



Metropolitan Planning Organization

Comprehensive Parking Study for Freight Transport in Miami-Dade County



Miami-Dade County

Metropolitan Planning Organization (MPO)

Prepared by:



September 30, 2010

**Miami-Dade County
Metropolitan Planning Organization**

General Planning Consultant (GPC) Services

**Comprehensive Parking Study
for Freight Transport in
Miami-Dade County**

**CONTRACT NO.: E08-MPO-01
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Prepared by

Marlin Engineering, Inc.

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EXECUTIVE SUMMARY

Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's intermodal terminal in Hialeah, generate significant truck traffic. The trucks service local and regional consumption markets, as well as customers located outside of the region and state. In addition, there is a dense network of warehouses and distribution centers in western Miami-Dade County that rely upon truck service.

The type of trucking operation directly impacts parking demand. Local delivery services transport relatively small quantities of goods to a variety of customers throughout the region. These drivers pick up their truck and trailer at a centralized terminal that provides its own overnight parking. However, local independent dray operators hauling containers back and forth between major hubs like the Port of Miami and a rail intermodal terminal or warehouse are generally responsible for their own overnight, local parking accommodations. Finally, long haul interstate drivers who transport loads into and out of the region require an overnight parking facility between loads that provides amenities such as showers and truck washing equipment. Often, due to a lack of these long haul truck parking facilities, drivers coordinate their deliveries within the urbanized area to end their trip along the Interstate and Turnpike rest areas and entrance/exit ramps, using them as substitute overnight parking facilities.

The parking demand and supply analyses conducted as a result of this study substantiates a severe truck parking shortage in Miami-Dade County. Results indicate that woefully inadequate truck parking supplies exists throughout the county. In total, Miami-Dade County currently provides only 293 truck parking spaces for local, independent operators and long haul interstate drivers. However, it is estimated that the overall parking demand for these trucks exceeds 12,000 spaces, indicating that the current supply meets less than 3 percent of the demand.

To fully satisfy the estimated truck parking demand of 12,000 spaces in Miami-Dade County, an additional 1,177 acres of property would need to be identified, purchased, and developed as truck parking facilities. These properties would need to be located throughout the county. Ideally, long haul truck parking sites that provide amenities such as showers, food, and mechanical repair services would be larger parcels in excess of 10 acres located near highway interchanges. Local truck parking sites would be smaller, provide few amenities besides security, and would be strategically located throughout Miami-Dade County.

Included in the additional 1,177 acres needed are approximately 170 acres that were approved for commercial vehicle storage and parking pursuant to the adopted Ordinance No. 10-26 on April 28, 2010. The land use amendment and ordinance allow the parking and storage of commercial vehicles on properties larger than 20 acres, under single ownership, and located within an arc no more than 7,000 linear feet from the intersection of Okeechobee Road and the Homestead Extension of Florida's Turnpike (HEFT). While not currently constructed and, therefore, not part of the existing parking supply, these nine properties, if built as truck parking facilities, could potentially provide up to 1,700 truck parking spaces. These spaces would be suitable for local truck parking only since the ordinance does not allow for truck parking amenities.

Additional potential truck parking supply could also be realized from parcels that are legally zoned, or currently being used for truck parking but are not legally zoned, to allow truck parking. However, it is unlikely that all of the parcels owned by private entities would be developed as truck parking sites to provide this potential parking supply. Further, there are some parcels where trucks currently are parked

illegally. If these parcels were rezoned to permit truck parking, an additional potential supply could be gained to reduce the current parking shortfall.

Given the severity of the existing truck parking shortage, a cooperative effort between public agencies and private land owners to facilitate the development of additional truck parking is recommended. As part of a strategic Truck Parking Plan, privately owned, vacant property should be identified and land owners engaged to foment private interest in creating truck parking lot businesses that charge a nominal fee for parking. Similarly, publicly-owned lands should be identified whose location, size, or combination hereof satisfies the truck parking lot criteria identified in this report. As part of this plan, an economic assessment of the cost to acquire, develop, and operate a truck parking lot should be included that differentiates between local truck and a long haul truck parking facilities.

Additionally, this plan should include analysis of the financial model, i.e. renting, leasing, or owning a parking space, best suited to the truck parking business in Miami-Dade County. The potential fees needed to successfully operate such a business should be evaluated and compared against current parking rates in Miami-Dade County. This will assist in determining the viability of private sector entrepreneurs providing truck parking in Miami-Dade County.

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1. Overview and Background

Truck parking has become a unique problem facing not only commercial vehicle drivers, but also the drivers of noncommercial vehicles on our roadways. It is a quality of life issue within our communities and a safety issue with trucks parking in non-designated areas. Suitable truck parking involves a number of environmental and business implications, including excess noise and air quality concerns due to idling, resulting in the need for amenities for the parked truck driver such as electrical hookups and restrooms. Meanwhile, competitive businesses have increased the need for just-in-time deliveries and the ability of parked vehicles to be close to origin and destination points in order to feed manufacturing and distribution processes. The need for truck parking is also intensified by delivery time restrictions in a number of communities, which result in small windows of opportunity for making deliveries. Without nearby truck parking facilities, these restrictions often force commercial vehicle drivers to be on the road during the most congested peak periods, adding to the region's roadway congestion, as well as safety issues since these designated delivery times often coincide with the hours of activity for school zones.

Federal and state hours-of-service regulations limit the number of hours that drivers can operate their commercial vehicles, in order to ensure that they are sufficiently rested to drive their vehicles safely. Interstate commercial drivers are subject to the Federal hours-of-service regulations (49 CFR Part 395) that are administered by the Federal Motor Carrier Safety Administration (FMCSA). Drivers involved solely in the movement of intrastate commerce are subject to the hours-of-service regulations enacted by their state. Florida has not adopted the Federal hours-of-service regulations; however, changes to Florida Statute 316.302 in 2006 brought Florida's regulations more in line with the Federal regulations.¹ The current Federal hours-of-service regulations for drivers transporting freight are as follows:

- **Eleven-Hour Driving Limit** – May drive a maximum of 11 hours after 10 consecutive hours off duty.
- **Fourteen-Hour Limit** – May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.
- **Sixty/Seventy-Hour On-Duty Limit** – May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.
- **Sleeper Berth Provision** – Drivers using the sleeper berth provision must take at least eight consecutive hours in the sleeper berth, plus a separate two consecutive hours either in the sleeper berth, off duty, or any combination of the two.²

Hours-of-service regulations for drivers transporting passengers are slightly different but follow the same structure.

When available, most commercial drivers park in safe and legal parking facilities that are operated by public agencies or private vendors, in order to take their mandated rest breaks. While some drivers choose to park illegally even when safe and legal facilities are available, quite frequently illegal truck

¹ Florida Intrastate Hours of Service requirements are provided at the following web site: http://www.dot.state.fl.us/mcco/information/hos_rules.shtm.

² Federal Motor Carrier Safety Administration, Hours of Service web site: <http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm>.

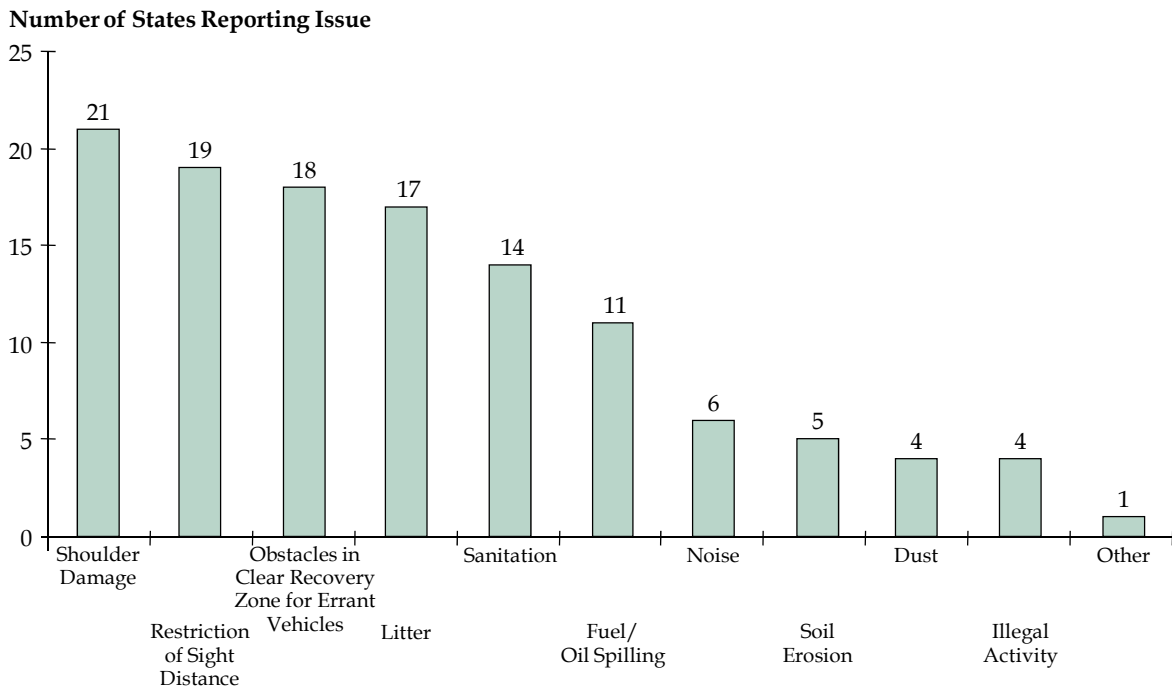
parking is due to factors affecting a driver who does in fact wish to park legally. Drivers with a desire to park legally who cannot find a parking facility, cannot reach a facility within their legal hours of service, or cannot find an available parking spot at a facility, are often seen parked on entry/exit ramps or on the shoulder of roadways. This type of illegal parking is dangerous for the drivers, as well as the rest of the driving public.

Figure 1 summarizes the problems most commonly cited as being associated with unauthorized parking of commercial vehicles by 24 states responding to a research survey performed by the National Cooperative Highway Research Program (NCHRP).³ The most commonly cited issues were:

- Shoulder damage;
- Restriction of sight distance; and
- Obstacles in clear recovery zone for errant vehicles.

Figure 1

Problems Observed Due to Unauthorized Parking of Commercial Vehicles



³ National Cooperative Highway Research Program, Synthesis 317, *Dealing with Truck Parking Demands: A Synthesis of Highway Practice*, 2003, page 14.

Truck parking throughout the U.S. varies by geographic region and by the level of truck activity. For example, major Interstate corridors connecting major markets tend to have large truck stops. These truck stops provide a variety of amenities, including:

- Driver services (fuel, parking, food, stores, showers, communications);
- Vehicle services (scales, tires, repairs, towing, wash); and
- Financial services (ATM, money orders, credit cards).

The business models also vary; some charge for parking, while others provide free parking and make money via the other available services. Other truck types of truck parking facilities include smaller pull-offs on state highways and truck parking lots located in urbanized areas.

Overview of Truck Parking in Miami-Dade County

The Federal and State hours-of-service requirements are a driving force behind the need for truck parking facilities in Miami-Dade County. They require drivers to park after reaching the defined number of hours; this often limits a driver's ability to search for the best parking opportunity. In addition, South Florida has a limited truck parking supply. Freight studies conducted by the Miami-Dade MPO, Broward MPO and Palm Beach MPO have all indicated a shortage of truck parking and service facilities. While both public and private entities have explored possible solutions, the shortage still remains today.

Miami-Dade County, as a consuming region, relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's intermodal terminal in Hialeah, generate significant truck traffic. The trucks service local and regional consumption markets as well as hinterland customers located outside of the region and state. In addition, there is a dense network of warehouses and distribution centers in western Miami-Dade County that relies on truck service. Each of these load centers has defined hours of operation and delivery time requirements.

The type of trucking operation directly impacts the demand for parking. Local delivery services, like Cheney Brothers or Sysco, deliver less than truck load quantities to a variety of customers throughout the region on a daily basis. Drivers pick up their truck and trailer at a centralized terminal that provides its own overnight parking. Local independent dray operators hauling containers back and forth between major hubs like the Port of Miami and a rail intermodal terminal or warehouse work within the county or region and are responsible for their own overnight parking locations. In some cases, there may be opportunities to park at a customer's secure lot, but many times the drivers must park their tractors close to home. A third example consists of long haul interstate drivers that bring loads into and out of the region and need a parking facility for down time between loads. Today, many of these drivers attempt to time their deliveries and pickups so that they can get in and out of the urbanized area on the same day and use the Interstate and Turnpike rest areas and on/off ramps as overnight parking facilities.

