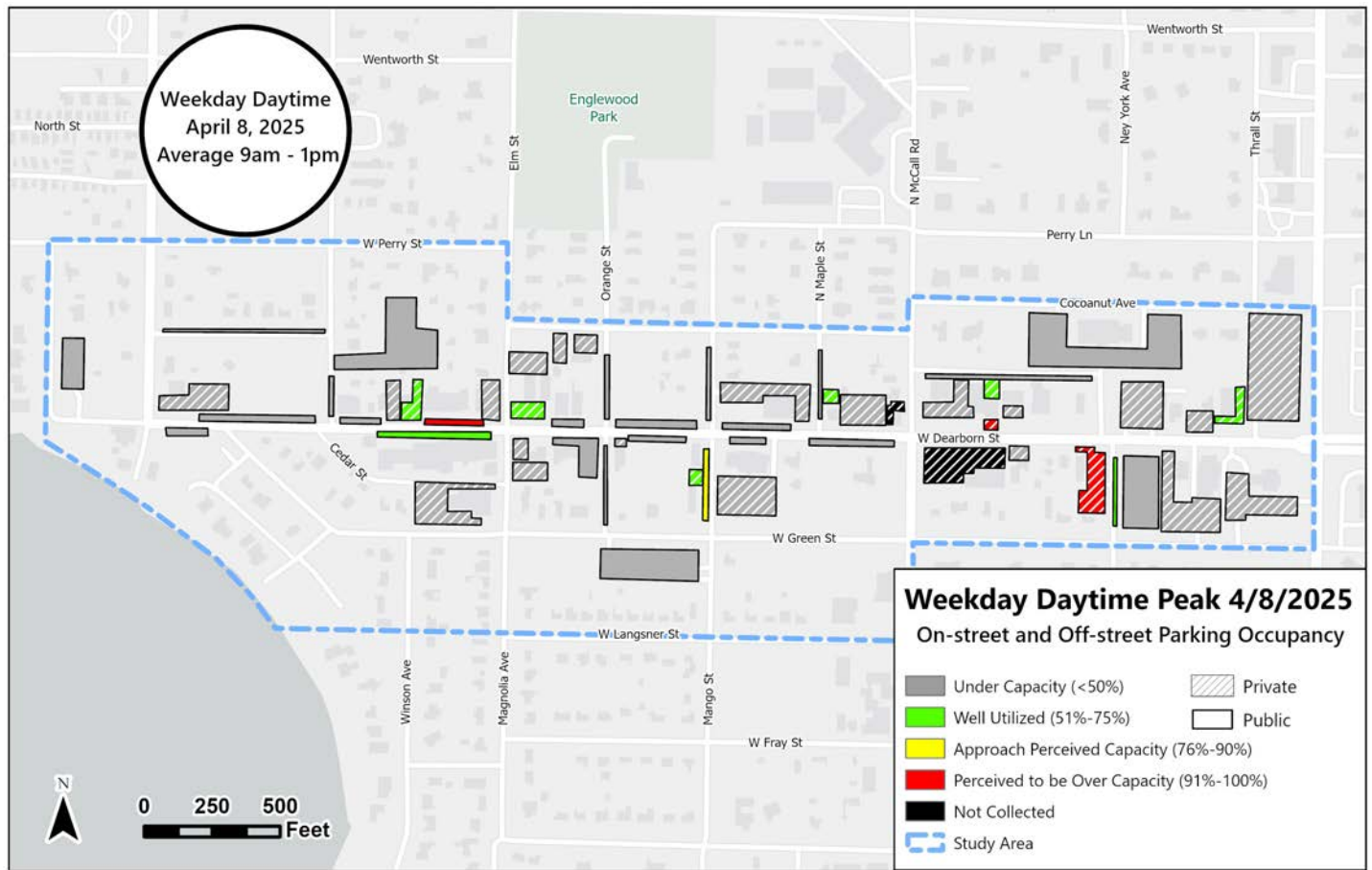


Figure 6 exhibits average parking occupancy on Tuesday, April 8, 2025 during a typical weekday daytime peak period of 9:00am to 1:00pm.

The peak hour of observation occurred from 11:00am to 12:00pm where parking throughout the entire study area was 29% occupied.

During this collection period, a limited number of cars were observed parking throughout the study area. The few cars that were parked on-street and off-street were observed to be patrons and employees of the various stores and restaurants. Public off-street lots were noticeably under capacity.

Figure 7: Weekday Evening Peak Occupancy Map

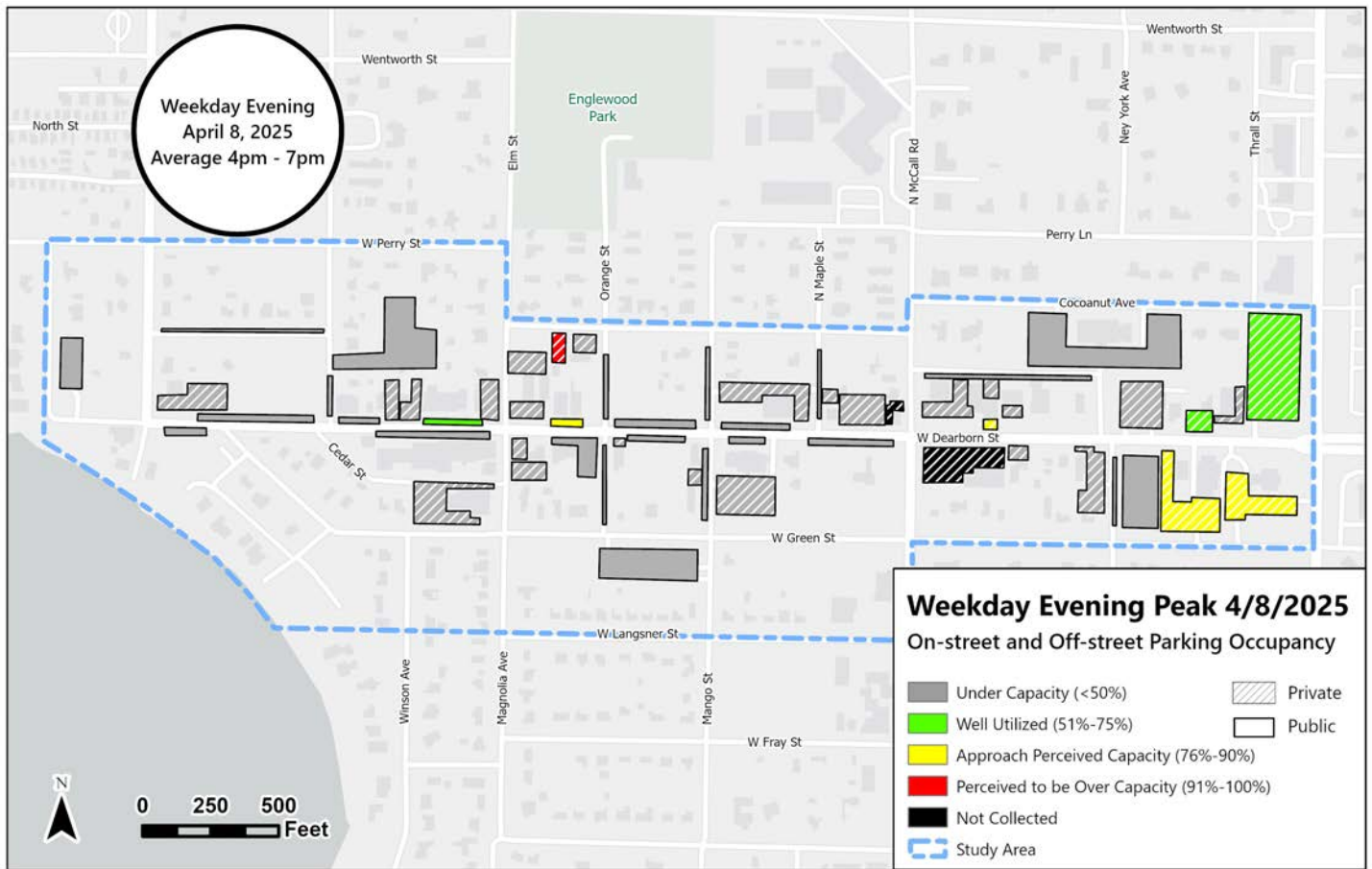


Figure 7 exhibits average parking occupancy on Tuesday, April 8, 2025 during a typical weekday evening peak period of 4:00pm to 7:00pm.

The peak hour of observation occurred from 6:00pm to 7:00pm where parking throughout the entire study area was 29% occupied.

Similar to the daytime observations, the number of cars parked during this collection period was limited. It was observed that the Englewood Moose Lodge was a location that drew additional visitors to the area as its dedicated off-street parking lot and a neighboring private parking lot averaged 82% of spaces occupied during this collection period. Parking was easily accessible nearby to local restaurants during this collection period. Public off-street lots were noticeably under capacity, less than 50% of spaces were occupied on average.

Figure 8: Weekend Daytime Peak Occupancy Map

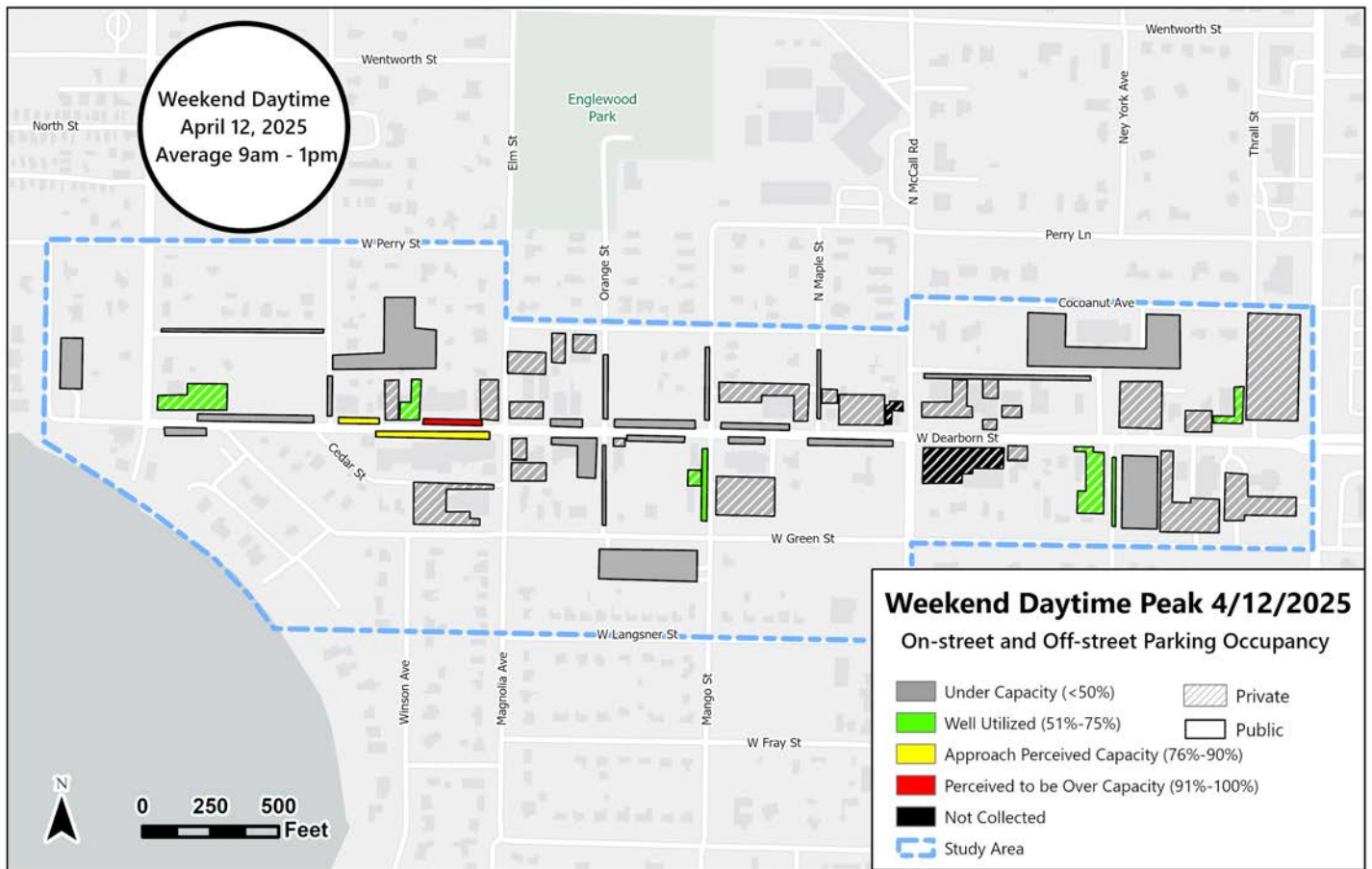


Figure 8 exhibits average parking occupancy on Saturday, April 12, 2025 during a typical weekend daytime peak period of 9:00am to 1:00pm.