Although the growth of freight traffic has been stagnant due primarily to the recent recession, and Florida's overall population has contracted, long term trends still show growth in population, employment, and consumption. Furthermore, there are shifts in global trade that are anticipated to reshape trade patterns and provide new or enhanced opportunities for growth in freight traffic in South Florida. In response to anticipated demand, the Port of Miami is moving forward with a new tunnel that

will provide direct Interstate access for trucks; and it is aggressively pursuing a deepening project to dredge the harbor to 50-feet so it can compete for and accommodate the new generation of containerships. Success will result in an increase in dray and interstate truck movements, further increasing the need for truck parking and service facilities. As the region prepares for these future opportunities, now is the right time to begin developing solutions to the truck parking shortage.

Objective of Study

The overall purpose of the *Comprehensive Parking Study for Freight Transport in Miami-Dade County* was to estimate the demand for truck parking in Miami-Dade County and develop recommendations for the implementation of a truck parking program. This included an evaluation of available, legal sites within the County. General locations best suited to satisfy the parking demand generated by long haul, interstate trucks and local truck operators were macroscopically analyzed based on physical and legal requirements. Also, the development of a plan for public and privately owned and operated truck parking sites that charge a fee for parking was discussed.

In addition, the study was designed to support the Miami-Dade County Department of Planning and Zoning, specifically, with regard to Resolution No. R-53-10. Through Resolution No. R-53-10, the Board of County Commissioners directed “the Mayor or his designee through the Department of Planning and Zoning to prepare a study analyzing appropriate parcels for tractor-trailer parking”. Specifically, the Board of County Commissioners requested the preparation of a study that:

- Identified parcels of property which would be suitable for tractor-trailer parking;
- Considered the economic feasibility of tractor-trailer parking for parcels identified;
- Ensured identified parcels can be buffered from less intensive land uses; and
- Ensured identified parcels are located near major transportation corridors.

In order to achieve the purpose of the study, a detailed methodology was developed. **Table 1** describes how each of the elements defined in R-53-10 were addressed and included in the overall study.

Table 1
Summary of Methodology Used for R-53-10
Comprehensive Parking Study for Freight Transport in Miami-Dade County

R-53-10 Evaluation Factors	Approach
Identify parcels of property which would be suitable for tractor-trailer parking	Identify land use and zoning categories that allow for truck parking in unincorporated Miami-Dade County
	Obtain land use and zoning data from Miami-Dade County
	Define parcel size requirements for local and long haul parking facilities
	Apply zoning, land use, and size criteria to all county parcels
	Identify land use and zoning categories that allow for truck parking in incorporated Miami-Dade County for select
	Apply municipality-specific criteria to incorporated parcels
	Conduct limited site visits throughout County
	Document potential parcels
Ensure identified parcels are located near major transportation corridors	Create one-mile buffer around all freeway interchanges and US 27 using ESRI ArcGIS
	Apply buffers to potential sites
	Document parcels that fall within the defined buffer zones
Ensure identified parcels can be buffered from less intensive land uses	Identify land use and zoning categories for lands adjacent to parcels identified as legally acceptable
	Document sites buffered appropriately
Consider the economic feasibility of tractor-trailer parking for parcels identified	Identify and review range of truck parking business models
	Calculate truck parking capacity at each site
	Apply to selected sites and document

2. Supply of Truck Parking Facilities in Miami-Dade County

Currently, there are multiple locations throughout Miami-Dade County where trucks park legally and illegally, and there are other sites that are suitable for the development of legal truck parking facilities. These sites tend to be surface parking lots, many of which are unpaved, located in the western part of the County within the Urban Development Boundary (UDB). These parking facilities do not offer the types of amenities that are present at commercial truck stops or parking facilities throughout the U.S., but they are serving a viable commercial market within the County. The following photographs depict several truck parking sites observed in western Miami-Dade County within the UDB.



Legal requirements for truck parking facilities in Miami-Dade County currently include the following:

- Sites must be located within the UDB; and
- Sites must have Industrial and Office or Business and Office land use designation on the Adopted 2015 and 2025 Land Use Plan map; and

- For Unincorporated Areas of Miami-Dade County - Sites must be zoned as IU-1, IU-2, IU-3, or BU-3; and
- For Incorporated Areas of Miami-Dade County - Sites are regulated by local land development codes, which are briefly summarized in **Table 2**.

In addition to the legal requirements, site characteristics must be considered. A sampling of truck parking facilities was reviewed outside of South Florida. Although there are no standardized design requirements for the development of truck parking facilities, it was determined that at least two acres are preferred for a basic truck parking facility (a local facility designed to provide secure parking for local truck drivers), and 10 or more acres are preferable for a large, full service truck facility (a truck stop-type site). Size ultimately is dependent on the market analysis for a given location. The truck parking supply of these sites, based on the existing truck parking facilities reviewed as part of the literature search, equates to 10 trucks per acre. This results in truck parking facilities that can accommodate a minimum of 20 tractor-trailers (given a 2-acre site) to more than 100 (given sites in excess of 10 acres). These preferred size characteristics have been combined with the land use and zoning requirements in Miami-Dade County to identify vacant property that could potentially be used for truck parking facilities.

Based upon a review of the available sites (pursuant to County requirements), key municipalities were contacted for information relating to legal truck parking requirements. These communities include Hialeah, Hialeah Gardens, Medley, Doral, Homestead, and Florida City. **Table 2** summarizes the requirements for these communities.

Based upon the local and county requirements and the typical industry practices relating to facility size, possible sites were identified within Miami-Dade County. **Figure 2** and the companion inset figures, **Figures 2A, 2B, and 2C**, present potential sites in unincorporated and incorporated Miami-Dade County within the UDB. The maps differentiate between sites with 2 to 10 acres, and greater than 10 acres in size. As summarized in **Appendix A⁴**, **Tables A-1 and A-2** provide a comprehensive listing of the sites at the parcel level in unincorporated and incorporated Miami-Dade County. Those sites are further differentiated if they are within one mile of all highway interchanges.

Not all of the identified sites may be ideal for the development of truck parking facilities; further screening is still required to evaluate in more detail key considerations, such as adjacent land use, access to markets, level of demand, existing owner-defined plans for the property, and municipality permitting requirements. However, there are potential lands available that meet the necessary criteria within the UDB in both unincorporated and incorporated Miami-Dade County.

Identify parcels of property which would be suitable for tractor-trailer parking

- There are multiple sites available within the UDB with the correct land use and zoning designations today. This includes sites currently permitted for truck parking and storage, as well as vacant sites eligible for permitting.

⁴ Parcel data was provided by Miami-Dade County Department of Planning and Zoning.

- There are 34 vacant parcels representing over 212 acres in unincorporated Miami-Dade County that are *Industrial and Office* (IU-1, IU-2, IU-3) or *Business and Office* (BU-3), as summarized in **Table A-1 in Appendix A**.
- There are 90 vacant parcels representing over 628 acres in incorporated Miami-Dade County that have been determined to be eligible, as summarized in **Table A-2 in Appendix A**.
- Available sites range in size, with many meeting the average size requirements of established truck parking facilities reviewed as part of this research (less than 2 acres, between 2 acres and 10 acres, and more than 10 acres). There are multiple sites in excess of 20 acres as well.
 - There are 34 eligible vacant parcels representing over 212 acres in unincorporated Miami-Dade County that are greater than 2 acres. Of these, 4 are greater than 10 acres, representing over 79 acres (see **Table A-1 in Appendix A**).
 - There are 90 eligible vacant parcels representing over 628 acres in incorporated Miami-Dade County that are greater than 2 acres. Of these, 19 are greater than 10 acres, representing over 297 acres (see **Table A-2 in Appendix A**).

Ensure identified parcels are located near major transportation corridors

- The greatest density of sites identified are located in the western part of Miami-Dade County's UDB near established mining, industrial, distribution (MSA's 3.1 and 3.2), and agricultural (southwest) hubs. They are also near key regional and state highways, such as I-75, Florida's Turnpike, SR 836, SR 826, and US 27. Analysis was completed to identify those eligible sites that are within one mile of a freeway interchange and US 27, which is an additional Strategic Intermodal System corridor maintained by FDOT.
 - There are 18 eligible vacant parcels representing over 136 acres in unincorporated Miami-Dade County that are within one mile of highway interchanges (see **Table A-1 in Appendix A**).
 - There are 66 eligible vacant parcels representing over 435 acres in incorporated Miami-Dade County that are within one mile of highway interchanges (see **Table A-2 in Appendix A**).

Ensure identified parcels can be buffered from less intensive land uses

- Sites are generally in undeveloped areas, and therefore, compatible with surrounding uses. In the densest areas of potential or existing sites, adjacent properties appear to be of similar character, which minimizes conflicts. This is consistent with current zoning designations whose intended effect is to protect adjacent uses. Many of the sites are close to major transportation corridors, mining and industrial operations, and major transportation hubs (e.g., FEC's Hialeah Yard, Miami International Airport, and major warehouse and distribution centers).

Consider the economic feasibility of tractor-trailer parking for parcels identified

- The available sites match the basic size characteristics that have been effectively used in other areas to develop successful truck parking facilities.
- Currently, there are many business models, including those based on type of markets served and public versus private ownership. There are truck parking facilities that exist in Miami-Dade County today that are for-profit.
- Proper permitting and enforcement activities throughout Miami-Dade County would likely support development of new facilities.
- In addition, new developments in international trade patterns may generate additional truck traffic in South Florida (e.g., the widening of the Panama Canal may result in an increase of trade through South Florida), and change the way Florida participates in domestic distribution activities.

A copy of the *Comprehensive Parking Study for Freight Transport in Miami-Dade County Preliminary Findings in Regards to Resolution No. R-53-10, aka The White Paper*, is included in **Appendix B**. This technical memorandum presented the work completed to date on this study as it related to the Resolution No. R-53-10 request from the Board of County Commissioners.

Pursuant to the adopted Ordinance No. 10-26 on April 28, 2010, the Board of County Commissioners approved for commercial vehicle storage and parking approximately 170 acres. The land use amendment and ordinance allow the parking and storage of commercial vehicles on properties larger than 20 acres, under single ownership, and located within an arc no more than 7,000 linear feet from the intersection of Okeechobee Road and the Homestead Extension of Florida's Turnpike (HEFT).

Table 2
Legal Truck Parking Requirements for Incorporated Miami-Dade County By Municipality
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Municipality	Legal to park	Zoning District/Land Use	Qualifiers
Hialeah Gardens	No	Mixed Use Entertainment (MU-E)	
		Neighborhood Business (B-1)	
		General Business (B-2)	
	Yes	Light Industrial (IN-1)	
		Heavy Industrial (IN-2)	
		Commercial Business (B-3)	Only within an enclosed building or an area enclosed by a CBS wall
No	Controlled Industrial (IN-C)	Probably during office hours	
Hialeah	No	Agricultural (A)	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
	Yes	Industrial (M-1)	
Doral	Yes	Industrial Commercial (IC)	Garages storage mechanical, including trucks, buses, heavy equipment
		Industrial (I)	Garages storage mechanical, including trucks, buses, heavy equipment
	No	General Use (GU)	Application for a change of zoning is possible
	No	Corridor Commercial (CC)	
		Traditional Neighborhood Development	
		Downtown Mixed Use (DMU)	
		Community mixed Use (CMU)	
Medley	Yes	Industrial District (M-1)	Commercial parking lots allowed
	No	One-family District (R-1)	
		Industrial District (M-3)	
Homestead	No	General Use (G)	Zoning is subject to change upon annexation of the property
		Agricultural (AU)	
		Multiple Apartments (R-3)	
		Planned Unit Developments (PUD)	
		Retail Commercial Business (B-1)	
		Townhouses (R-TH)	
		Planned Urban Neighborhood (PUN)	
	Yes	Liberal Business (B-3)	Truck storage only within an enclosed building or an area enclosed by a CBS wall
No	Retail Commercial Business (B-2)	Commercial parking lots	
Cutler Bay	No	Vacant Unprotected	
Florida City	No	Agricultural--Cropland-III (53)	
		Agricultural--Improved(50)	
		Commercial--Mall-small (16)	
		Commercial--Vacant(10)	
		Agricultural--Ornamental (69)	
		Industrial--Vacant (40)	

Figure 2

Sites Eligible for Truck Parking in Miami-Dade County
 Incorporated and Unincorporated (2 to 10 Acres and 10+ Acres)

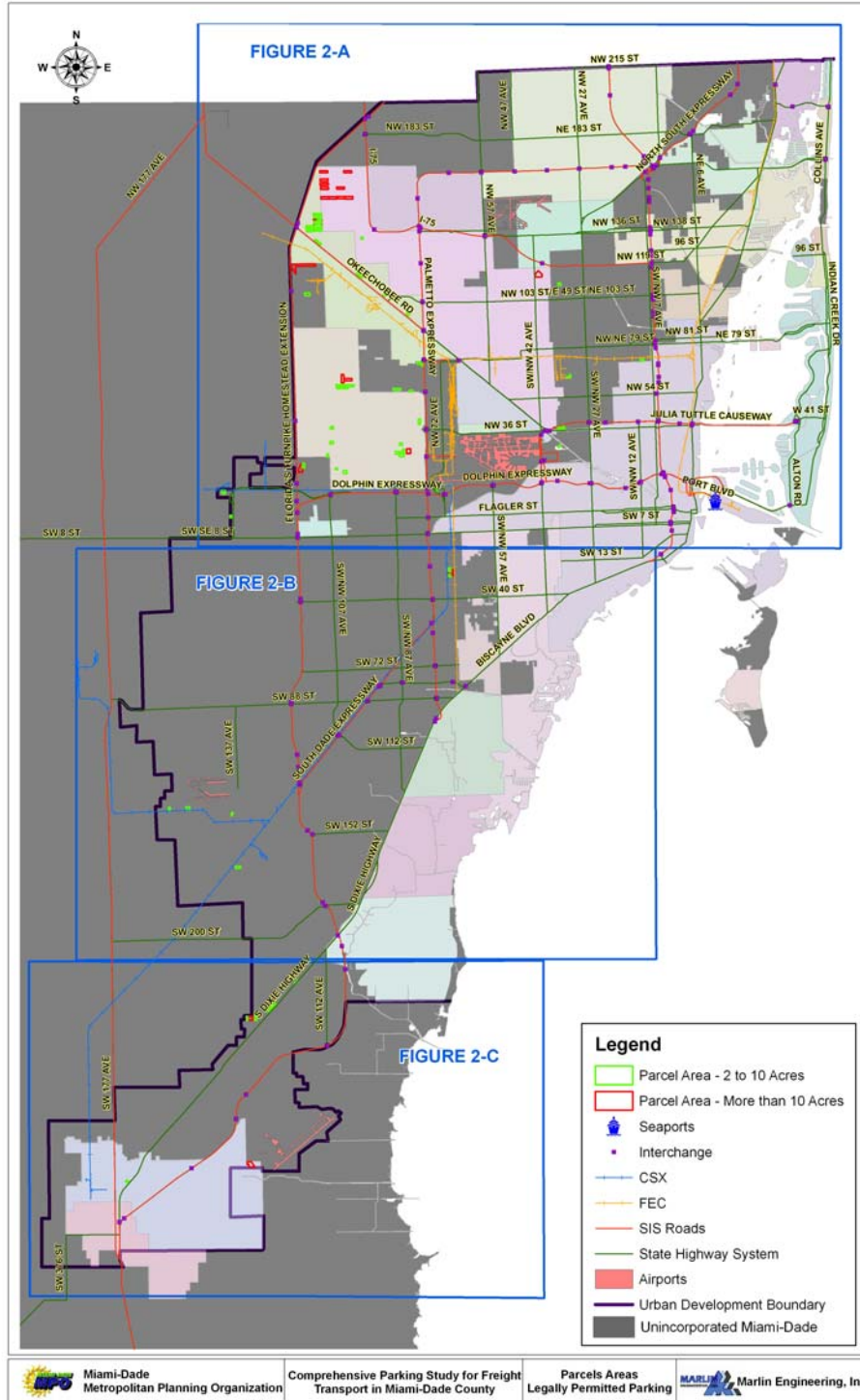
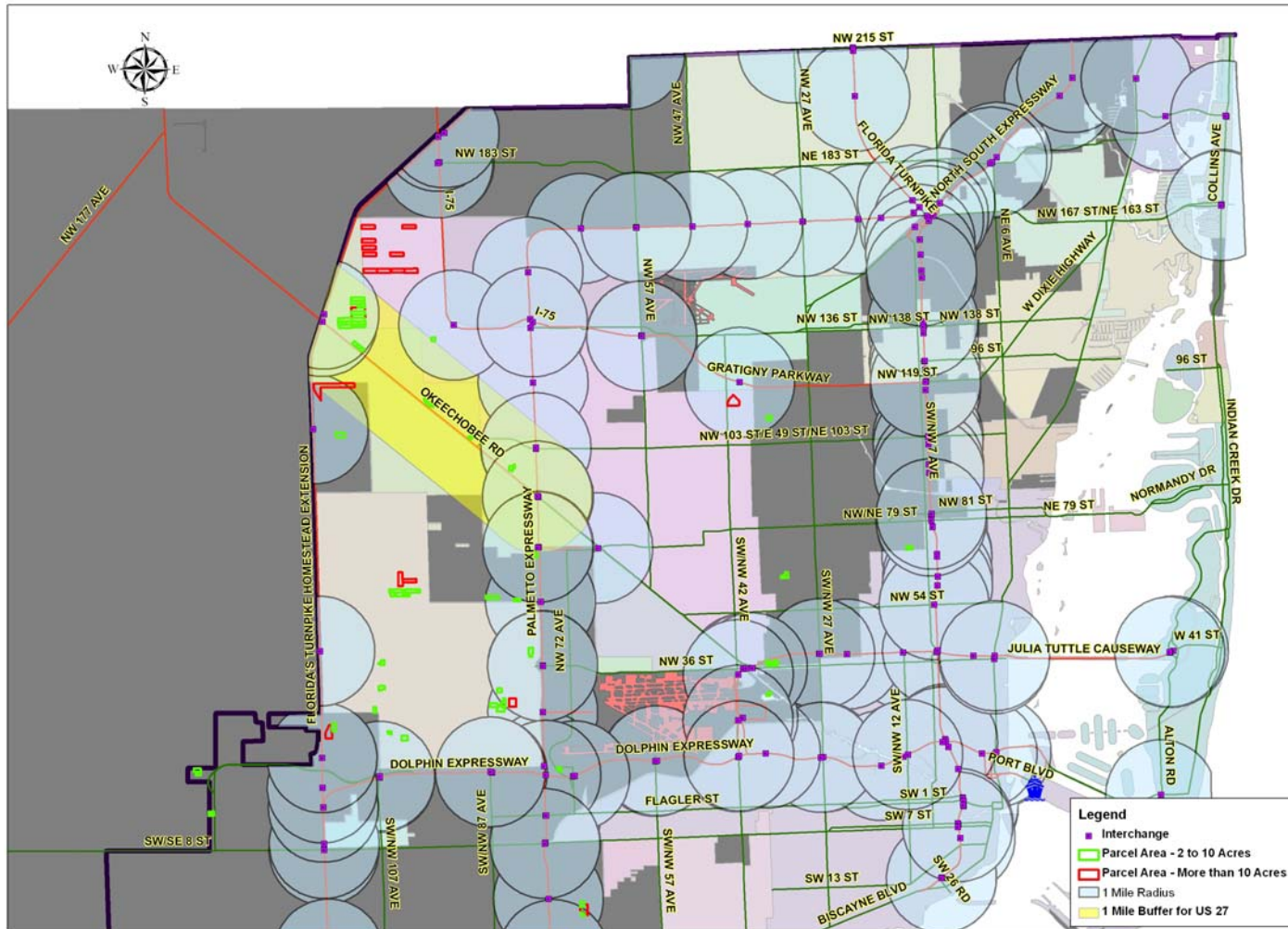


Figure 2A

**Sites Eligible for Truck Parking
Northern Miami-Dade County (2 to 10 Acres and 10+ Acres)**



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Parcels Areas
Legally Permitted Parking

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Figure
2 - A

Figure 2B

Sites Eligible for Truck Parking
 Central Miami-Dade County (2 to 10 Acres and 10 + Acres)