The peak hour of observation occurred from 12:00pm to 1:00pm where parking throughout the entire study area was 25% occupied.

Parking demand during this collection period was the lowest of any collection period. Parking demand was mainly situated in on-street spaces. Parking was easily accessible near the restaurants and retail options along Dearborn Street as off-street parking lots had numerous available spaces during this collection period. Public off-street lots were noticeably under capacity averaging less than 50% of spaces occupied.

Figure 9: Weekend Evening Peak Occupancy Map

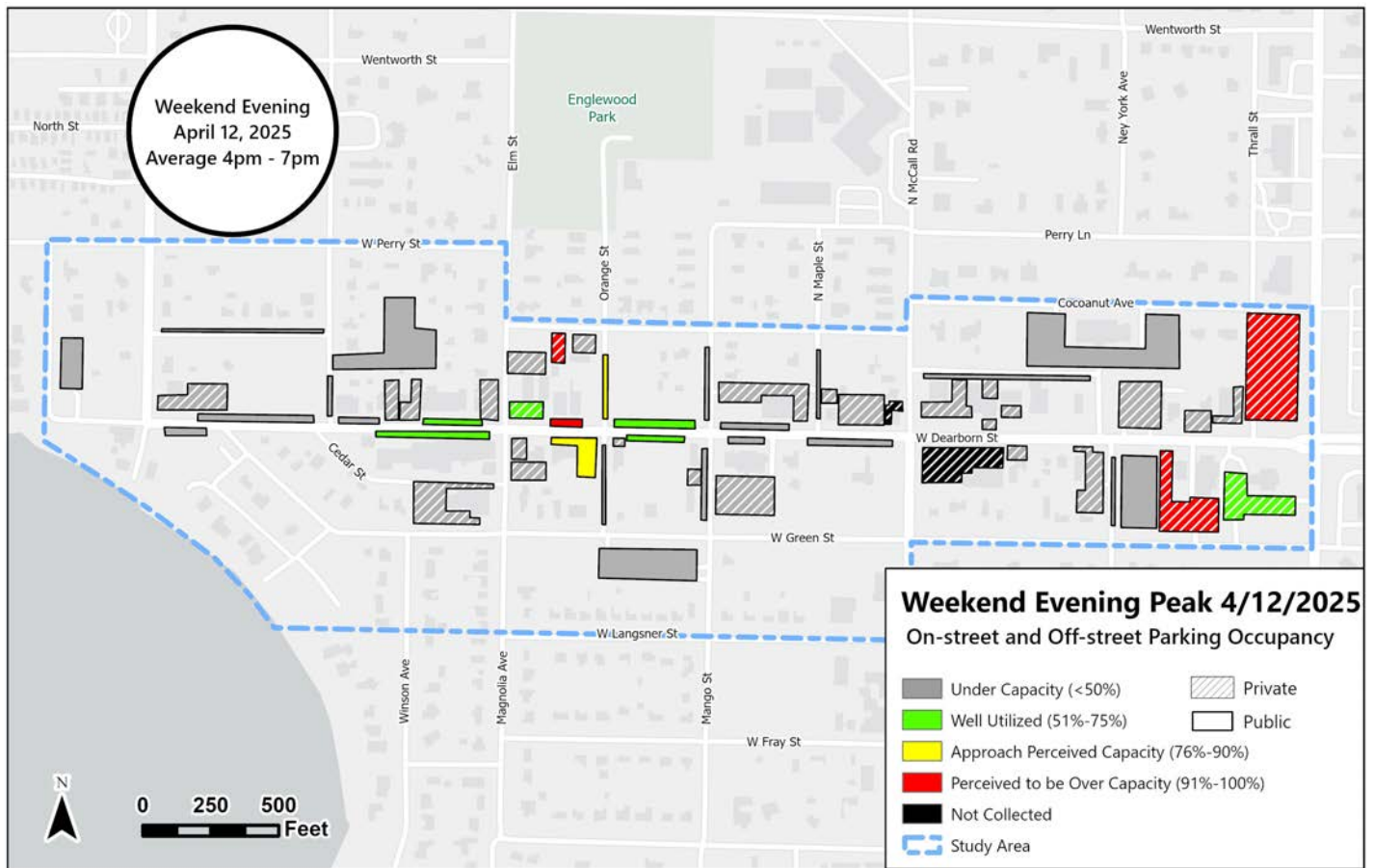


Figure 9 exhibits average parking occupancy on Saturday, April 12, 2025 during a typical weekend evening peak period of 5:00pm to 8:00pm.

The peak hour of observation occurred from 7:00pm to 8:00pm where parking throughout the entire study area was 31% occupied.

Parking demand during this collection period was overall low, less than 50% of spaces occupied throughout the study area. Parking demand was generated by dinner restaurants and bars. The Englewood Moose Lodge increased parking demand in the lots shown in the eastern portion of the study area, with some off-street lots nearing or reaching their capacity on average. On-street parking was generally accessible and available throughout the study area and provided for nearby parking to local restaurants and bars. Public off-street lots were under capacity, less than 50% of spaces occupied.

## BUILDOUT ANALYSIS

### METHODOLOGY

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The methodology for forecasting future parking demand within the Englewood CRA study area used parcel buildouts to inform the analysis. The process began by segmenting the study area into three distinct geographical zones: West, Central, and East.

Within each zone, the project team identified all vacant parcels and then applied a set of strategic exclusions to refine the analysis. Parcels with known development plans, those in close proximity to W Dearborn Street, and large parcels assumed to have dedicated on-site parking were removed from consideration to ensure the most accurate representation of future public parking needs.

For the remaining parcels, the project team calculated future demand by leveraging a combination of existing building footprints, standard parking ratios, and established Urban Land Institute (ULI) standards. This data-driven approach helped inform the projections of new parking demand.

This calculated demand was then assigned to the existing public parking facilities within each of the three sections. The analysis used the peak observed capacity of these facilities, specifically, data collected during the Fine Arts Festival, as the baseline for current utilization. By comparing the forecasted demand against this peak capacity, the project team was able to determine the projected surplus or deficit of parking spaces for each public facility, providing a clear and actionable summary of future parking requirements.

### ASSUMPTIONS

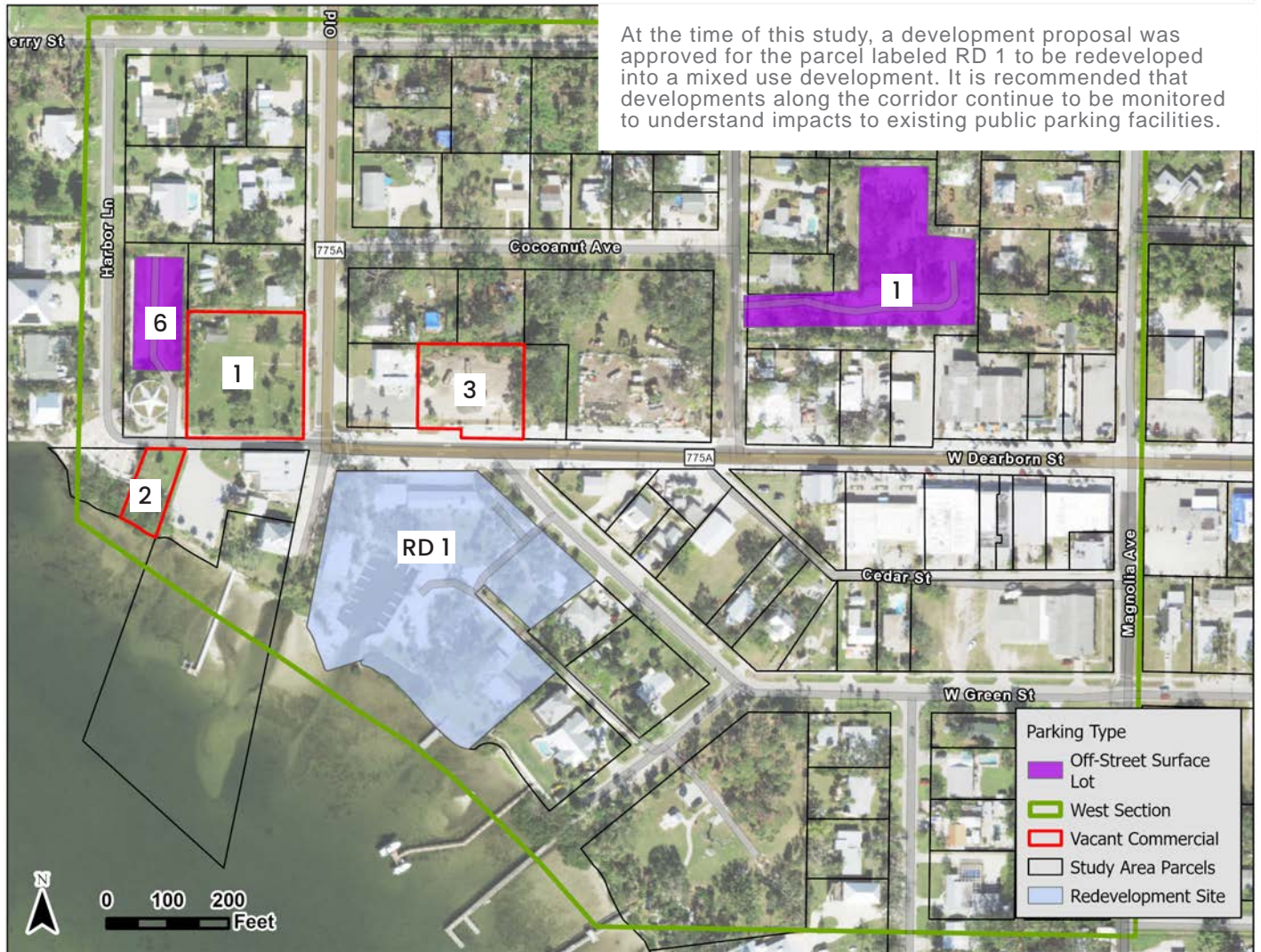
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The following assumptions were used to develop the buildout approach for this analysis.

1. Parcels zoned as residential will have self-contained parking
2. Large parcels assumed to supply its own parking (potential mixed-use developments)
3. Each remaining identified parcel would not supply its own parking and would rely on public parking facilities nearby
4. Remaining vacant parcels were assumed to be built out as restaurant use for the purpose of calculating the highest parking demand projections for this assessment

WEST SECTION

The parcels outlined in the West Section of the study area in red were identified as vacant commercial per the Sarasota Property Appraiser. The purple shaded areas are existing off-street surface parking lots within the West Section of the study area.