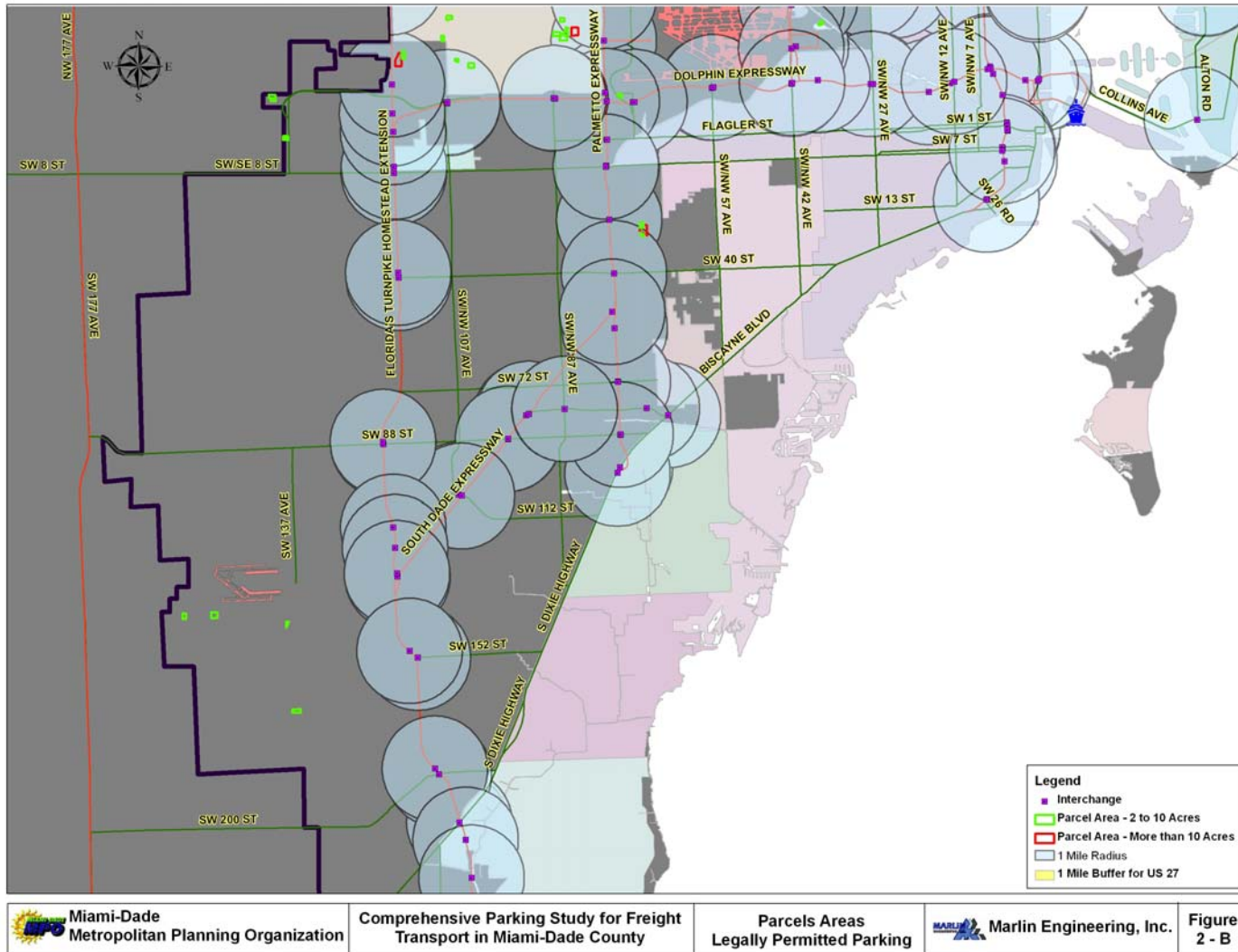
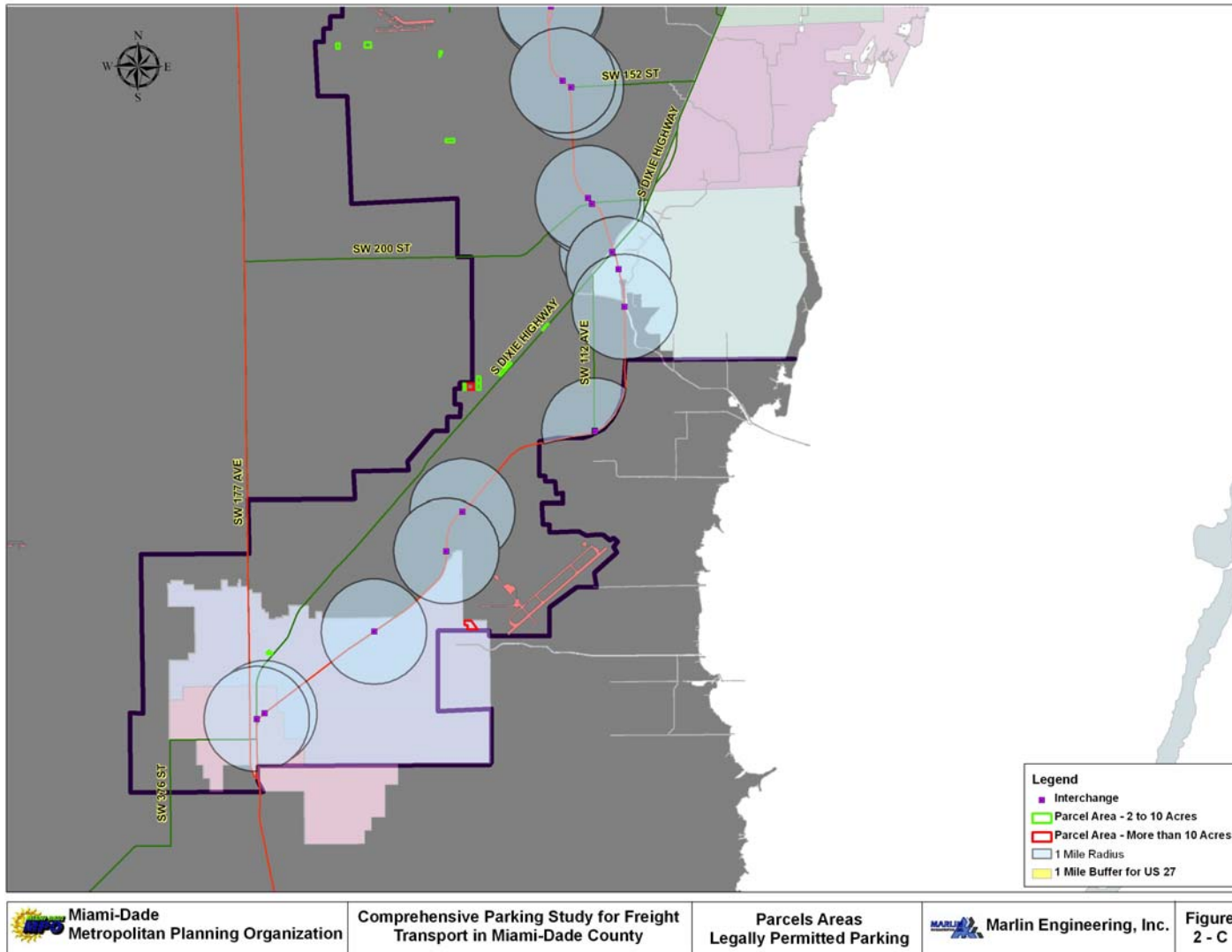


Figure 2C

Sites Eligible for Truck Parking
 Southern Miami-Dade County (2 to 10 Acres and 10 + Acres)



Existing Truck Parking Supply

The existing truck parking supply in Miami-Dade County is generally scattered throughout the county. In an effort to assess the geographic distribution of parking, the county was divided into six subregions. This assists in locating where the parking supply is within the county and allows for specific targeting of parking supply deficits and surpluses. These six subregions, depicted in **Figure 3**, define the North-East, North-West, Central-East, Central-West, South-East, and South-West areas of the county. The limits of these areas were based on geographic location to provide a clear boundary between the more heavily developed eastern regions of the county and the less dense western areas. In addition, northern, central, and southern regions were defined that are relatively similar in size and follow delineating roadways, such as SW 8th Street.

An inventory of legal, existing truck parking spaces within Miami-Dade County was performed. This effort focused upon long haul truck parking spaces, such as a truck rest stop. At these locations, amenities, such as showers and truck washing facilities are typically offered. Confirmed through information obtained from the Florida Trucking Association and subsequent telephone interviews of truck rest stop plazas, long haul truck parking includes sites near SR 826 and Okeechobee Road, SW 8 Street and SW 177 Avenue, SR 826 and NW 25 Avenue, SW 177 Avenue and SW 200 Street, and Golden Glades Interchange. Local truck parking spaces that are legal were also inventoried for each subregion. The existing parking supply for each subregion within Miami-Dade County is provided in **Table 3**.

For specifically defined truck parking facilities where amenities are offered consistent with long haul truck stops, such as showers and truck washing facilities, only three of the six subregions had any current truck parking supply. These facilities exist in the North-West region, the North-East region, and the Central-West regions, and provide only 84 spaces, 84 spaces, and 85 spaces, respectively. Overall, as defined herein, there are only 253 legal, long haul truck parking spaces in Miami-Dade County.

Truck parking areas specifically designed for local intraregional movements and are legal are limited within Miami-Dade County. Only two subregions, the North-East and Central-West areas, have existing, legal parking facilities for local trucks. Based on our screening, it was determined that only 10 and 30 truck parking spaces, respectively, are available to directly accommodate local trucks. As summarized in **Table 3**, Miami-Dade County has a legal, existing truck parking supply total of only 293 spaces. These spaces are clustered in the North-West, North-East, and Central-West subregions of the county. Approximately 87 percent of the existing parking supply has facilities to accommodate long haul trucks.

Potential Truck Parking Supply

In addition to existing parking supplies, a review of potential vacant property was performed. During this review, potential sites were identified that conformed to certain size characteristics, as well as land use and zoning requirements permitting truck parking. Based upon a literature search of existing truck parking facilities, it was found that an average facility can accommodate up to 10 parked trucks per acre. Assuming that all vacant parcels that meet the minimum physical and legal requirements to allow truck parking, it was determined that the following acreages are viable for development of additional truck parking.

- 466 acres in the North-West subregion
- 46 acres in the North-East subregion
- 21 acres in the Central-West subregion

- 18 acres in the Central-East subregion
- 55 acres in the South-West subregion
- 0 acres in the South-East subregion

If all of the identified vacant parcels within Miami-Dade County were developed to provide surface parking lots for trucks, assuming 10 truck parking spaces per acre, a considerable amount of additional parking supply would be generated. As summarized in **Table 4**, this would result in approximately 6,065 additional truck parking spaces within the entire county. Of these, 4,663 truck parking spaces would be created within the North-West subregion alone, which represents nearly 77 percent of the potential truck parking supply from vacant parcels within the county. The remaining subregions have the potential to add between zero (South-East subregion) and 557 (South-West subregion) truck parking spaces to the overall existing truck parking supply. It should be reiterated that the above parking space values represent a maximum theoretical amount that is predicated on developing ALL of the parcels that allow truck parking per the legal and physical requirements as parking lots. It is unlikely that all of these parcels will be developed exclusively for truck parking.

Also of note are the approximately 170 acres that were approved for commercial vehicle storage and parking pursuant to the adopted Ordinance No. 10-26 on April 28, 2010. Located near the intersection of Okeechobee Road and the Homestead Extension of Florida's Turnpike (HEFT), these nine properties while not currently constructed and, therefore, not part of the existing parking supply, could potentially provide up to 1,700 additional truck parking spaces if built as truck parking facilities. These spaces would be suitable for local truck parking only since the ordinance does not allow for truck parking amenities.

A list of the vacant properties in unincorporated and incorporated areas of Miami-Dade County that meet the minimum physical and legal requirements is provided in **Table 5**.

Figure 3
Truck Parking Analysis Subregions

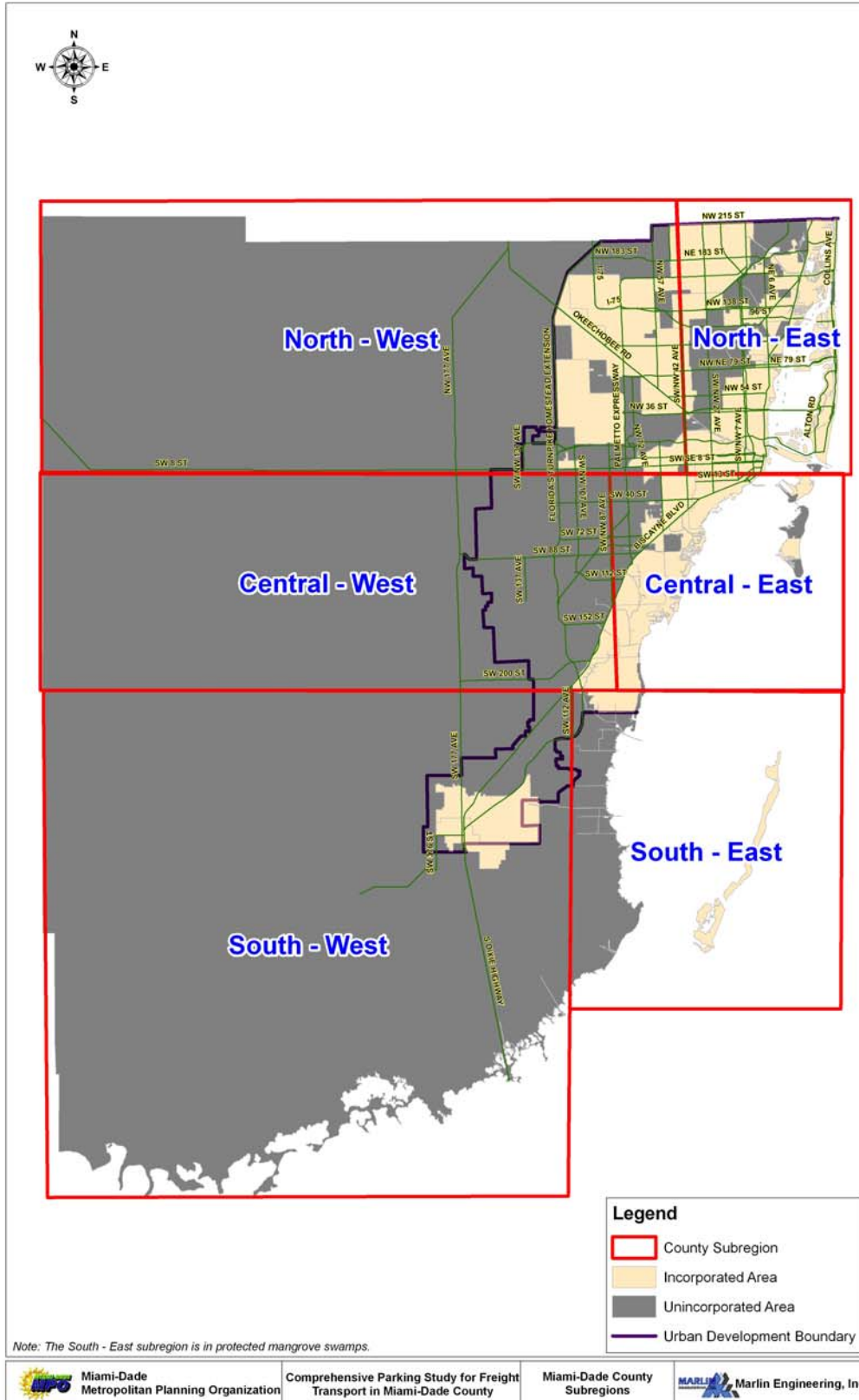


Table 3
Existing Truck Parking Supply in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Existing Number of Truck Parking Spaces (Supply)		
	Local	Long Haul	Total
North - West	0	84	84
North - East	10	84	94
Central - West	30	85	115
Central - East	0	0	0
South - West	0	0	0
South - East	0	0	0
Total	40	253	293

Table 4
Potential¹ Truck Parking Spaces in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Acres Available for Truck Parking ¹				Total Acres	Estimated Potential Truck Parking Spaces ^{1, 2}
	Incorporated Parcels		Unincorporated Parcels			
	Acreage >= 10	Acreage < 10	Acreage >= 10	Acreage < 10		
North - West	162.79	192.08	57.64	53.75	466.26	4,663
North - East	19.11	N/A	N/A	26.69	45.80	458
Central - West	N/A	N/A	N/A	20.78	20.78	208
Central - East	11.22	N/A	N/A	6.73	17.95	180
South - West	17.14	3.14	10.39	25.05	55.72	557
South - East	N/A	N/A	N/A	N/A	N/A	0
Total	210.26	195.22	68.03	133.00	606.51	6,065

Note: For complete listing of the parcels, please see Table 5

¹ A review of vacant property identified parcels whose land use and zoning **allow** truck parking. These vacant properties are termed as "Potential" parcels in this study.