Parcel	Assumed Development for Parcels in West Section	Future Parking Demand
1	Building Gross Area: 6,500 sq. ft. / Building Living Area: 5,000 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	20 Parking Spaces
2	Building Gross Area: 2,500 sq. ft. / Building Living Area: 2,000 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	8 Parking spaces
3	Building Gross Area: 6,000 sq. ft. / Building Living Area: 4,500 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	18 Parking Spaces
<b>Total Future Demand for West Section</b>		<b>64 Parking Spaces</b>

### Impact on Current Public Parking Facility During Peak Periods in West Section

#### Special Events

Parking Area	Total Spaces	Fine Arts Fest	Remaining Parking Spaces
1	56	54 Spaces Occupied (11am)	2
6	27	7 Spaces Occupied (11am)	20
<b>Total Remaining Spaces During Fine Arts Fest</b>			<b>22</b>
<b>Total Future Demand for West Section</b>			<b>64</b>
<b>Deficit/Surplus with Future Demand for West Section During Fine Arts Fest</b>			<b>-42</b>

The peak parking hour for special events was during the Fine Arts Fest collection period in the West Section occurred at 11:00 AM. 22 off-street public parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the West Section of the study area, the West Section is projected to be deficit by 42 spaces during special event peak periods.

#### Weekday

Parking Area	Total Spaces	Weekday Evening	Remaining Parking Spaces
1	56	2 Spaces Occupied (4pm and 6pm)	54
6	27	3 Spaces Occupied (4pm and 6pm)	24
<b>Total Remaining Spaces During Weekday Evening</b>			<b>78</b>
<b>Total Future Demand for West Section</b>			<b>64</b>
<b>Deficit/Surplus with Future Demand for West Section During Weekday Evening</b>			<b>+14</b>

The peak parking hour during the Weekday collection periods in the West Section occurred during the evening at 4:00 PM and 6:00 PM. 78 off-street public parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the West Section of the study area, the West Section is projected to have a surplus of 14 spaces during the peak periods on a typical weekday during the evening.

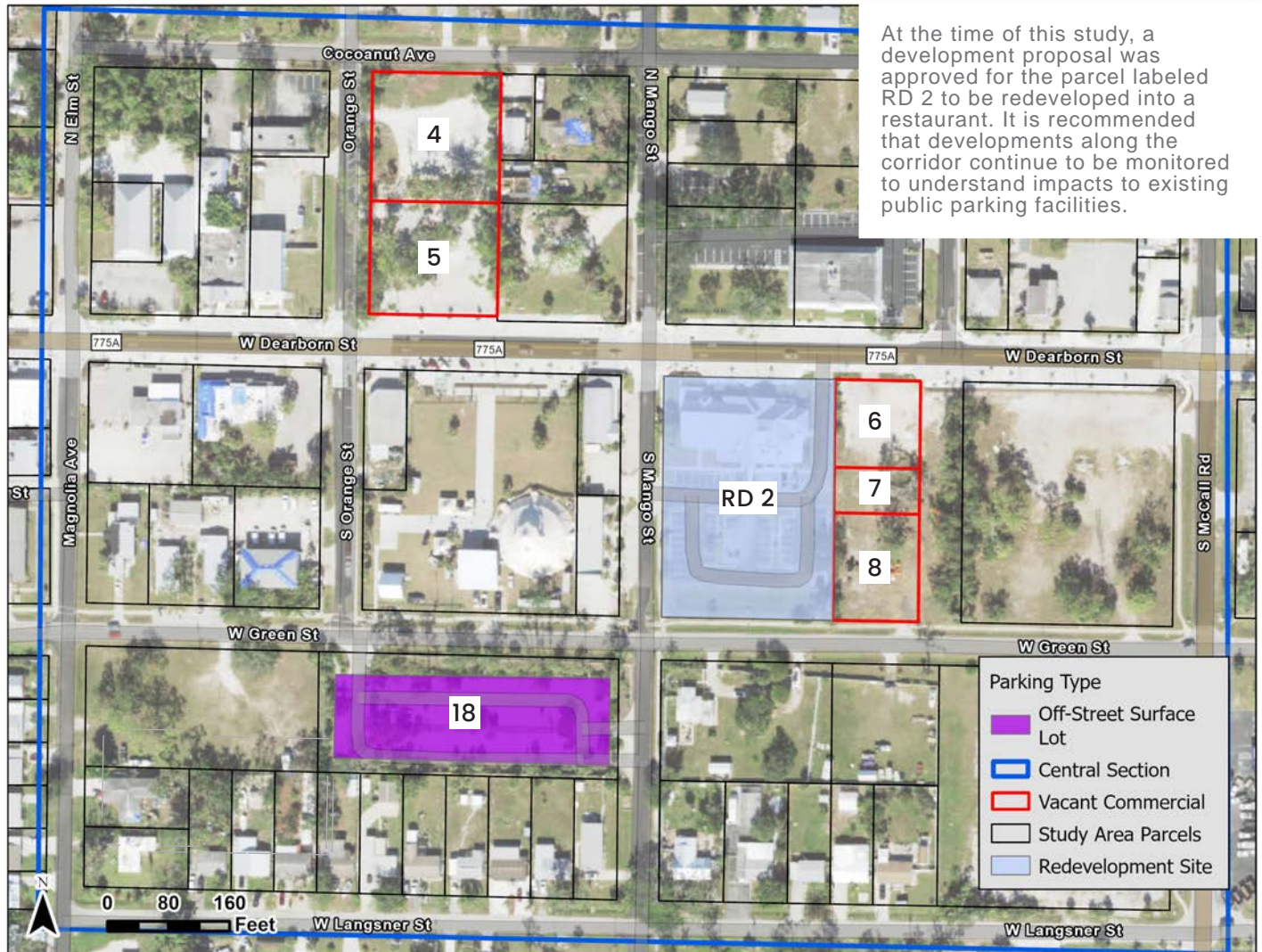
#### Weekend

Parking Area	Total Spaces	Weekend Daytime	Remaining Parking Spaces
1	56	12 Spaces Occupied (12pm)	44
6	27	7 Spaces Occupied (12pm)	22
<b>Total Remaining Spaces During Weekend Daytime</b>			<b>66</b>
<b>Total Future Demand for West Section</b>			<b>64</b>
<b>Deficit/Surplus with Future Demand for West Section During Weekend Daytime</b>			<b>+2</b>

The peak parking hour during the Weekend collection periods in the West Section occurred during the daytime at 12:00 PM. 66 off-street public parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the West Section of the study area, the West Section is projected to have a surplus of 2 spaces during the peak periods on a typical weekend during the daytime.

CENTRAL SECTION

The following parcels have been identified as being vacant commercial per the Sarasota County Property Appraiser in the Central Section of the study area.



At the time of this study, a development proposal was approved for the parcel labeled RD 2 to be redeveloped into a restaurant. It is recommended that developments along the corridor continue to be monitored to understand impacts to existing public parking facilities.

Parcel	Assumed Development	Future Parking Demand
4	Parcel not included - Farmer's Market location	N/A
5	Parcel not included - Farmer's Market location	N/A
6	Building Gross Area: 5,000 sq. ft. / Building Living Area: 4,000 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	16 Parking Spaces
7	Building Gross Area: 2,000 sq. ft. / Building Living Area: 1,800 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	8 Parking Spaces
8	Building Gross Area: 5,000 sq. ft. / Building Living Area: 4,000 sq. ft. Use: Restaurant Observed Parking Ratio: 1 space per 500 sq. ft. of Building Living Area	16 Parking Spaces
<b>Total Future Demand for Central Section</b>		<b>40 Parking Spaces</b>

Impact on Current Public Parking Facility During Peak Periods in Central Section

Special Events

Parking Area	Total Spaces	Fine Arts Fest	Remaining Parking Spaces
18	66	66 Spaces Occupied (11am - 3pm)	0
<b>Total Remaining Spaces During Fine Arts Fest</b>			<b>0</b>
<b>Total Future Demand for West Section</b>			<b>40</b>
<b>Deficit/Surplus with Future Demand for West Section During Fine Arts Fest</b>			<b>-40</b>

The peak parking hour for special events was during the Fine Arts Fest collection period in the Central Section occurred at 11:00 AM. No off-street parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the Central Section of the study area, the Central Section is projected to be deficit of 40 spaces during special event peak periods.

Weekday

Parking Area	Total Spaces	Weekend Daytime	Remaining Parking Spaces
18	66	5 Spaces Occupied (12pm)	61
<b>Total Remaining Spaces During Weekday Daytime</b>			<b>61</b>
<b>Total Future Demand for Central Section</b>			<b>40</b>
<b>Deficit/Surplus with Future Demand for West Section During Weekend Daytime</b>			<b>+21</b>

The peak parking hour during the Weekday collection periods in the Central Section occurred during the daytime at 12:00 PM. 61 off-street public parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the Central Section of the study area, the Central Section is projected to have a surplus of 21 spaces during the peak periods on a typical weekday during the evening.

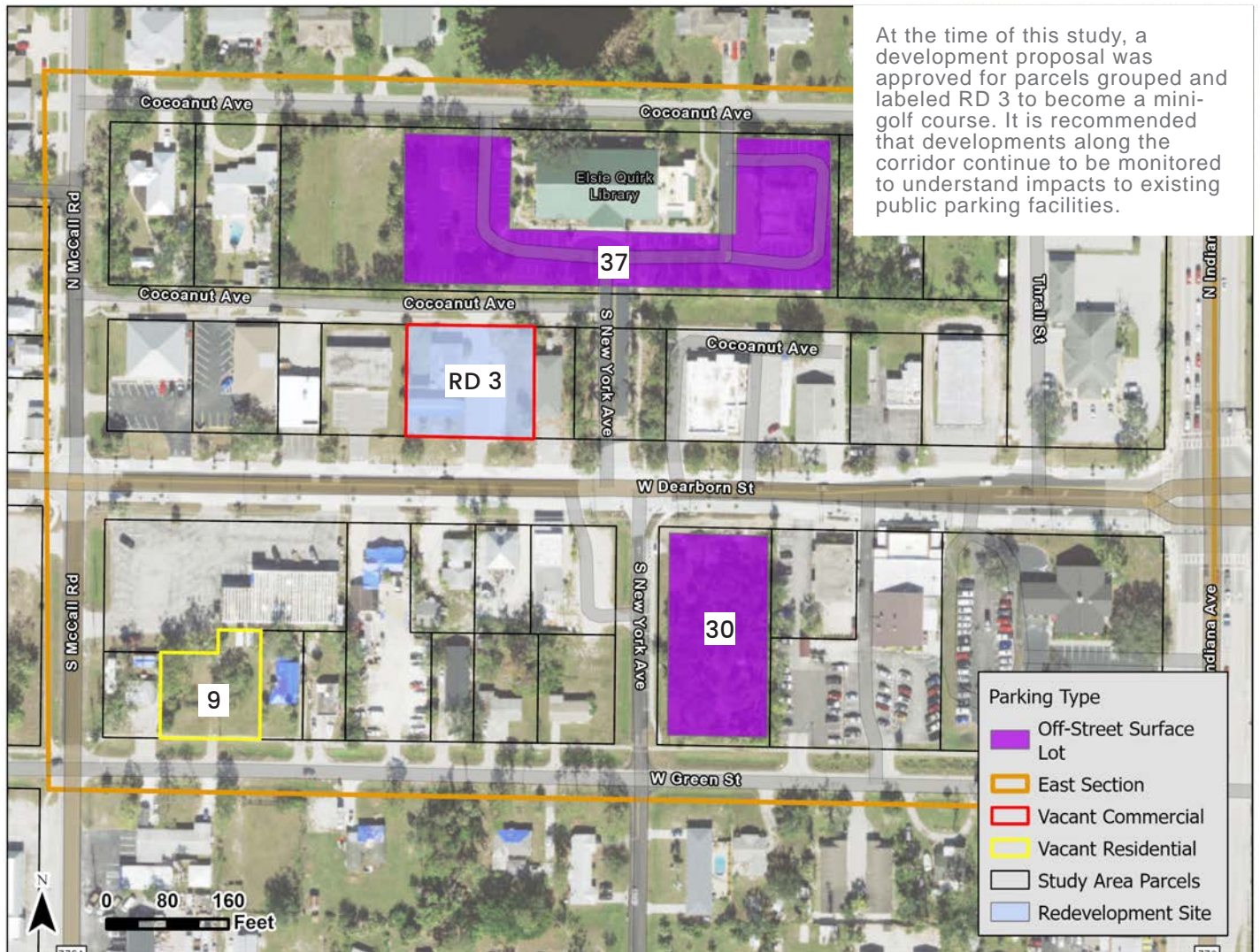
Weekend

Parking Area	Total Spaces	Weekend Daytime	Remaining Parking Spaces
1	66	5 Spaces Occupied (10am - 12pm)	61
<b>Total Remaining Spaces During Weekend Daytime</b>			<b>61</b>
<b>Total Future Demand for Central Section</b>			<b>40</b>
<b>Deficit/Surplus with Future Demand for West Section During Weekend Daytime</b>			<b>+21</b>

The peak parking hour during the Weekend collection periods in the Central Section occurred during the daytime from 10:00 AM through 12:00 PM. 61 off-street public parking spaces were available during the peak. After applying the projected future demand to the highest existing demand for the off-street public parking facilities in the Central Section of the study area, the Central Section is projected to have a surplus of 21 spaces during the peak periods on a typical weekend during the daytime.

EAST SECTION

The following parcels have been identified as being vacant residential or vacant commercial per the Sarasota County Property Appraiser in the East Section of the study area.



Based on the above-mentioned methodology, Parcel 9 was removed from the buildout analysis due to it being a residential lot. Vacant commercial parcel labeled RD 3 was removed as a development for the site was approved by Sarasota County during the completion of this study. Thus, future parking demand was not modeled for the East Section.

During a typical weekday or weekend, both off-street surface lots 30 and 37 were under capacity or less than 50% occupied. Both lots reached capacity during the Farmer’s Market event.

## CONCLUSION

There were 1,173 parking spaces across 57 parking locations within the study area at the time of this study. 575 of the 1,173 spaces are public. Based on the data collection observations, the peak hour for public parking demand within the Englewood CRA occurred at 11:00 AM during the Fine Arts Fest on March 29, 2025. 367 of 575 or 63% of public spaces (on-street and off-street spaces) were occupied.

It is estimated that the additional number of parking spaces needed to meet the anticipated demand within the study area is 82 spaces. This anticipated demand is dependent upon certain identified large commercial parcels being developed in a similar footprint to the current businesses on Dearborn Street. The anticipated demand can be absorbed by the existing public parking inventory within the Englewood CRA during special events and typical weekdays and weekends. Only public parking spaces on off-street surface lots were taken into consideration for determining where anticipated demand would be met.

Additionally, to meet the anticipated demand in each section of the Englewood CRA (West, East, Central), parking should be located within the industry standard acceptable walking threshold distance of 400 feet from a destination.

To assist with mitigating parking constraints in a downtown setting, the following page lists parking management strategies organized by groups (Sarasota County, private entities, or public-private partnerships) that should lead strategy implementation.



## PARKING MANAGEMENT STRATEGIES

As the vibrant community of Englewood, Florida continues to grow, effective management of parking resources is critical to support projected economic growth and future investments. This parking study assessed the current parking usage, identified existing issues, and proposed strategic recommendations designed to improve the overall parking experience for residents, businesses, and visitors. Below is a list of potential parking management strategies organized by groups that should lead implementation efforts, to maximize parking efficiency based on the observations made during the data collection windows and the subsequent data analysis.

### Sarasota County

**Monitoring** - Continue to monitor parking demand by section as more development and redevelopment occurs. Continue to explore parking opportunities on the Mango Street property.

**2-3 Hour Limits** - For on-street parking spaces, create a higher turnover by limiting parking to 2 or 3 hours.

**Wayfinding Signage** - Update current wayfinding signage for newly created public parking areas once developed.

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### Private Entities

**Employee Parking** - Encourage businesses to ensure employees are not parked in front of their businesses. On-street parking should be used by patrons/customers only. Seek opportunities to have designated employee parking areas.

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### Public-Private Partnerships

**Parking Attendants** - During special events or times when demand is expected to be high, have individuals direct people to off-street parking spaces.

**Shuttle Service** - Offer shuttle service to encourage people to park further away from their destination and ride a free shuttle to their destination.

**Shared parking agreements** - Allow for public parking on private lots when businesses are closed or when those businesses' demand is at its lowest.

APPENDIX

PARKING OCCUPANCY TABLES

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Englewood CRA Parking Study - Inventory and Data Collection

Parking Area	Public or Private	Restrictions	Total Spaces	ADA	EV	Motorcycle/ Scooter	Weekend Special Event Peak, Fine Arts Fest: March 29, 2025 (11am - 3pm)										General Observations / Notes
							Sweep 1 (Occupied Spaces) Time: 11am	Occupancy %1	Sweep 2 (Occupied Spaces) Time: 12pm	Occupancy %2	Sweep 3 (Occupied Spaces) Time: 1pm	Occupancy %3	Sweep 4 (Occupied Spaces) Time: 2pm	Occupancy %4	Average Occupied Spaces SE1	Average Occupancy SE1	
1	Public	Cedar St Sarcoparking	56	4	0	0	54	96%	51	91%	27	48%	23	41%	39	69%	sarcoparking st. bathrooms, no overnight parking
2	Private	Blue Pinnacle Bistro Parkingonly	11	0	0	0	11	100%	4	36%	4	36%	3	27%	6	50%	1/2 paved, 2/3 sand and gravel
3	Private	A Village Barbershop parkingonly	24	0	0	0	16	67%	13	54%	8	33%	7	29%	11	46%	2 parking signs directing towards rear parking lot
4	Private	Vino Loco Restaurant	15	0	0	0	10	67%	6	40%	14	93%	13	87%	11	73%	low away zone sign
5	Private	Dearborn Corner Market	8	1	0	0	5	63%	2	25%	3	38%	3	38%	3	41%	attached to unmarked gravel lot
6	Public	freedom pavilion	27	4	0	0	11	41%	9	33%	10	37%	6	22%	9	33%	street to enter "limited truck access" Unmarked paved lot across the street, no overnight parking sign, sand/grass
7	Private	cross point church residential driveways and mailboxes	28	0	0	0	18	64%	10	36%	10	36%	7	25%	11	40%	about 20 marked spaces, about 8 unmarked spaces. Business owners expressed concerns about access to parking through alley
A	Public		14	0	0	0	4	29%	3	21%	2	14%	1	7%	3	18%	one way street, cedar street park exit
B	Public		4	0	0	0	4	100%	2	50%	2	50%	2	50%	3	75%	one way street off Dearborn, marked spaces don't exactly align with number of spaces (1 extended space could fit 2 cars)
C	Public		8	1	0	0	8	100%	8	100%	8	100%	8	100%	8	100%	
D	Public		30	0	0	2	30	100%	30	100%	30	100%	29	97%	30	100%	motorcycles parking in car spots even when offered designated motorcycle spot, golf cart parked in motorcycle spot
E	Public		10	0	0	2	10	100%	9	90%	9	90%	9	90%	9	90%	on street public parking
F	Public	fully closed off for vendors	14	0	0	2	14	100%	14	100%	14	100%	14	100%	14	100%	on street public parking, fully closed off for vendors
G	Public	1/2 closed off for vendors	27	1	0	0	27	100%	24	89%	25	93%	27	100%	26	96%	on street public parking, 1/2 closed off for vendors
8	Private	Banyan Ct only, low away zone	16	0	0	0	7	44%	7	44%	8	50%	8	50%	8	47%	parking lot blocked off for Rotary Club
9	Private	Banyan Ct only, low away zone	8	0	0	0	4	50%	4	50%	4	50%	4	50%	4	50%	unmarked large space occupied by RV in NE corner of lot, no parking flip lock signs on Elm
10	Private	employees and band parkingonly	10	0	0	0	1	10%	3	30%	2	20%	2	20%	2	20%	food trailer takes up 2 spaces, owner expressed that 1st lot is only for employees and bands
11	Private	kids cottage parking only	9	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	no parking, kids cottage only, low away signs, blocked off by chairs
12	Private	parking for rowley's insurance only	45	3	0	0	22	49%	25	56%	17	38%	16	36%	20	44%	see pic for Rowley insurance parking only signs, looks like some arts festival patrons are parking here regardless, spaces have been reconfigured and painted over - new entrance sign
13	Private	no signs but assumed pm for Keller Williams	8	0	0	0	0	0%	0	0%	0	0%	1	13%	0	0%	unmarked new gravel lot "future home of Keller Williams" One maintenance worker parked here during last sweep. No signs present but assumed a private lot
14	Private	50 today, typically vendors only	35	0	0	0	26	80%	27	77%	24	69%	25	71%	26	74%	owner's market lot, today 55 to park. Unmarked and not always available for parking. Owner mentioned that he is upset re neighbor to the south and Rowley insurance for fencing in
15	Private	not parking, loading zone	1	0	0	0	0	None	0	None	0	None	0	None	0	None	Not a parking lot - dumpsters and farmers market supplies loading zone only
16	Private	fenced off construction zone	50	3	0	0	3	6%	3	6%	3	6%	3	6%	3	6%	6% of designated "compact car" spaces. Construction zone, fenced off, no parking, low away
17	Private	Employee parking only	6	0	0	0	6	100%	6	100%	6	100%	6	100%	6	100%	private property, no parking, employee parking only and dumpster. Employee car used to block entrance
18	Public	no overnight parking (except AM)	66	3	0	0	66	100%	66	100%	66	100%	66	100%	66	100%	use of parks, beaches, and public land" bike racks available, people waiting for others to leave or making their own spots on Mango and Green
19	Private	For the vintage gallery	4	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	blocked off for event
20	Public	no parking notice on Dearborn due to event	17	0	0	0	11	65%	10	59%	11	65%	10	59%	11	65%	marked spaces on north side of lot but not east side/ Parking on North side was blocked due to arts fest
21	Private	Bobarino's restaurant parkingonly	25	0	0	0	6	24%	7	28%	5	20%	4	16%	6	22%	Bobarino's parking only, owners expressed concerns about people parking on Elm St and blocking their business, unmarked gravel lot
22	Private	gate closed, business parkingonly	5	1	0	0	1	20%	1	20%	1	20%	1	20%	1	20%	gate to closed, bike rack present, gate opened, but private. People parking on lawn on east side of meadows
H	Public	none	7	0	0	0	7	100%	7	100%	7	100%	7	100%	7	100%	taken up by vendors during collection period
I	Public	none	3	0	0	0	3	100%	3	100%	3	100%	3	100%	3	100%	parking only on southern portion of street, truck parked against the fence in the street here due to the event
J	Public	none	10	0	0	0	10	100%	10	100%	10	100%	10	100%	10	100%	public parallel parking, 1 RV, and vans, looks like vendors are parking here for the event, golf cart in grass here
K	Public	none	17	1	0	0	1	6%	17	100%	17	100%	17	100%	13	76%	on street diagonal parking, all blocked for fest
L	Public	none	12	1	0	0	1	8%	12	100%	12	100%	12	100%	9	75%	on street diagonal parking, all blocked for fest
M	Public	none	8	0	0	0	8	100%	8	100%	8	100%	8	100%	8	100%	public street parallel spaces
N	Public	1 space marked for Ollant customers only	14	0	0	0	14	100%	14	100%	14	100%	14	100%	14	100%	parking in ditch on East side of Mango (East of W), this was full during all sweeps and very narrow
O	Public	none	7	0	0	0	7	100%	7	100%	7	100%	7	100%	7	100%	diagonal street parking, golf cart observed in hatched markings
P	Public	none	13	2	0	0	13	100%	13	100%	13	100%	13	100%	13	100%	Diagonal street parking
Q	Public	none	9	0	0	0	9	100%	7	78%	9	100%	9	100%	9	100%	unmarked spaces on south end, but marked on north end, all parallel spaces
R	Public	none	21	0	0	0	20	95%	21	100%	21	100%	20	95%	21	100%	
23	Private		26	3	0	0	3	12%	4	15%	3	12%	2	8%	3	12%	low away 24/7
24	Private		4	0	0	0	4	100%	2	50%	4	100%	4	100%	4	100%	closed, fenced
25	Private	Open	6	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	no restrictions
26	Private		3	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	no restrictions
27	Private		0	2	0	0	0	None	0	None	0	None	0	None	0	None	closed / roped off construction zone
28	Private	Open	8	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	no restrictions, open
29	Private	Open	26	1	0	0	24	92%	22	85%	14	54%	5	19%	16	62%	plus 6 extra spots (double row without users)
30	Public		63	3	0	0	10	16%	13	21%	11	17%	5	8%	10	16%	
31	Private		61	5	0	0	13	21%	15	25%	24	39%	38	62%	23	37%	restrictions for business, security
32	Private		49	2	0	0	14	29%	25	51%	9	18%	45	92%	23	47%	using this parking lot for the moon lodge
33	Private	No trespassing	61	1	0	0	3	5%	3	5%	10	16%	12	20%	7	11%	no trespassing, cameras, looks like on north 28 spots are public
34	Private	open	5	1	0	0	3	60%	5	100%	3	60%	2	40%	3	60%	sweep 2 - one car parked on grass
35	Private	customers only	13	0	0	0	0	0%	0	0%	0	0%	1	8%	0	0%	
36	Private		28	2	0	0	0	0%	1	4%	0	0%	0	0%	0	0%	or lemon bay playhouse only
37	Public	44 for patrons only	102	6	0	4	32	31%	22	22%	14	14%	14	14%	21	21%	
S	Public		11	0	0	0	1	9%	1	9%	0	0%	1	9%	1	7%	
T	Public		5	0	0	0	3	60%	3	60%	3	60%	1	20%	3	60%	