² Calculated assuming 10 parking spaces per acre

**Table 5
Market Values of Potential Parcels**

Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Location	Folio No.	Acreage	Property Market Value	Parcel within 1-Mile of Interchange
North - West	NE quadrant of FL Turnpike and NW 114 St	3020310010040	42.96	\$8,765,248	Yes
	NE quadrant of FL Turnpike Ext and NW 106 St	3020310010050	8.84	\$9,555,060	Yes
	NE quadrant of US 27 and NW 112 Ct	2720300140140	3.37	\$2,397,975	Yes
	NW quadrant of US 27 and NW 107 Ave	2720300140130	2.85	\$662,430	Yes
	NW quadrant of US 27 and NW 107 Ave	2720300140135	2.96	\$1,973,265	Yes
	NE quadrant of US 27 and Connector Rd	2720330010300	5.62	\$4,445,734	Yes
	NW quadrant of US 27 and NW 87 Ave	2730040000020	2.17	\$1,493,025	Yes
	NE quadrant of NW 112 Ave and NW 138 st	2720190010640	8.5	\$4,074,740	Yes
	NW quadrant of NW 107 Ave and NW 138 St	2720190010630	7.04	\$723,987	Yes
	NW quadrant of NW 107 Ave and NW 138 St	2720190010620	4.96	\$1,393,920	Yes
	NW quadrant of NW 107 Ave and NW 138 St	2720190010621	5.09	\$1,089,000	Yes
	NW quadrant of NW 107 Ave and NW 138 St	2720190010650	5.05	\$273,830	Yes
	E of NW 112 Ave, N of NW 138 St	2720190010651	2.55	\$285,428	Yes
	W of NW 107 Ave, N of NW 138 St	2720190010610	9.66	\$2,036,254	Yes
	E of NW 112 Ave, N of NW 138 St	2720190010660	9.8	\$697,750	Yes
	W of NW 107 Ave, N of NW 138 St	2720190010600	10.06	\$2,439,360	Yes
	W of NW 107 Ave, S of NW 143 St	2720190010590	9.79	\$927,000	Yes
	W of NW 107 Ave, S of NW 143 St	2720190010580	10.03	\$927,000	Yes
	SE quadrant of Okeechobee Rd and NW 98 St	2730030370050	4.89	\$4,878,003	Yes
	NW quadrant of NW 82 Ave and NW 27 St	3530270460060	11.73	\$8,119,584	Yes
	SE quadrant of NW 84 Ave and NW 29 St	3530270460030	2.1	\$2,123,981	Yes
	NE quadrant of NW 84 Ave and NW 27 Ave	3530270460040	3.65	\$2,495,120	Yes
	SE quadrant of NW 84 Ave and NW 27 St	3530270570020	7.82	\$6,378,576	Yes
	SW quadrant of NW 84 Ave and NW 27 St	3530270570010	6.64	\$5,472,080	Yes
	NW quadrant of NW 84 Ave and NW 30 Terr	3530270390030	3.91	\$2,794,048	Yes
	NE quadrant of NW 79 Ave and NW 41 St	3530220000090	6.88	\$6,246,839	Yes
	NE quadrant of NW 82 Ave and NW 58 St	3030150010660	3.28	\$2,682,143	Yes
	NE quadrant of NW 87 Ave and NW 58 St	3030150010410	9.58	\$3,698,650	Yes
	SE quadrant of SR 826 and NW 74 St Interchange	3030150010020	6.8	\$3,513,631	Yes
	NW quadrant of NW 77 Ct and NW 71 St	3030150010030	2.67	\$1,505,946	Yes
	SW quadrant of NW 102 Ave and NW 19 St	3530320340020	6.35	\$3,193,824	Yes
	E of NW 107 Ave, N of NW 19 St	3530320220035	2.28	\$1,212,708	Yes
	NW quadrant of NW 92 Ave and W 80 St	0420280010353	2.77	\$1,682,254	Yes
	SE quadrant of Milam Dairy Airport Ext and NW 12 St	3030520020140	2.81	\$3,124,793	Yes
	NE quadrant of NW 117 Ave and NW 18 St	3030310290014	14.67	\$10,171,968	Yes
	NE quadrant of NW 115 Ave and NW 20 St	3030310290013	6.15	\$5,960,920	Yes
	NW quadrant of NW 107 Ave and NW 143 St	2720190010570	2.47	\$696,960	Yes
	NW quadrant of NW 107 Ave and NW 143 St	2720190010573	2.48	\$377,665	Yes
	NW quadrant of NW 107 Ave and NW 143 St	2720190010560	9.32	\$927,000	Yes
	SW quadrant of NW 107 Ave and NW 146 St	2720190010080	9.48	\$927,000	Yes
	SW quadrant of NW 97 Ave and 169 St	0420170010030	10.24	\$560,000	No
	SE quadrant of NW 107 Ave and NW 170 St	0420170010300	10.08	\$543,200	No
	SE quadrant of NW 107 Ave and NW 170 St	0420170010260	10.44	\$560,000	No
	SE quadrant of NW 107 Ave and NW 170 St	0420170010480	10.20	\$1,120,000	No
	SE quadrant of NW 107 Ave and NW 170 St	0420170010460	10.39	\$543,200	No
	NE quadrant of NW 102 Ave and NW 154 St	0420170010620	10.20	\$560,000	No
	NE quadrant of NW 107 Ave and NW 154 St	0420170010410	12.20	\$687,288	No
	SW quadrant of NW 102 Ave and NW 154 St	0420170010400	12.01	\$687,288	No
	NE quadrant of NW 102 Ave and NW 154 St	0420170010570	10.46	\$602,784	No
	NW quadrant of NW 97 Ave and NW 154 St	0420170010560	11.61	\$683,424	No
NW quadrant of NW 102 Ave and NW 60 St	3530170010241	13.03	\$4,745,449	No	
SW quadrant of NW 99 Ave and NW 66 St	3530170010650	10.12	\$6,969,600	No	
SE quadrant NW 104 Ave and NW 62 St	3530170010370	2.34	\$1,637,152	No	
SW quadrant of NW 102 Ave and NW 62 St	3530170230010	6.14	\$4,334,432	No	
SW quadrant of NW 99 Ave and NW 62 St	3530170010610	8.45	\$3,250,000	No	
NE quadrant of NW 99 Ave and NW 60 St	3530170010531	2.42	\$2,043,720	No	
SE quadrant of NW 104 Ave and NW 60 St	3530170010382	2.90	\$2,108,191	No	
SW quadrant of NW 102 Ave and NW 60 St	3530170220010	4.78	\$3,289,088	No	
SE quadrant of NW 102 Ave and NW 60 St	3530170100020	2.20	\$2,300	No	
SW quadrant of NW 137 Ave and NW 12 St	3039530000163	6.20	\$2,188,340	No	
SW quadrant of NW 137 Ave and NW 12 St	3039530000162	2.50	\$871,200	No	
SW quadrant of NW 137 Ave and NW 6 St	3049030030016	2.45	\$860,192	No	
SW quadrant of NW 137 Ave and NW 6 St	3049030030017	2.46	\$860,192	No	
SE quadrant of NW 107 Ave and NW 41 St	3530290870010	4.05	\$3,548,120	No	
SE quadrant of NW 107 Ave and NW 33 St	3530291000010	4.96	\$4,956,293	No	
SW quadrant of NW 107 Ave and NW 27 St	3530300340010	3.40	\$2,167,628	No	
		Subtotal	466.26	\$172,723,780	

Note: The property 2010 Market Value for the parcels was obtained from the Miami-Dade County, Office of the Property Appraiser.

Table 5 (Continued)
Market Value of Potential Parcels

Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Location	Folio No.	Acreage	Property Market Value	Parcel within 1-Mile of Interchange
North - East	SE quadrant of Gratigny Pkwy and LeJeune Rd	0421320390010	19.11	\$19,100,000	Yes
	N of NW 110 St, E of NW 36 Ave	3021330040050	4.33	\$1,657,759	Yes
	SW quadrant of NW 79 St and NW Ave	3031110354610	4.77	\$749,569	Yes
	S of Airport Expy, E of LeJeune Rd	3031210001250	3.62	\$1,113,150	Yes
	S of Airport Expy, E of LeJeune Rd	3031210001260	2.45	\$1,133,322	Yes
	S of Airport Expy, E of LeJeune Rd	3031210001510	2.79	\$875,966	Yes
	SE of S River Dr and NW 28 St	3031280280040	2.79	\$2,760,237	Yes
	SW quadrant of NW 67 St and NW 32 Ave	3031160200010	5.65	\$2,498,170	No
		Subtotal	45.51	\$29,888,173	
Central - West	SW quadrant of SW 157 Ave and SW 136 St	3059200000060	4.18	\$8,088,475	No
	SW quadrant of SW 152 Ave and SW 136 ST	3059210000071	7.97	\$3,610,948	No
	NE quadrant of SW 139 Ct and SW 144 St	3059220000010	2.17	\$1,258,073	No
	NW quadrant of SW 137 Ave and SW 168 St	3059270000250	6.47	\$2,101,696	No
		Subtotal	20.79	\$15,059,192	
Central - East	NE quadrant of SW 71 St and SW 29 Rd	3040140110010	11.22	\$6,633,660	Yes
	NE quadrant of SW 71 St and SW 29 Rd	3040140110010	4.56		Yes
	NE quadrant of SW 72 Ave and N Waterway Dr	3040140350010	2.17	\$3,850,741	Yes
		Subtotal	17.95	\$10,484,401.00	
South - West	S of 236 st, W of SW 133 Ave	3069230000532	10.4	\$3,877,503	No
	NW quadrant of S Federal Hwy and Pine Island Rd	3069230000530	10.59	\$4,610,925	No
	NE quadrant of SW 137 Ave and SW 312 St	1079110000030	17.14	\$9,962,545	No
	SW quadrant of S Dixie Hwy and SW 232 St	3069230000030	6.23	\$2,636,080	No
	SW quadrant of S Dixie Hwy and SW 232 St	3069230000031	2.88	\$1,295,910	No
	NE quadrant of SW 137 Ave and SW 240 St	3069230000534	3.23	\$540,440	No
	SW quadrant of W Old Cutler Rd and US-1	3069130000678	2.13	\$757,026	No
NW quadrant of US-1 and NE 3 Dr	1079180081230	3.14	\$1,431,900	No	
		Subtotal	55.74	\$25,112,329	
		Total	606		

Note: The property 2010 Market Value for the parcels was obtained from the Miami-Dade County, Office of the Property Appraiser.

3. Demand for Truck Parking Facilities in Miami-Dade County

As noted previously, the need for truck parking in Miami-Dade County is a multi-faceted issue. Environmental and business implications, including excess noise and air quality concerns with the need for amenities for the parked truck driver such as electrical hookups and restrooms must be balanced. With a demonstrated lack of nearby truck parking facilities, truck drivers often resort to parking in illegal areas. Providing a glimpse into the truck parking need, a review of truck parking warnings and citations was conducted for 2009. Results indicated that nearly 3,300 citations and warnings were issued for truck parking in Miami-Dade County in 2009. The truck parking citation summary worksheets provided by Miami-Dade County are located in **Appendix C**.

Truck parking demand estimates for Miami-Dade County have been developed for two distinct elements of the trucking industry. These consist of short-haul local trips, and long-haul interstate trips. The demand estimates are based upon truck registration data provided by the State. Two separate databases were used: Intrastate truck registrations; and Interstate Registration Program (IRP) registrations. These databases were used to develop estimates of truck parking demand for each industry element. This included application of data screenings or filters to extract relevant records for Miami-Dade County; the Florida Intermodal Statewide Highway Freight Model (FISHFM) also was used to calculate demand estimates. This section describes the methodology used to estimate truck parking demand for short- and long-haul industry segments.

Intrastate Registrations (Local)

Intrastate registrations represent all commercial vehicles that operate within the state of Florida (they do not operate outside of Florida). In order to establish the population of freight-carrying intrastate trucks based in Miami-Dade County that would require truck parking facilities, the database was filtered.

Adjustment for Type of Truck (Filter #1) – The database was filtered to include only commercial vehicles registered in Miami-Dade County that handle cargo, and have three or more axles. This filter included geographic as well as truck size parameters. Three axles or more was used to ensure dump trucks were included, given the predominance of the aggregate industry.

Adjustment for Fleet Size (Filter #2) – A second filter was applied to further identify those vehicles most likely to require parking in Miami-Dade County, i.e. vehicles that are unlikely to have a terminal parking facility. This filtering was based on fleet size for each trucking company, with the assumption that companies with large fleets are more likely to provide their own parking facilities. Listed below are the assumptions made for the likelihood of a truck requiring parking in Miami-Dade County:

- 100 percent of trucks associated with companies with 1-truck fleets;
- 75 percent of trucks associated with companies with fleets ranging from 2 to 5 trucks;
- 25 percent of trucks associated with companies with fleets ranging from 6 to 10 trucks; and
- 5 percent of trucks associated with companies with fleets with more than 10 trucks.

Table 6 presents an example of how the second filter was applied. For example, customer 206464188 has a fleet size of five. The corresponding adjustment factor for a fleet size between 2 and 5 trucks is 75 percent. For this customer, 3.75 truck parking spaces are required (5 truck multiplied by 0.75 equals 3.75 parking spaces). After applying this adjustment at the record level, the truck registration data were mapped based on their zip code and aggregated to six subregions in Miami-Dade County using ArcGIS.

Table 6
Sample Calculation for Local Fleet Size Adjustment (Filter #2)
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Customer ID	Registration Zip Code	Fleet Size	Fleet Size Adjustment Factor	Adjusted Parking Demand
38326199	33010	1	100%	1.00
38341008	33010	1	100%	1.00
206464188	33186	5	75%	3.75
207631504	33186	5	75%	3.75
96647470	33178	10	25%	2.50
98323458	33178	10	25%	2.50
97498120	33166	62	5%	3.10
99107058	33166	69	5%	3.45

Note: This represents a small sampling of the application of Filter #2 (Fleet Size Adjustment Factor).

Adjustment for Length of Haul (Filter #3) – The final filter was applied to address the impacts of the typical length of haul of Miami-Dade’s local truck trips. This calculation was based on truck trip distribution patterns available from the FISHFM. It was assumed that if a truck trip takes more than one day, the truck will not require parking in Miami-Dade County 100 percent of the time. For intrastate or local movements, trips were divided into one- and two-day trips. The percent of time a truck requires parking in Miami-Dade County is assumed as follows:

- Truck trips operating within Miami-Dade County or within South Florida are assumed to need truck parking 100 percent of time; and
- Truck trips moving between Miami-Dade County and North Florida are assumed to need parking 50 percent of the time.

North Florida and the corresponding two-day trip is defined within this report to be the area of Florida generally north of Tampa and Orlando. The area south of Tampa and Orlando is considered to be South-Central Florida where truck trips are assumed to be one-day trips. The areas are graphically depicted in **Figure 4**.

Table 7 illustrates the length of haul adjustment. For example, the North West subregion has total of 13,564 daily intrastate trips (origins and destinations). All of the North West Region to North West Region and North West Region to South Florida trips are assumed to require parking each and every night. Fifty percent of the North West Region to North Florida truck trips are assumed to require parking nightly. Given the different daily parking demands based on the trip distribution, the composite local truck trip distribution parking demand adjustment factor for the North West subregion is 90.5 percent of the total intraregional truck trips in the North West subregion. Simply, the truck parking demand in the North West subregion is adjusted downward 9.5 percent to account for truck trips that have origins or destinations that require overnight stays in other parts of Florida besides Miami-Dade County. Similar truck trip distribution adjustment factors are calculated for the other subregions in the study area.

Table 8 summarizes the results of applying all three adjustment factors to determine a local truck parking demand estimate in Miami-Dade County. There are 14,440 trucks with intrastate registrations located in Miami-Dade County with 3 or more axles. Of those, 11,290 are likely to require parking based on fleet size. Of those, 10,235 are likely to require parking on a daily basis, based upon trip distribution patterns within Florida.

Figure 4

Regions Defined in Florida to Determine Length of Haul

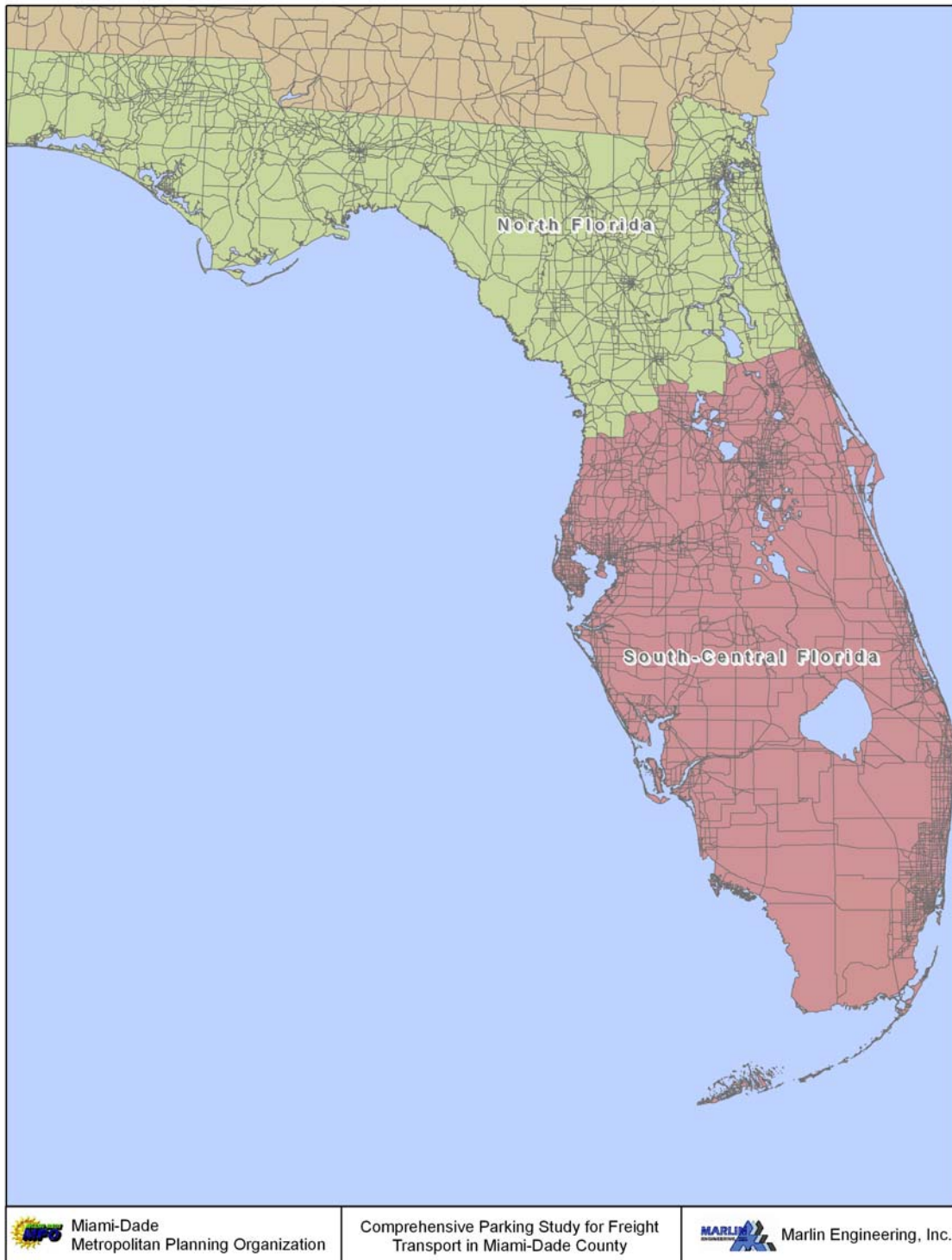


Table 7
Local Truck Trip Distribution Adjustment (Filter #3)
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Origin-Destination	Miami-Dade County Trips	Trip Distance Adjustment Factor	South Florida Trips	Trip Distance Adjustment Factor	North Florida Trips	Trip Distance Adjustment Factor	Total Intrastate Trips	Length of Haul Adjustment Factor
Origins from North - West Region	1,525		5,496		1,822		8,842	
Destinations to North - West Region	1,044		2,914		763		4,722	
North - West Region Total Trips	2,569	100%	8,410	100%	2,585	50%	13,564	90.5%
Origins from North - East Region	1,997		4,770		1,465		8,232	
Destinations to North - East Region	2,318		5,183		1,435		8,936	
North - East Region Total Trips	4,315	100%	9,953	100%	2,900	50%	17,168	91.6%
Origins from Central - West Region	191		953		314		1,458	
Destinations to Central - West Region	341		1,350		404		2,096	
Central - West Region Total Trips	532	100%	2,303	100%	718	50%	3,554	89.9%
Origins from Central - East Region	183		696		222		1,101	
Destinations to Central - East Region	228		794		240		1,262	
Central - East Region Total Trips	411	100%	1,490	100%	462	50%	2,363	90.2%
Origins from South - West Region	99		402		128		628	
Destinations to South - West Region	71		313		79		463	
South - West Region Total Trips	170	100%	715	100%	207	50%	1,091	90.5%
Origins from South - East Region	9		50		18		77	
Destinations to South - East Region	19		105		39		164	
South - East Region Total Trips	28	100%	155	100%	57	50%	241	88.1%

Note: Length of haul adjustment factor is obtained by applying the trip distance adjustment factor to each of the sub-region total trips

Table 8
Estimated Local Truck Parking Demand by Subregion
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Total Intrastate Registrations in Miami-Dade County for Trucks with 3+ Axles (Filter #1)	Intrastate Registrations Adjusted for Fleet Size (Filter #2)	Length of Haul Adjustment Factor (Filter #3)	Total Intrastate Registrations After Adjustments ¹
North - West	6,701	5,065	90.5%	4,583
North - East	4,386	3,275	91.6%	2,998
Central - West	1,732	1,524	89.9%	1,370
Central - East	729	661	90.2%	596
South - West	657	559	90.5%	506
South - East	235	206	88.1%	182
Total	14,440	11,290	-	10,235

Note: Length of Haul adjustment factor is obtained from Table 7

¹ The total intrastate registrations are obtained by applying the length of haul adjustment factor to the intrastate registrations adjusted for the fleet size

Interstate Registrations (Long Haul)

Interstate Registration Program (IRP) registrations represent all commercial vehicles that operate between Florida and other states and provinces, and are commonly referred to as Long Haul trucks. In order to establish the number of freight-carrying interstate trucks based in Miami-Dade County that would require parking facilities, the database was filtered.

Adjustment for Type of Truck (Filter #1) – The database was filtered to include only commercial vehicles registered in Miami-Dade County that handle cargo and have three or more axles. This filter included geographic as well as truck size parameters.