Englewood CRA Parking Study - Inventory and Data Collection

Parking Area	Public or Private	Restrictions	Total Spaces	ADA	EV	Motorcycle / Scooter	Weekday Daytime Peak: April 8, 2025 (9am - 1pm)								Average Occupied Spaces W/CDL/UNCLH	Average Occupancy W/CDL/UNCLH	General Observations / Notes
							Sweep 1 (Occupied Spaces) Time: 9am	Occupancy S1	Sweep 2 (Occupied Spaces) Time: 10am	Occupancy S2	Sweep 3 (Occupied Spaces) Time: 11am	Occupancy S3	Sweep 4 (Occupied Spaces) Time: 12pm	Occupancy S4			
1	Public	Cedar St Sarcoparking	56	4	0	0	2	4%	1	2%	1	2%	2	4%	2	3%	
2	Private	Blue Pinnacle Bistro Parkingonly	11	0	0	0	2	18%	4	36%	4	36%	2	18%	3	27%	
3	Private	A Village Barbershop parkingonly	24	0	0	0	12	50%	14	58%	18	75%	14	58%	15	60%	
4	Private	Vino Loco Restaurant	15	0	0	0	4	27%	8	53%	6	40%	6	40%	4	40%	S2: 1 car in unmarked spot; S3: 2 unmarked; S4: 2 unmarked;
5	Private	Dearborn Corner Market	8	1	0	0	2	25%	0	0%	2	25%	5	63%	2	28%	Sweep 1: 2 cars in unmarked spots; S2: 2 unmarked; S3: 2 unmarked; S4: 3 unmarked;
6	Public	freedom pavilion	27	4	0	0	0	0%	1	4%	0	0%	2	7%	1	3%	
7	Private	crosspoint church	28	0	0	0	3	11%	3	11%	4	14%	6	21%	4	14%	S1: 5 cars in unmarked spots; S2: 7 unmarked; S3: 8 unmarked; S4: 7 unmarked;
A	Public	residential driveways and mailboxes	14	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
B	Public		4	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Trash cans blocking some spots
C	Public		8	1	0	0	0	0%	0	0%	1	13%	0	0%	0	0%	
D	Public		30	0	0	2	2	7%	2	7%	2	7%	3	10%	2	8%	Motorcycle empty all slots
E	Public		10	0	0	2	6	60%	3	30%	3	30%	7	70%	5	48%	Motorcycle empty all slots
F	Public	fully closed off for vendors	14	0	0	2	11	100%	14	100%	14	100%	12	86%	14	100%	Motorcycle empty all slots
G	Public	1/2 closed off for vendors	27	1	0	0	21	85%	16	59%	22	81%	15	56%	19	70%	Plowby complained about only 1 ADA spot
8	Private	Banyan Ct only, Tow away zone	16	0	0	0	4	25%	11	69%	11	69%	10	63%	10	59%	
9	Private	Banyan Ct only, Tow away zone	8	0	0	0	2	25%	3	38%	4	50%	4	50%	3	41%	RV permanently parked
10	Private	employees and band parkingonly	10	0	0	0	4	40%	3	30%	1	10%	1	10%	2	23%	Food trailers look long term parked
11	Private	kid's cottage parking only	9	0	0	0	3	33%	3	33%	3	33%	3	33%	3	33%	
12	Private	parking for rowley's insurance only	45	3	0	0	11	24%	14	31%	13	29%	8	18%	12	26%	
13	Private	no signs but assumed priv for Kelle Williams	8	0	0	0	1	13%	6	75%	6	75%	5	63%	5	56%	
14	Private	S1 today, typically vendors only	35	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
15	Private	not parking, loading zone	1	0	0	0	None	None	None	None	None	None	None	None	0	0%	Loading zone
16	Private	fenced off construction zone	50	3	0	0	4	8%	4	8%	4	8%	3	6%	4	8%	1 maintenance worker parked first 3 sweeps, gone for 4th otherwise gated off, dumpsters parked in spaces
17	Private	Employee parkingonly	6	0	0	0	3	50%	4	67%	4	67%	4	67%	4	67%	
18	Public	no overnight parking (except 4AM)	66	3	0	0	3	5%	4	6%	3	5%	5	8%	4	6%	Cars parked (4 along mango) just outside this lot entrance @ 9am - maintenance workers arrive
19	Private	For the vintage gallery	4	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Baricaded off with poles and chain
20	Public	no parking notice on Dearborn due to event	17	0	0	0	0	0%	0	0%	2	12%	1	6%	1	4%	
21	Private	Bobarino's restaurant parkingonly	25	0	0	0	1	4%	1	4%	1	4%	2	8%	1	4%	1 boat parked permanently?
22	Private	gale closed, business parkingonly	5	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Gated off, pedestrian entrance only, business closed backopen hours
H	Public	none	7	0	0	0	0	0%	0	0%	0	0%	3	43%	1	11%	
I	Public	none	3	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
J	Public	none	10	0	0	0	0	0%	1	10%	1	10%	1	10%	1	8%	
K	Public	none	17	1	0	0	3	18%	3	18%	6	35%	15	88%	7	40%	
L	Public	none	12	1	0	0	1	8%	1	8%	2	17%	9	75%	3	27%	
M	Public	none	8	0	0	0	2	25%	2	25%	3	38%	4	50%	3	34%	
N	Public	1 space marked for Ollant customers only	14	0	0	0	10	71%	10	71%	12	86%	14	100%	12	86%	Mango/Bistro line out the door @ 12:20pm
O	Public	none	7	0	0	0	0	0%	0	0%	0	0%	2	29%	1	7%	
P	Public	none	13	2	0	0	2	15%	4	31%	3	23%	9	69%	5	35%	
Q	Public	none	9	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
R	Public	none	21	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
23	Private		26	3	0	0	10	38%	10	38%	12	46%	8	31%	10	38%	
24	Private	Private	4	0	0	0	0	0%	3	75%	3	75%	3	75%	2	50%	This lot has a 6' privacy fence
25	Private	Open	6	1	0	0	2	33%	1	17%	1	17%	1	17%	1	21%	
26	Private		3	1	0	0	3	100%	3	100%	3	100%	3	100%	3	100%	
27	Private		0	2	0	0	0	None	0	None	0	None	0	None	0	None	Ropes off, construction zone
28	Private	Open	8	1	0	0	1	13%	2	25%	2	25%	1	13%	2	19%	
29	Private	Open	26	1	0	0	21	81%	24	92%	26	100%	26	100%	24	92%	
30	Public		63	3	0	0	5	8%	8	13%	43	68%	15	24%	18	28%	
31	Private		61	5	0	0	9	15%	11	18%	13	21%	31	51%	16	26%	
32	Private		49	2	0	0	7	14%	8	16%	16	33%	31	63%	16	32%	
33	Private	No trespassing	61	1	0	0	5	8%	3	5%	3	5%	8	13%	5	8%	
34	Private	open	5	1	0	0	1	20%	5	100%	4	80%	5	100%	4	75%	
35	Private	customers only	13	0	0	0	3	23%	3	23%	0	0%	4	31%	3	19%	
36	Private		28	2	0	0	4	14%	5	18%	5	18%	5	18%	5	17%	Golf cart only in front
37	Public	44 for patrons only	102	6	0	4	15	15%	29	28%	52	51%	40	39%	34	33%	
S	Public		11	0	0	0	2	18%	2	18%	3	27%	3	27%	3	23%	
T	Public		5	0	0	0	3	60%	4	80%	4	80%	2	40%	3	60%	