Adjustment for Fleet Size (Filter #2) – Similar to the process with the Intrastate/Local Truck registration data, a second filter was applied to further identify those vehicles most likely to require parking in Miami-Dade County. These are vehicles that are unlikely to have a terminal parking facility for their own corporate use. This filtering was based on fleet size for each trucking company, with the assumption that companies with large fleets are more likely to provide their own parking facilities. Listed below are the assumptions made for the likelihood of a long haul truck requiring parking in Miami-Dade County:

- 100 percent for trucks associated with companies with fleets ranging from 1 to 2 trucks;
- 75 percent for trucks associated with companies with fleets ranging from 3 to 5 trucks;
- 25 percent for trucks associated with companies with fleets ranging from 6 to 10 trucks; and
- 5 percent for trucks associated with companies with fleets with more than 10 trucks.

Table 9 presents an example of how the Fleet Size adjustment factor was applied. For example, customer 259591 has a fleet size of 10 trucks. The corresponding parking demand truck adjustment factor for fleets of between 6 and 10 trucks is 25 percent. For this customer, it is assumed that a truck parking demand of 2.5 trucks exists (10 trucks multiplied by 25 percent equals 2.5 parking spaces). After applying this adjustment to all records, the truck registration data were mapped based on their zip code and aggregated to the six subregions.

Adjustment Factor for Length of Haul (Filter #3) – The final filter was applied to address the impacts of the typical length of haul of Miami-Dade’s long haul (interstate) truck trips. The calculation was based on truck trip distribution patterns available from the FISHFM. It was established that multi-day truck trips do not require parking in Miami-Dade County 100 percent of the time. Truck trips operating to/from Miami-Dade County from locations throughout North America have different trip lengths, and therefore, different parking demands within Miami-Dade County. Based upon the average number of days (including hours of service limitations) to serve each geographic region in North America, factors were developed to calculate the percent of time a long haul truck would require parking in Miami-Dade County. The percent of time a truck would require parking in Miami-Dade County is described below by region. (See **Figure 5** for a graphical depiction of each region within the continental United States.)

- Truck trips moving between Miami-Dade County and Southeast Atlantic Region are assumed to need truck parking 50 percent of time;
- Truck trips moving between Miami-Dade County and Mid-Atlantic Region are assumed to need parking 29 percent of the time;

- Truck trips moving between Miami-Dade County and Northeast Atlantic Region are assumed to need parking 25 percent of the time;
- Truck trips moving between Miami-Dade County and Southwest Region are assumed to need parking 25 percent of the time;
- Truck trips moving between Miami-Dade County and Mid-West Region are assumed to need parking 22 percent of the time;
- Truck trips moving between Miami-Dade County and Mountains West Region are assumed to need parking 20 percent of the time; and
- Truck trips moving between Miami-Dade County and West Region are assumed to need parking 13 percent of the time.

Table 10 illustrates the calculation of the length of haul adjustment factor for each subregion. For example, the North East Region has a gross total of 1,363 daily interstate trips (origins and destinations). Given the trip distance adjustment factors for the Southeast Atlantic, Mid-Atlantic, Northeast Atlantic, Southwest, Midwest, Mountain West, and West regions, the composite length of haul parking demand adjustment factor for the North East subregion of Miami-Dade County was determined to be 39.5 percent. Overall, this indicates that 39.5 percent of the total interstate/long haul truck trips in the North East subregion require daily parking.

Table 11 summarizes the results of applying all three adjustment factors to determine the long haul truck parking demand in Miami-Dade County. There are 5,656 trucks with 3 or more axles with interstate registrations located in Miami-Dade County. Of those, 4,709 are assumed to require parking based on fleet size. Finally, based on the length of haul and trip distribution patterns throughout North America, it is estimated that a long haul truck parking demand of 1,825 spaces exists on a daily basis in Miami-Dade County.

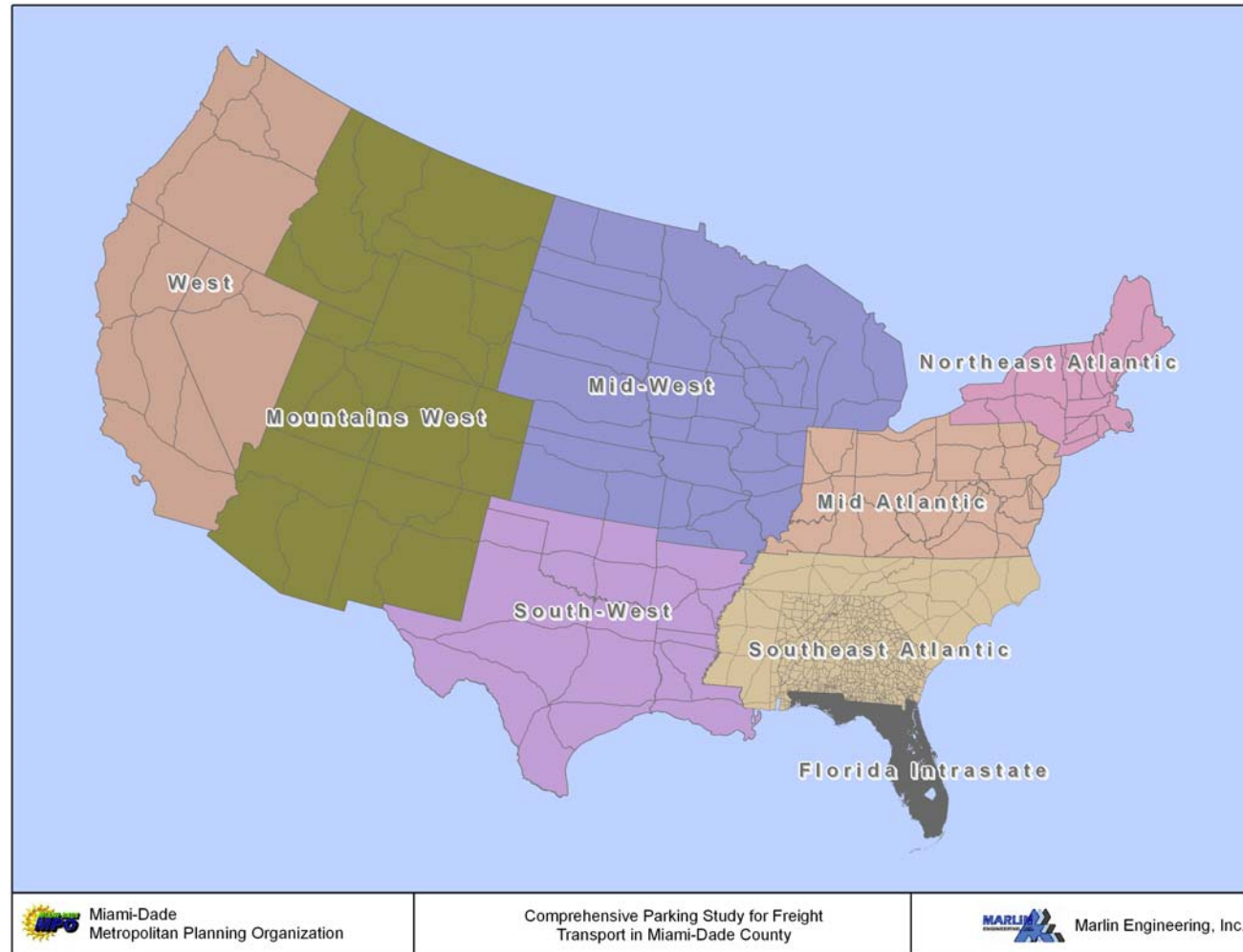
Table 9
Sample Calculation for Long Haul Fleet Size Adjustment (Filter #2)
Comprehensive Parking Study for Freight Transport in Miami-Dade County

IRP Account ID	Registration Zip Code	Fleet Size	Fleet Size Adjustment Factor	Adjusted Parking Demand
324071	33166	1	100%	1.00
324150	33166	1	100%	1.00
319670	33166	5	75%	3.75
320273	33178	5	75%	3.75
259591	33176	10	25%	2.50
317596	33166	10	25%	2.50
43625	33166	52	5%	2.60
147070	33166	71	5%	3.55

Note: This represents a small sampling of the application of Filter #2 (Fleet Size Adjustment Factor)

Figure 5

Regions Defined in United States to Determin Length of Haul⁵



⁵ Truck trips associated with Canada, Mexico, Alaska, and Hawaii represent a small percent of total trips and have been included in the most adjacent region shown in Figure 5.

Table 10
Long Haul Truck Trip Distribution Adjustment (Filter #3)
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Origin-Destination	SE Atlantic Trips	Trip Distance Adjustment Factor	Mid-Atlantic Trips	Trip Distance Adjustment Factor	NE Atlantic Trips	Trip Distance Adjustment Factor	South - West Trips	Trip Distance Adjustment Factor	Mid-West Trips	Trip Distance Adjustment Factor	Mountains West Trips	Trip Distance Adjustment Factor	West Trips	Trip Distance Adjustment Factor	Total Interstate Trips	Length of Haul Adjustment Factor
Origins from North - West Region	462		119		35		32		58		7		7		720	
Destinations to North - West Region	115		78		12		46		35		3		4		294	
North - West Region Total Trips	577	50%	197	29%	47	25%	78	25%	93	22%	10	20%	11	13%	1,014	39.5%
Origins from North - East Region	550		167		69		33		82		9		9		918	
Destinations to North - East Region	197		95		14		83		47		4		5		444	
North - East Region Total Trips	747	50%	262	29%	83	25%	116	25%	129	22%	13	20%	14	13%	1,362	39.0%
Origins from Central - West Region	119		79		36		22		31		2		2		291	
Destinations to Central - West Region	57		33		5		25		21		2		3		145	
Central - West Region Total Trips	176	50%	112	29%	41	25%	47	25%	52	22%	4	20%	5	13%	436	35.6%
Origins from Central - East Region	109		26		10		6		11		1		1		163	
Destinations to Central - East Region	37		22		3		18		13		1		2		95	
Central - East Region Total Trips	146	50%	48	29%	13	25%	24	25%	24	22%	2	20%	3	13%	258	39.4%
Origins from South - West Region	77		132		67		33		49		4		4		366	
Destinations to South - West Region	16		10		1		7		2		0		0		37	
South - West Region Total Trips	93	50%	142	29%	68	25%	40	25%	51	22%	4	20%	4	13%	403	31.7%
Origins from South - East Region	4		8		4		2		3		0		0		21	
Destinations to South - East Region	3		4		1		0		2		0		0		10	
South - East Region Total Trips	7	50%	12	29%	5	25%	2	25%	5	22%	0	20%	0	13%	32	31.3%

Note: Length of haul adjustment factor is obtained by applying the trip distance adjustment factor to each of the sub-region total trips

Table 11
Estimated Long Haul Truck Parking Demand by Subregion
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Total Interstate (IRP) Registrations in Miami-Dade County with 3+ Axles (Filter #1)	Interstate (IRP) Registrations Adjusted for Fleet Size (Filter #2)	Length of Haul Adjustment Factor (Filter #3)	Total Interstate Registrations After Adjustments ¹
North - West	3,020	2,507	39.5%	991
North - East	1,813	1,504	39.0%	587
Central - West	421	367	35.6%	131
Central - East	164	136	39.4%	54
South - West	184	147	31.7%	47
South - East	54	48	31.3%	15
Total	5,656	4,709	-	1,825

Note: Length of Haul adjustment factor is obtained from Table 10

¹ The total interstate registrations are obtained by applying the length of haul adjustment factor to the interstate registrations adjusted for the fleet size

4. Comparison of Truck Parking Demand and Supply

Parking Surplus and Deficit Findings

To determine if additional truck parking supply is needed beyond what is currently provided, a comparative analysis was conducted of the estimated truck parking demand and the existing truck parking supply. Summarized in **Table 12**, the sum of the local and long haul truck parking demand is approximately 12,060 parking spaces within the entire county. This includes a demand of 10,235 local truck parking spaces and 1,825 long haul truck parking spaces. Given that the existing truck parking supply within Miami-Dade County is only 293 parking spaces, an overall parking deficiency of approximately 11,677 truck parking spaces exists in the county.

Within the six subregions of Miami-Dade County developed for this study, each one has an overall truck parking deficit. These estimated truck parking deficits range between 197 parking spaces for the South-East subregion to 5,490 truck parking spaces for the North-West subregion.