Englewood CRA Parking Study - Inventory and Data Collection

Parking Area	Public or Private	Restrictions	Total Spaces	ADA	EV	Motorcycle/ Scooter	Weekday Evening Peak: April 8, 2025 (4pm - 7pm)						Average Occupied Spaces WK/DINNER	Average Occupancy WK/DINNER	General Observations / Notes
							Sweep 1 (Occupied Spaces) Time: 4pm	Occupancy S1	Sweep 2 (Occupied Spaces) Time: 5pm	Occupancy S2	Sweep 3 (Occupied Spaces) Time: 6pm	Occupancy S3			
1	Public	Cedar St Sarcos parking	36	4	0	0	2	4%	2	4%	2	4%	2	4%	
2	Private	Blue Pinesapple Bistro Parking only	11	0	0	0	0	0%	0	0%	0	0%	0	0%	
3	Private	A Village Barbershop parking only	24	0	0	0	3	13%	1	4%	0	0%	1	6%	
4	Private	Vino Loco Restaurant	15	0	0	0	7	47%	7	47%	6	40%	7	44%	S1: 4 cars in unmarked spots; S2: 2 cars unmarked; S3: 1 car unmarked
5	Private	Dearborn Corner Market	8	1	0	0	5	63%	1	13%	4	50%	3	42%	S1: 2 cars in unmarked spots; S2: 1 car unmarked
6	Public	Freedom pavilion	27	4	0	0	3	11%	2	7%	3	11%	3	10%	
7	Private	cross point church	28	0	0	0	5	18%	5	18%	5	18%	5	18%	S1: 4 cars in unmarked spots; some sort of earth moving project was happening on the lot
A	Public	residential driveways and mailboxes	14	0	0	0	0	0%	2	14%	0	0%	1	5%	
B	Public		4	0	0	0	0	0%	0	0%	1	25%	0	8%	
C	Public		8	1	0	0	1	13%	1	13%	0	0%	1	8%	
D	Public		30	0	0	2	2	7%	2	7%	3	10%	2	8%	Motorcycle spots empty to all sweeps
E	Public		10	0	0	2	3	30%	2	20%	1	10%	2	20%	Motorcycle spots empty to all sweeps
F	Public	fully closed off for vendors	14	0	0	2	6	43%	4	29%	14	100%	0	0%	Motorcycle spots empty to all sweeps
G	Public	1/2 closed off for vendors	27	1	0	0	9	33%	10	37%	14	52%	11	41%	
8	Private	Banyan Ct only, low away zone	16	0	0	0	5	31%	6	38%	7	44%	6	38%	
9	Private	Banyan Ct only, low away zone	8	0	0	0	3	38%	3	38%	2	25%	3	33%	
10	Private	employees and band parking only	10	0	0	0	10	100%	10	100%	10	100%	10	100%	Overflow and 2 cars parked on Coconut
11	Private	kid's cottage parking only	4	0	0	0	2	22%	1	11%	0	0%	1	11%	
12	Private	parking for lawyer's insurance only	45	3	0	0	12	27%	4	9%	3	7%	6	14%	Completely empty by 3rd sweep
13	Private	no signs but assumed priv for Keller Williams	8	0	0	0	2	25%	0	0%	0	0%	1	8%	
14	Private	S5 today, typically vendors only	25	0	0	0	0	0%	0	0%	0	0%	0	0%	
15	Private	not parking, loading zone	1	0	0	0	0	None	0	None	0	None	0	0%	
16	Private	fenced off construction zone	50	3	0	0	3	6%	3	6%	3	6%	3	6%	Gated off, construction zone, no cars parked here
17	Private	Employee parking only	6	0	0	0	1	17%	0	0%	0	0%	0	0%	Mango Bistro closed @ 3pm every day & closed on Sunday
18	Public	no overnight parking (midnight - 6AM)	66	3	0	0	5	8%	4	6%	4	6%	4	7%	
19	Private	For the vintage gallery	4	0	0	0	0	0%	0	0%	0	0%	0	0%	Baricaded off with chain and bollards
20	Public	no parking notice on Dearborn due to event	17	0	0	0	3	18%	4	24%	6	35%	4	25%	People using the lot for Dearborn's bar across the street
21	Private	Bobarino's restaurant parking only	25	0	0	0	3	12%	10	40%	11	44%	8	32%	
22	Private	gate closed, business parking only	5	1	0	0	1	20%	1	20%	1	20%	1	20%	Still gated off & closed today it seems
H	Public	none	7	0	0	0	4	57%	7	100%	7	100%	6	86%	
I	Public	none	3	0	0	0	0	0%	0	0%	0	0%	0	0%	
J	Public	none	10	0	0	0	0	0%	2	20%	2	20%	1	13%	
K	Public	none	17	1	0	0	1	6%	3	18%	5	29%	3	18%	
L	Public	none	10	1	0	0	2	17%	3	25%	8	80%	4	36%	One car double parked on sweep 2, large pickup taking up 2 spots on sweep 2
M	Public	none	8	0	0	0	2	25%	1	13%	1	13%	1	13%	Looks like a few of these spots are used for residential parking
N	Public	1 space marked for Ollant customers only	14	0	0	0	1	7%	0	0%	0	0%	0	0%	See notes for lot 17 above
O	Public	none	7	0	0	0	0	0%	0	0%	0	0%	0	0%	
P	Public	none	13	2	0	0	2	15%	2	15%	2	15%	2	15%	
Q	Public	none	9	0	0	0	0	0%	0	0%	0	0%	0	0%	
R	Public	none	21	0	0	0	0	0%	0	0%	0	0%	0	0%	
23	Private		26	3	0	0	9	35%	3	12%	3	12%	5	19%	
24	Private	Private	4	0	0	0	1	25%	1	25%	1	25%	1	25%	
25	Private	Open	6	1	0	0	1	17%	1	17%	1	17%	1	17%	
26	Private		3	1	0	0	2	67%	3	100%	2	67%	2	78%	
27	Private		0	2	0	0	0	None	0	None	0	None	0	None	
28	Private	Open	8	1	0	0	1	13%	1	13%	1	13%	1	13%	
29	Private	Open	24	1	0	0	1	4%	2	8%	1	4%	1	5%	
30	Public		63	3	0	0	6	10%	6	10%	8	13%	7	11%	
31	Private		61	5	0	0	43	70%	52	85%	61	100%	52	85%	
32	Private		49	2	0	0	31	63%	37	76%	48	98%	39	79%	
33	Private	No trespassing	61	1	0	0	37	61%	49	80%	60	98%	45	74%	
34	Private	open	5	1	0	0	5	100%	1	20%	1	20%	2	47%	
35	Private	customers only	13	0	0	0	3	23%	13	100%	6	46%	7	54%	
36	Private		28	2	0	0	3	11%	4	14%	3	11%	3	12%	
37	Public	44 for patrons only	102	6	0	4	37	36%	29	28%	19	19%	25	25%	
S	Public		11	0	0	0	3	27%	3	27%	1	9%	2	21%	
T	Public		5	0	0	0	0	0%	0	0%	0	0%	0	0%	

Englewood CRA Parking Study - Inventory and Data Collection

INVENTORY																	Weekday Special Event Peak, Farmer's Market: April 10, 2025 (9am - 1pm)																
Parking Area	Public or Private	Restrictions	Total Spaces	ADA	EV	Motorcycle/ Scooter	Sweep 1 (Occupied Spaces) Time: 9am	Occupancy S1	Sweep 2 (Occupied Spaces) Time: 10am	Occupancy S2	Sweep 3 (Occupied Spaces) Time: 11am	Occupancy S3	Sweep 4 (Occupied Spaces) Time: 12pm	Occupancy S4	Average Occupied Spaces SE2	Average Occupancy SE2	General Observations / Notes																
1	Public	Cedar St Sarcos parking	56	4	0	0	14	25%	20	36%	34	61%	38	68%	27	47%	Mostly Empty																
2	Private	Blue Piesiggle Bistro Parking only	11	0	0	0	6	55%	8	73%	8	73%	7	64%	7	64%	Busy Restaurant																
3	Private	A Village Barbershop parking only	24	0	0	0	18	75%	15	63%	20	83%	11	46%	16	67%	Turn in space used as spot. #3 Rec box in the way needs to be expanded																
4	Private	Vivo Loco Restaurant	15	0	0	0	8	53%	14	93%	13	87%	12	80%	12	78%	Open (closed) even of restaurant being used for parking																
5	Private	Dearborn Corner Market	8	1	0	0	6	75%	5	63%	3	38%	5	63%	5	59%																	
6	Public	Freedom pavilion	27	4	0	0	5	19%	4	15%	7	26%	5	19%	5	19%																	
7	Private	crosspoint church	29	0	0	0	16	55%	18	62%	19	66%	28	100%	20	72%																	
A	Public	residential driveways and mailboxes	14	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Don't think people know this is public parking																
B	Public		4	0	0	0	1	25%	1	25%	2	50%	1	25%	1	25%	Trash cars in one of the spots																
C	Public		8	1	0	0	3	38%	5	63%	8	100%	8	100%	6	75%																	
D	Public		30	0	0	2	30	100%	30	100%	30	100%	22	73%	28	93%	2 Motorcycles spots open all day																
E	Public		10	0	0	2	8	80%	8	80%	10	100%	8	80%	6	60%	8 Spaces in parking for cars, 10 spaces + motorcycle																
F	Public	fully closed off for vendors	14	0	0	2	12	86%	12	86%	14	100%	12	86%	13	89%	Open/Vendors @ 9am																
G	Public	1/2 closed off for vendors	27	1	0	0	27	100%	27	100%	27	100%	25	93%	27	100%	At 9-10 no vendors																
H	Private	Banyan Ct only, low away zone	16	0	0	0	9	56%	11	69%	7	44%	9	56%	9	56%																	
9	Private	Banyan Ct only, low away zone	8	0	0	0	1	13%	1	13%	1	13%	2	25%	1	16%	RV parked seems permanent																
10	Private	employees and band parking only	10	0	0	0	3	30%	2	20%	2	20%	2	20%	2	20%																	
11	Private	86's collage parking only	9	0	0	0	3	33%	5	56%	4	44%	5	56%	5	53%																	
12	Private	parking for realty's insurance only	45	3	0	0	15	33%	16	36%	13	29%	8	18%	13	29%																	
13	Private	no signs but assumed priv for Keller Williams	8	0	0	0	2	25%	3	38%	4	50%	4	50%	3	41%																	
14	Private	95 today, typically vendors only	35	0	0	0	35	100%	35	100%	35	100%	35	100%	35	100%	full of market stands - see pictures																
15	Private	not parking, loading zone	1	0	0	0	0	None	0	None	0	None	0	None	0	None																	
16	Private	fenced off construction zone	50	3	0	0	6	12%	6	12%	6	12%	9	18%	7	14%	Construction zone, fenced off, workers present																
17	Private	Employee parking only	6	0	0	0	4	67%	4	67%	5	83%	5	83%	5	75%																	
18	Public	no overnight parking (midnight - 6AM)	66	3	0	0	66	100%	66	100%	66	100%	60	91%	65	98%	Cars parked in ditch, East of 18, inditch - looks like 1 parked in HC, with no HC tag																
19	Private	for the vintage gallery	4	0	0	0	4	100%	4	100%	4	100%	4	100%	4	100%	taken up by stands with merchandise																
20	Public	no parking, notice on Dearborn due to event	17	0	0	0	17	100%	17	100%	17	100%	17	100%	17	100%	taken up by stands (farmers market) on East side, one car parked on grass																
21	Private	Babarino's restaurant parking only	25	0	0	0	1	4%	1	4%	1	4%	5	20%	2	8%	1 Boat parked, but owner off at France businesses opened, cones were lifted																
22	Private	gate closed, business parking only	5	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Gate off - check store hours																
H	Public	none	7	0	0	0	7	100%	7	100%	7	100%	7	100%	7	100%																	
I	Public	none	3	0	0	0	3	100%	3	100%	3	100%	3	100%	3	100%	6 Total cars parked at 9am, 10, 11. People total parked on halched spots too, golf cart on grass																
J	Public	none	10	0	0	0	10	100%	10	100%	10	100%	10	100%	10	100%	1 Car blocking driveway																
K	Public	none	17	1	0	0	17	100%	17	100%	17	100%	17	100%	17	100%	Person parked on hatch at 9am																
L	Public	none	12	1	0	0	12	100%	12	100%	12	100%	12	100%	12	100%	Person parked on hatch at 9am																
M	Public	none	8	0	0	0	8	100%	8	100%	8	100%	8	100%	8	100%	Some cars parked on street on coconut in residential yards adjacent to street																
N	Public	1 space marked for 0300 customers only	14	0	0	0	14	100%	14	100%	14	100%	14	100%	14	100%	Parking East of N in ditch, about 7 cars at a time																
O	Public	none	7	0	0	0	7	100%	7	100%	7	100%	7	100%	7	100%																	
P	Public	none	13	2	0	0	13	100%	13	100%	13	100%	13	100%	13	100%	Golf cart parked on hatch at 11am, good amount of golf cart on streets																
Q	Public	none	9	0	0	0	9	100%	9	100%	9	100%	9	100%	9	100%																	
R	Public	none	21	0	0	0	21	100%	21	100%	21	100%	21	100%	21	100%																	
23	Private		26	3	0	0	23	88%	9	35%	11	42%	10	38%	13	51%	S1 - ADA empty																
24	Private	Private	4	0	0	0	4	100%	0	0%	0	0%	0	0%	1	25%	S1 - ADA empty																
25	Private	Open	6	1	0	0	5	83%	1	17%	1	17%	1	17%	2	33%	S1 - ADA empty																
26	Private		3	1	0	0	2	67%	2	67%	2	67%	2	67%	2	67%	S2 - ADA empty																
27	Private		0	2	0	0	0	None	0	None	0	None	0	None	0	None	Roped off																
28	Private	Open	8	1	0	0	7	88%	1	13%	1	13%	1	13%	3	38%																	
29	Private	Open	26	1	0	0	25	96%	25	96%	26	100%	26	100%	26	100%	S1 - ADA empty 03/54 - Overfilled with car blocking other 2																
30	Public		63	3	0	0	60	95%	7	11%	14	22%	27	43%	27	43%	S1 - ADA empty																
31	Private		61	5	0	0	56	92%	8	13%	17	28%	29	48%	28	46%	S1 - ADA empty 36-4 ADA (S6)																
32	Private		49	2	0	0	47	96%	24	49%	13	27%	25	51%	27	56%	S1 - ADA empty, S2 - car parked in grass and street parked (did not count car parked in grass)																
33	Private	36 transpasing	61	1	0	0	60	98%	3	5%	4	7%	10	16%	19	32%	S1 - ADA empty																
34	Private	open	5	1	0	0	4	80%	2	40%	5	100%	2	40%	3	60%	S1 ADA empty, S2 cars parked in driveway (photo taken), S3 - 1 car parked on grass																
35	Private	customers only	13	0	0	0	13	100%	1	8%	2	15%	2	15%	5	35%																	
36	Private		28	2	0	0	26	93%	5	18%	7	25%	7	25%	11	40%	S1 - ADA Empty																
37	Public	64 for patrons only	102	6	0	4	96	94%	70	69%	48	47%	33	32%	42	41%	S1 - ADA empty, S2 - 2 ADA, S4 - 3 ADA																
S	Public		11	0	0	0	11	100%	9	82%	8	73%	8	73%	9	62%	S2 - Car parked in grass - not a space (look picture), S3 - Some car in grass, S4 - Some car in grass																
T	Public		5	0	0	0	5	100%	3	60%	3	60%	4	80%	4	75%																	

Englewood CRA Parking Study - Inventory and Data Collection

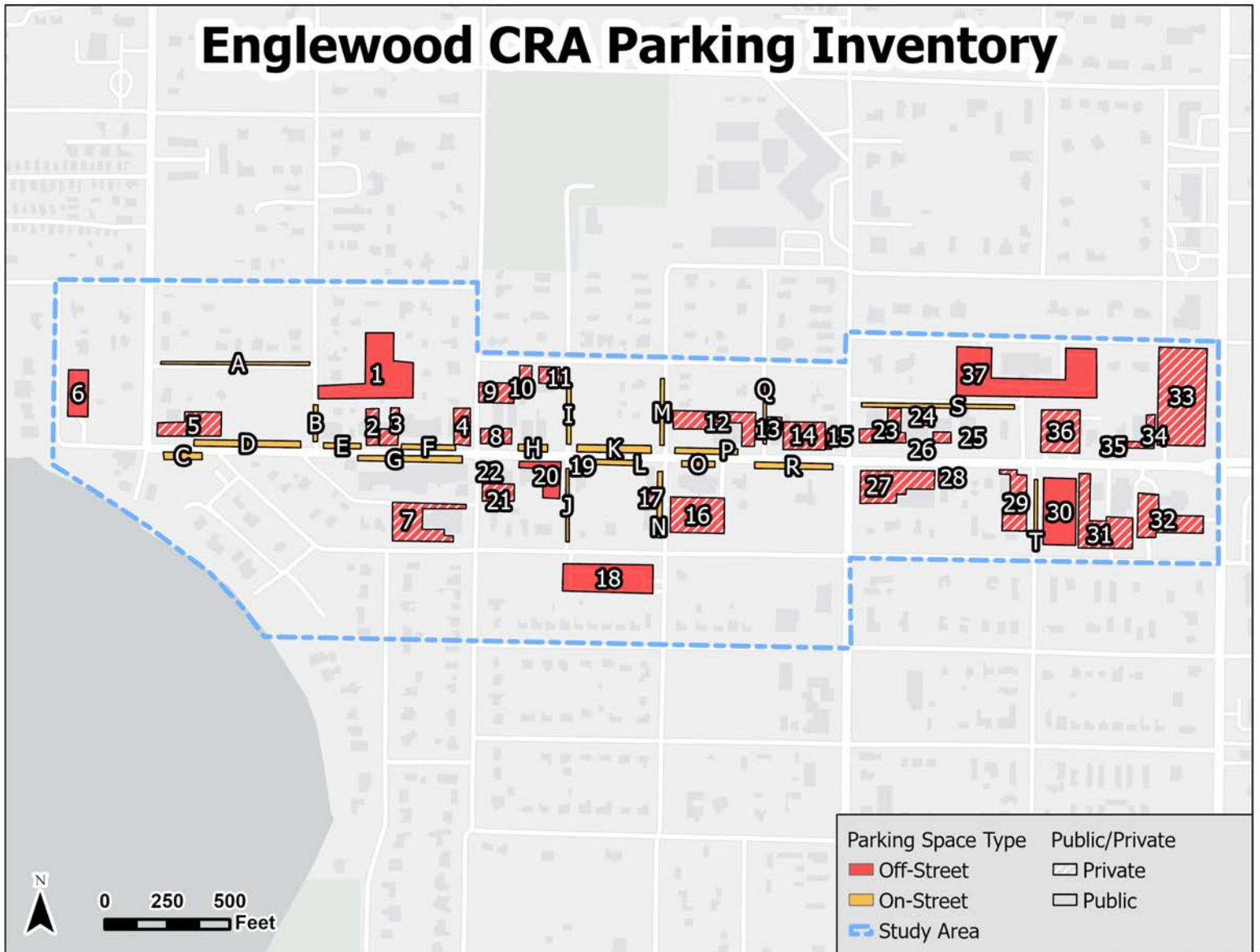
Parking Area	Public/Private	Restrictions	Total Spaces	ADA	EV	Motorcycle/ Scooter	Weekend Daytime Peak: April 12, 2025 (9am - 1pm)								Average Occupied Spaces W/ENDLUNCH	Average Occupancy W/ENDLUNCH	General Observations / Notes
							Sweep 1 (Occupied Spaces) Time: 9am	Occupancy %1	Sweep 2 (Occupied Spaces) Time: 10am	Occupancy %2	Sweep 3 (Occupied Spaces) Time: 11am	Occupancy %3	Sweep 4 (Occupied Spaces) Time: 12pm	Occupancy %4			
1	Public	Cedar St Sarcos parking	56	4	0	0	5	9%	10	18%	10	18%	12	21%	9	17%	
2	Private	Blue Pineapple Bistro Parking only	11	0	0	0	5	45%	7	64%	5	45%	5	45%	6	50%	
3	Private	A Village Barbershop parking only	24	0	0	0	17	71%	21	88%	19	79%	14	58%	16	78%	
4	Private	Wino Loco Restaurant	15	0	0	0	2	13%	10	67%	9	60%	7	47%	7	47%	Golf cart parked in rpg space at 10 am sweep
5	Private	Dearborn Corner Market	8	1	0	0	5	63%	6	75%	5	63%	7	88%	6	75%	
6	Public	freedom pavilion	27	4	0	0	4	15%	5	19%	5	19%	5	19%	5	18%	
7	Private	cross point church	28	0	0	0	4	14%	5	18%	5	18%	8	29%	6	20%	
A	Public	residential driveways and mailboxes	14	0	0	0	1	7%	1	7%	1	7%	1	7%	1	7%	trash cans blocking some spaces. Mailbox access could be blocked by 7th partners in marked spots
B	Public		4	0	0	0	1	25%	1	25%	1	25%	1	25%	1	25%	
C	Public		8	1	0	0	1	13%	1	13%	1	13%	1	13%	1	13%	Buchan's Bayside being developed on adjacent lot. "waterfront community", never parked on all sweeps
D	Public		38	0	0	2	4	13%	8	27%	12	40%	13	43%	9	31%	
E	Public		10	0	0	2	6	60%	9	90%	10	100%	9	90%	9	90%	
F	Public	fully closed off for vendors	14	0	0	2	14	100%	13	93%	14	100%	10	71%	13	93%	
G	Public	1/2 closed off for vendors	27	1	0	0	24	89%	26	96%	26	96%	19	70%	24	89%	1 golf cart parked in full space at 10 am sweep
8	Private	Baryan Ct only. Tow away zone	16	0	0	0	5	31%	6	38%	6	38%	4	25%	5	31%	
9	Private	Baryan Ct only. Tow away zone	8	0	0	0	1	13%	1	13%	1	13%	1	13%	1	13%	RV parked
10	Private	employees and board parking only	10	0	0	0	3	30%	3	30%	3	30%	1	10%	3	30%	1 Trailer/Food Truck - parked permanently
11	Private	kid's cottage parking only	9	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
12	Private	parking for rowley's insurance only	40	3	0	0	4	9%	3	7%	3	7%	3	7%	3	7%	
13	Private	no signs but assumed sign for Ketter Williams	8	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Sign posted (see pic)
14	Private	10 today, typically vendors only	35	0	0	0	3	9%	3	9%	2	6%	1	3%	2	6%	
15	Private	not parking, loading zone	1	0	0	0	0	None	0	None	0	None	0	None	0	None	Market stands in loading (9am, 10am, 11, 12)
16	Private	fenced off construction zone	50	3	0	0	3	6%	3	6%	3	6%	4	8%	3	7%	Still fenced, 12 pm sweep - construction truck
17	Private	Employees parking only	6	0	0	0	3	50%	5	83%	5	83%	5	83%	5	83%	employee parking for Margo Bistro
18	Public	no overnight parking (longer - 4AM)	66	3	0	0	4	6%	5	8%	5	8%	5	8%	5	8%	
19	Private	For the vintage gallery	4	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Chained off w/ ballards
20	Public	no parking notice on Dearborn due to event	17	0	0	0	1	6%	1	6%	1	6%	2	12%	1	7%	
21	Private	Bokanno's restaurant parking only	25	0	0	0	1	4%	1	4%	2	8%	5	20%	2	9%	1 boat parked (permanently)
22	Private	gate closed, business parking only	5	1	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	Gate off
H	Public	none	7	0	0	0	1	14%	4	57%	1	14%	3	43%	2	32%	
I	Public	none	3	0	0	0	0	0%	0	0%	2	67%	0	0%	1	33%	truck with trailer taking 2 spaces at 11 am sweep
J	Public	none	10	0	0	0	1	10%	2	20%	1	10%	1	10%	1	10%	
K	Public	none	17	1	0	0	7	41%	4	24%	5	29%	13	76%	7	43%	
L	Public	none	12	1	0	0	5	42%	4	33%	3	25%	5	42%	4	33%	
M	Public	none	8	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
N	Public	1 space marked for Oltan customers only	14	0	0	0	9	64%	10	71%	9	64%	9	64%	9	64%	
O	Public	none	7	0	0	0	0	0%	2	29%	2	29%	3	43%	2	25%	
P	Public	none	13	2	0	0	4	31%	6	46%	6	46%	8	62%	6	46%	
Q	Public	none	9	0	0	0	6	67%	0	0%	0	0%	0	0%	2	22%	Sweep 1 - truck/trailer taking up 2 spaces
R	Public	none	21	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
23	Private	none	26	3	0	0	4	15%	5	19%	4	15%	3	12%	4	15%	At 12 random truck parked in no spot (see pic)
24	Private	Private	4	0	0	0	0	0%	2	50%	2	50%	2	50%	2	50%	Gate off/Closed at 9 am (see pic) Notified 7 spots?
25	Private	Open	6	1	0	0	1	17%	1	17%	1	17%	1	17%	1	17%	
26	Private	Open	3	1	0	0	1	33%	1	33%	1	33%	1	33%	1	33%	
27	Private	Open	0	2	0	0	0	None	0	None	0	None	0	None	0	None	Forced off with construction tape
28	Private	Open	8	1	0	0	1	13%	1	13%	1	13%	1	13%	1	13%	front spaces say golf cart/bike parking only
29	Private	Open	26	1	0	0	22	85%	21	81%	19	73%	15	58%	19	73%	Double row of parking (see pic) Staff + 8
30	Public	none	63	3	0	0	7	11%	12	19%	7	11%	9	14%	9	14%	
31	Private	none	61	5	0	0	7	11%	7	11%	12	20%	21	34%	12	19%	cores blocking from Dearborn (9am) alley entrance
32	Private	none	49	2	0	0	2	4%	4	8%	6	12%	14	29%	7	12%	At 11 am car parked in random spot
33	Private	No trespassing	61	1	0	0	1	2%	2	3%	4	7%	7	11%	4	6%	Noticed more than 1 ADA (4)
34	Private	open	5	1	0	0	1	20%	1	20%	2	40%	5	100%	3	60%	
35	Private	customers only	13	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
36	Private	none	28	2	0	0	2	7%	2	7%	2	7%	3	11%	2	8%	
37	Public	44 for patrons only	102	4	0	4	10	10%	21	21%	29	28%	29	28%	22	22%	
S	Public	none	11	0	0	0	0	0%	0	0%	0	0%	0	0%	0	0%	
T	Public	none	5	0	0	0	3	60%	3	60%	4	80%	1	20%	3	60%	at 11 am motorcycle using motor spot

Englewood CRA Parking Study - Inventory and Data Collection

INVENTORY										Weekend Evening Peak: April 12, 2025 (5pm - 8pm)									
Parking Area	Public or Private	Restrictions	Total Spaces	ADA	EV	Motorcycle / Scooter	Sweep 1 (Occupied Spaces) Time: 5pm	Occupancy S1	Sweep 2 (Occupied Spaces) Time: 6pm	Occupancy S2	Sweep 3 (Occupied Spaces) Time: 7pm	Occupancy S3	Average Occupied Spaces W/END/DINNER	Average Occupancy W/END/DINNER	General Observations / Notes				
1	Public	Cedar St Sarcos parking	56	4	0	0	2	4%	2	4%	2	4%	3	4%					
2	Private	Blue Pinesapple Bistro Parking only	11	0	0	0	0	0%	0	0%	0	0%	0	0%					
3	Private	A Village Barbershop parking only	24	0	0	0	0	0%	0	0%	0	0%	0	0%					
4	Private	Vino Loco Restaurant	15	0	0	0	5	33%	5	33%	12	80%	7	49%	S1 - 2 cars in unmarked spots, S2 - 2 unmarked cars, S3 - 1 unmarked car				
5	Private	Dearborn Corner Market	8	1	0	0	4	50%	3	38%	4	50%	4	46%					
6	Public	Freedom pavilion	27	4	0	0	2	7%	4	15%	3	11%	3	11%					
7	Private	cross point church	28	0	0	0	8	29%	5	18%	5	18%	6	21%	S2 - 1 car in unmarked spot				
A	Public	residential driveways and mailboxes	14	0	0	0	1	7%	1	7%	1	7%	1	7%					
B	Public		4	0	0	0	1	25%	1	25%	1	25%	1	25%					
C	Public		8	1	0	0	0	0%	0	0%	0	0%	0	0%					
D	Public		30	0	0	2	1	3%	1	3%	3	10%	2	6%	Motorcycle parking empty for all sweeps				
E	Public		10	0	0	2	2	20%	0	0%	2	20%	1	13%	Motorcycle parking empty for all sweeps				
F	Public	fully closed off for vendors	14	0	0	2	4	29%	13	93%	14	100%	10	74%					
G	Public	1/2 closed off for vendors	27	1	0	0	8	30%	8	30%	25	93%	14	51%					
8	Private	Banyan Ct only, low away zone	16	0	0	0	5	31%	13	81%	15	94%	11	69%	People parking here for Englewood's next door - live music				
9	Private	Banyan Ct only, low away zone	8	0	0	0	1	13%	1	13%	1	13%	1	13%	RV parked				
10	Private	employees and band parking only	10	0	0	0	10	100%	10	100%	10	100%	10	100%	15 Vehicles parked at 5pm sweep - like band tonight				
11	Private	kid's cottage parking only	9	0	0	0	5	56%	0	0%	0	0%	2	19%					
12	Private	parking for lawyer's insurance only	45	3	0	0	31	72%	3	7%	3	7%	13	29%					
13	Private	no signs but assumed priv for Kellie Williams	8	0	0	0	0	0%	0	0%	0	0%	0	0%					
14	Private	S5 today, typically vendors only	35	0	0	0	0	0%	0	0%	0	0%	0	0%					
15	Private	not parking, loading zone	1	0	0	0	0	None	0	None	0	None	0	None					
16	Private	fenced off construction zone	50	3	0	0	3	6%	3	6%	3	6%	3	6%	Chained, gated off - No cars parked, Construction Zone				
17	Private	Employee parking only	6	0	0	0	1	17%	0	0%	0	0%	0	0%					
18	Public	no overnight parking (midnight - 6AM)	66	3	0	0	3	5%	3	5%	3	5%	3	5%	No one parked here at any sweep				
19	Private	For the vintage gallery	4	0	0	0	0	0%	0	0%	0	0%	0	0%	Blocked off by bollards/chains				
20	Public	no parking notice on Dearborn due to event	17	0	0	0	10	59%	17	100%	17	100%	15	88%	People parking here for Englewood's next door - live music				
21	Private	Bobarino's restaurant parking only	25	0	0	0	7	28%	9	36%	10	40%	9	35%					
22	Private	gate closed, business parking only	5	1	0	0	0	0%	0	0%	0	0%	0	0%	Gated off				
H	Public	none	7	0	0	0	7	100%	7	100%	7	100%	7	100%	Englewoods on Dearborn is very busy - live music tonight - 1 car parked in hatched area on 5pm/7pm sweep				
I	Public	none	3	0	0	0	1	33%	3	100%	3	100%	2	78%					
J	Public	none	10	0	0	0	3	30%	4	40%	8	80%	5	50%					
K	Public	none	17	1	0	0	7	41%	14	82%	17	100%	13	75%					
L	Public	none	12	1	0	0	1	8%	9	75%	12	100%	7	58%					
M	Public	none	8	0	0	0	0	0%	0	0%	0	0%	0	0%					
N	Public	1 space marked for Dillard customers only	14	0	0	0	0	0%	0	0%	0	0%	0	0%	No one parked on Mangos - Seems Mango Bistro drivers parking here				
O	Public	none	7	0	0	0	0	0%	0	0%	0	0%	0	0%					
P	Public	none	13	2	0	0	2	15%	3	23%	2	15%	2	18%					
Q	Public	none	9	0	0	0	0	0%	0	0%	0	0%	0	0%					
R	Public	none	21	0	0	0	0	0%	0	0%	0	0%	0	0%					
23	Private		26	3	0	0	3	12%	3	12%	3	12%	3	12%					
24	Private	Private	4	0	0	0	0	0%	0	0%	0	0%	0	0%					
25	Private	Open	6	1	0	0	1	17%	1	17%	1	17%	1	17%					
26	Private		3	1	0	0	1	33%	1	33%	1	33%	1	33%					
27	Private		0	2	0	0	0	None	0	None	0	None	0	None	Closed, Construction Zone				
28	Private	Open	8	1	0	0	1	13%	1	13%	1	13%	1	13%					
29	Private	Open	26	1	0	0	1	4%	1	4%	1	4%	1	4%					
30	Public		63	3	0	0	4	6%	6	10%	8	13%	6	10%					
31	Private		61	5	0	0	59	97%	60	98%	53	87%	57	94%					
32	Private		49	2	0	0	29	59%	36	73%	34	69%	31	63%					
33	Private	No trespassing	61	1	0	0	51	84%	55	90%	61	100%	56	92%	All full at 7pm plus using Lemon Bay Arcade area for overflow, about 10 cars in makeshift spots				
34	Private	open	5	1	0	0	2	40%	3	60%	2	40%	2	40%					
35	Private	customers only	13	0	0	0	0	0%	0	0%	0	0%	0	0%					
36	Private		28	2	0	0	2	7%	4	14%	12	43%	6	21%					
37	Public	44 for patrons only	302	6	0	4	10	10%	9	9%	13	13%	11	10%					
S	Public		11	0	0	0	0	0%	0	0%	1	9%	0	0%					
T	Public		5	0	0	0	0	0%	0	0%	0	0%	0	0%					

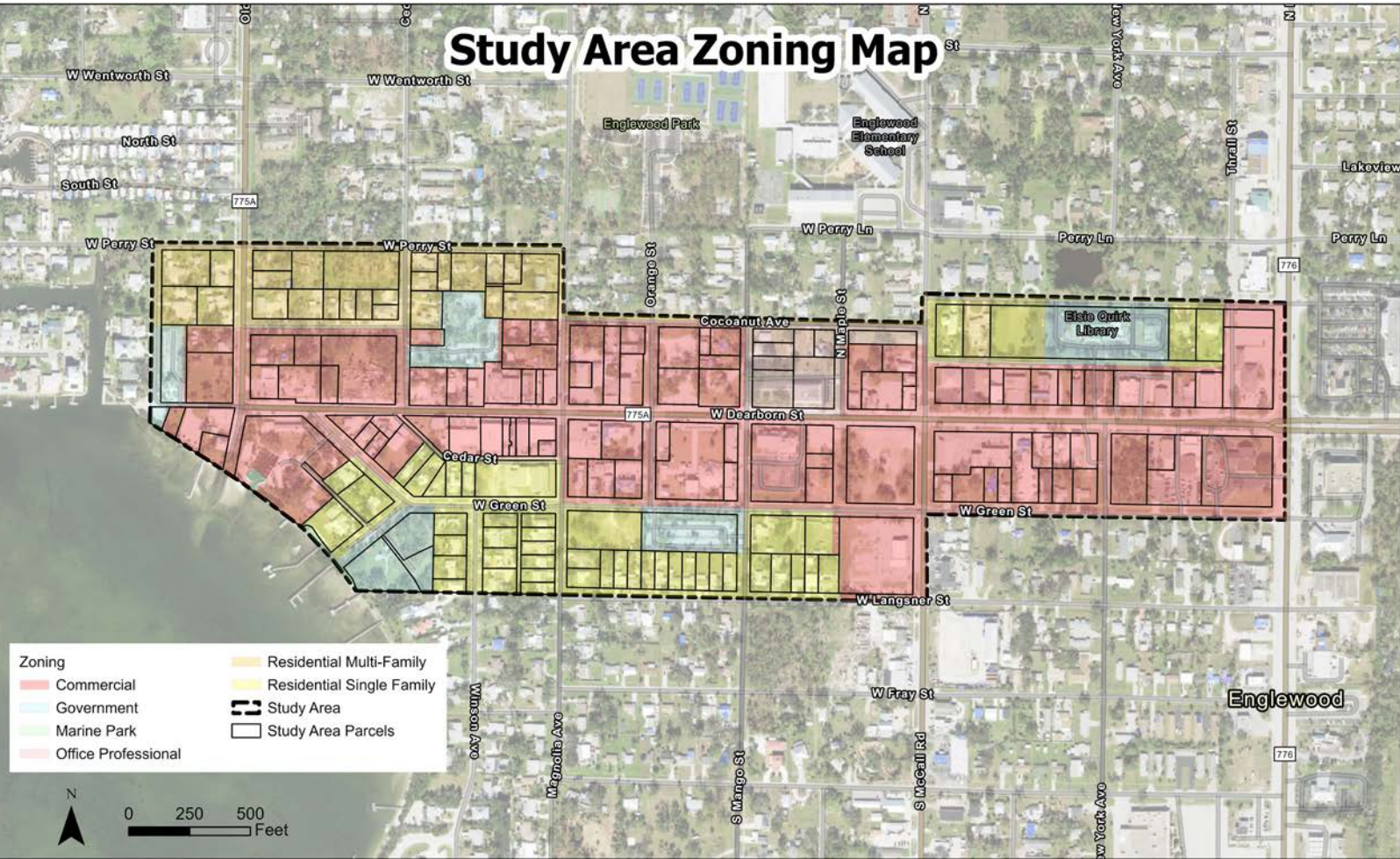
PARKING INVENTORY MAP

# Englewood CRA Parking Inventory



ZONING MAP

# Study Area Zoning Map



FUTURE LAND USE MAP