Long Haul Truck Parking Deficit Findings - Given the estimation of long haul truck parking demand, an assessment was made of the adequacy of the overall county-wide long haul truck parking supply, as well as its adequacy within each subregion. Results indicate that not one subregion within Miami-Dade County enjoys a long haul truck parking surplus. Specifically, the North-East and North-West subregions are estimated to have long haul truck parking deficits of 503 and 907 spaces, respectively. The remaining subregions currently have parking deficits that vary between 15 spaces in the South-East subregion to 54 spaces in the Central-East subregion. These long haul truck parking supply shortages are summarized in **Table 13**.

It should be noted that a potential parking supply supplement is vacant parcels located near an interchange that are of sufficient size to accommodate long haul trucks and the necessary facilities and amenities. A review of vacant parcels that are in excess of 10 acres, are located within one mile of an interchange along a strategic limited access facility, and are zoned to legally permit truck parking, revealed that approximately 186 acres of parcels satisfy these criteria. While not a singular solution for the long haul truck parking shortage in Miami-Dade County, the development of these vacant parcels by either public or private entities could be one part of the comprehensive solution.

Local Truck Parking Deficit Findings - Strictly evaluating the local truck parking demand and supply reveals that significant shortages exist throughout all subregions of Miami-Dade County. As noted in **Table 14**, local truck parking supplies are woefully inadequate to accommodate the estimated parking demand. Overall, all six of the subregions have local truck parking deficits. Within the North-West subregion, a local truck parking deficit of 4,583 spaces is estimated, while in the North-East, a local truck parking deficit of 2,988 spaces exists. Local truck parking supply is also inadequate in the Central-West and Central-East subregions, where deficits of 1,340 spaces and 596 spaces, respectively, are estimated. With localized truck parking deficits throughout the county, additional parking supply is needed to accommodate the local truck parking demand in Miami-Dade County.

Table 12
Estimated Total Truck Parking Surplus/Deficit
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Total Truck Demand ¹	Existing Total Truck Supply	Parking Surplus/Deficit
North - West	5,574	84	(-5,490)
North - East	3,585	94	(-3,491)
Central - West	1,501	115	(-1,386)
Central - East	650	0	(-650)
South - West	553	0	(-553)
South - East	197	0	(-197)
Total	12,060	293	(-11,767)

¹ Includes parking demand for Long Haul and local trucks as obtained from Tables 8 and 11

Table 13
Estimated Long Haul Truck Parking Surplus/Deficit
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Long Haul Truck Parking Demand	Existing Number of Truck Parking Spaces (Supply)	Parking Surplus/Deficit
North - West	991	84	(-907)
North - East	587	84	(-503)
Central - West	131	85	(-46)
Central - East	54	0	(-54)
South - West	47	0	(-47)
South - East	15	0	(-15)
Total	1,825	253	(-1,572)

Note: There are 186 Acres of parcels that are legally zoned and meet physical criteria, i.e. each parcel is greater than 10 Acres, and within 1-Mile radius of an interchange to be developed as long haul truck parking facility.

Table 14
Estimated Local Truck Parking Surplus/Deficit
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Local Truck Parking Demand	Existing Number of Truck Parking Spaces (Supply)	Parking Surplus/Deficit
North - West	4,583	0	(-4,583)
North - East	2,998	10	(-2,988)
Central - West	1,370	30	(-1,340)
Central - East	596	0	(-596)
South - West	506	0	(-506)
South - East	182	0	(-182)
Total	10,235	40	(-10,195)

Note: There are 420 Acres of parcels that are legally zoned and meet physical criteria, i.e. each parcel is less than 10 Acres to be developed as local truck parking facilities. Within 1-Mile radius of an interchange, parcel size is between 2 and 10 acres. Beyond 1-Mile radius of interchange, parcel size is 2 Acres or greater.

Acreege Needed for Additional Parking Spaces

Because of the local and long haul truck parking shortage noted within this report, additional acreage is necessary to be developed as truck parking areas to supplement the existing supply. The parking shortage can be alleviated by acquiring and constructing truck parking areas of a minimum acreage that corresponds to the noted parking deficit. As summarized in **Table 15**, the North-West subregion has a truck parking deficit of 5,490 spaces. Given the assumption that up to 10 parked trucks can be accommodated per acre, approximately 549 acres are necessary in the North-West subregion.

Similarly, truck parking deficits in the North-East subregion of 3,491 spaces equate to a need for at least 349 acres. For the Central-West and Central East subregions, a minimum of 139 acres and 65 acres, respectively are required to be developed as truck parking areas to increase the parking supply commensurate with the truck parking demand in these areas. In total, approximately 1,177 acres are needed to address the truck parking shortage within Miami-Dade County.

As noted previously, included in the additional 1,177 acres needed are approximately 170 acres that were approved for commercial vehicle storage and parking pursuant to the adopted Ordinance No. 10-26 on April 28, 2010. While not currently constructed and, therefore, not part of the existing parking supply, these nine properties could potentially provide up to 1,700 truck parking spaces.

Market Value of Potential Parking Supply

Based on the noted truck parking shortages that include development of vacant parcels that are physically and legally best suited to be developed to augment current truck parking supplies, a market value was reviewed for each identified parcel. The market values are reported from the Miami-Dade County's Property Appraiser's office and summarized in **Table 5**. These values represent only the market value of the property itself and do not include other costs associated with acquiring and developing the parcel so it is suitable for truck parking.

Table 15
Estimated Market Value of Land Needed for Truck Parking
Comprehensive Parking Study for Freight Transport in Miami-Dade County

County Region	Parking Surplus/Deficit	Acreage Required for Parking Spaces ¹	Estimated Average Market Value Per Acre
North - West	(-5,490)	549	\$370,000
North - East	(-3,491)	349	\$657,000
Central - West	(-1,386)	139	\$724,000
Central - East	(-650)	65	\$584,000
South - West	(-553)	55	\$450,000
South - East	(-197)	20	N/A ²
Total	(-11,767)	1,177	

¹ Estimated assuming 10 parking spaces per Acre

² Much of the South - East subregion is environmentally protected. As such, there are no viable parcels that meet the truck parking criteria used in this study.

Results indicate that the 66 noted parcels for the North-West subregion totaling 466 acres have a joint market value of approximately \$173 million; the 8 parcels in the North-East subregion have combined market value of nearly \$30 million; the 4 parcels in the Central-West subregion have a market value of about \$15 million; the 3 parcels in the Central-East subregion have a market value of more than \$10 million; and the 8 noted parcels in the South-West subregion have a combined market value of more than \$25 million. Overall, the identified parcels within the county totaling approximately 604 acres have a combined market value of \$253 million.

Market Value of Additional Needed Parking Supply

As noted above, significant truck parking shortages exist throughout Miami-Dade County, particularly for local trucks. For each of the six subregions, an average market value per acre was calculated from the parcels identified as meeting the physical and legal requirements for a truck parking location. From the 66 parcels in the North-West subregion, the average market value was \$370,000 per acre; while for the North-East the average market value was \$657,000 per acre. In the Central-West subregion, the average market value of a parcel meeting the physical and legal requirements for truck parking was \$724,000 per acre, although in the Central-East the value is \$584,000 per acre. Finally, in the South-West, the average market value is \$450,000 per acre. No viable parcels that satisfied the physical and legal requirements for truck parking were reported for the South-East subregion. The average market values within each subregion are summarized in **Table 15**.

5. Findings and Recommendations for Program Implementation

Findings

Miami-Dade County relies heavily on trucks for the movement of its freight. Major load centers, like the Port of Miami, the Miami International Airport, and the Florida East Coast Railway's intermodal terminal in Hialeah, generate significant truck traffic. The trucks service local and regional consumption markets as well as customers located outside of the region and state. In addition, there is a dense network of warehouses and distribution centers in western Miami-Dade County that rely upon truck service.

The type of trucking operation directly impacts the demand for parking. Local delivery services carry small quantities of goods and materials to a variety of customers throughout the region on a daily basis. Drivers pick up their truck and trailer at a centralized terminal that provides its own overnight parking. Local independent dray operators hauling containers back and forth between major hubs like the Port of Miami and a rail intermodal terminal or warehouse work within the county are responsible for their own overnight parking locations. These parking lots generally should be smaller in size (less than 10 acres) and situated throughout Miami-Dade County to accommodate the local truck operation.

Long haul interstate drivers who transport loads into and out of the region also need parking facilities. Today, many of these drivers attempt to coordinate their deliveries so they can enter and exit the urbanized area on the same day. As a result, they typically use the Interstate and Turnpike rest areas and entrance/exit ramps as overnight parking facilities until they reach the established private truck stops in Central and Northern Florida. Research indicates that long haul truck parking sites should be larger in size (at least 10 acres), provide appropriate amenities, and be ideally located near limited access interchanges to accommodate long haul truck movements.

Parking demand and supply analyses corroborates these truck parking characteristics. Results indicate that a severe truck parking supply shortage exists in each subregion of the county. In total, Miami-Dade County currently provides only 293 truck parking spaces for local, independent operators and long haul interstate drivers who need a parking facility. However, it is estimated that the overall parking demand for these trucks exceeds 12,000 spaces.

A review of vacant parcels within Miami-Dade County that are at least 2 acres in size and whose land use and zoning are such that they permit truck parking on the property revealed that 89 parcels satisfy these physical and legal requirements. Equivalent to approximately 606 acres, it is estimated that if all 89 parcels were purchased and developed as appropriate truck parking facilities, the additional parking supply would only provide about 6,000 spaces, meaning that a parking shortage of more than 5,700 truck parking spaces would still remain.

Additional potential truck parking supply could also be realized from parcels that are legally zoned, or currently being used for truck parking but are not legally zoned, to allow truck parking. However, it is unlikely that all of the parcels owned by private entities would be developed as truck parking sites to provide this potential parking supply. Further, there are some parcels where trucks currently are parked illegally. If these parcels were rezoned to permit truck parking, an additional potential supply could be gained to reduce the current parking shortfall.

To fully satisfy the estimated truck parking demand in Miami-Dade County, it is estimated that a total of 1,177 acres of property (which includes the 606 acres that satisfy physical and legal criteria to be developed) would need to be identified, purchased, possibly rezoned to legally permit truck parking, and

developed as truck parking facilities. These properties would need to be strategically located throughout the six subregions of the county to best accommodate the local and long haul truck. In general, it is recommended that long haul truck parking locations be situated near interchanges to allow for efficient access to the interstate highway system, Florida’s Turnpike, and other limited access facilities. They should include amenities such as showers, food, electrification, and mechanical repair services. A limited number of long haul truck parking locations should be developed in close proximity to major highway corridors and warehouse and distribution center hubs. Local truck parking sites should be located throughout Miami-Dade County to provide parking supplies that are coordinated with the parking demand. These sites should be smaller in size (between 2 and 10 acres) with a greater number sited within the county. Local truck parking sites typically will have no amenities besides lighting, restrooms, and security.

Included in the additional 1,177 acres needed are approximately 170 acres that were approved for commercial vehicle storage and parking pursuant to the adopted Ordinance No. 10-26 on April 28, 2010. The land use amendment and ordinance allow the parking and storage of commercial vehicles on properties larger than 20 acres, under single ownership, and located within an arc no more than 7,000 linear feet from the intersection of Okeechobee Road and the Homestead Extension of Florida’s Turnpike (HEFT). While not currently constructed and, therefore, not part of the existing parking supply, these nine properties, if built as truck parking facilities, could potentially provide up to 1,700 truck parking spaces. These spaces would be suitable for local truck parking only since the ordinance does not allow for truck parking amenities.

As is typical of a county-wide parking supply estimate, many independent operators have found legal and illegal parking areas that charge a fee to park. These types of sites are relatively small and are difficult and costly to quantify. Yet, they represent a cottage industry that supplies parking spaces for a persistent problem. Additionally, more information is needed regarding the parking demand estimates for local operators and long haul interstate truck drivers. At the onset of this study, little research and literature was available regarding the parking demand characteristics associated with independent local truck operators and long haul interstate truck drivers.

Recommendations

Immediate actions following completion of this study should focus on the development of truck parking at sites that presently meet minimum size and legal requirements. The 89 parcels identified that meet these basic requirements should be explored further to ascertain feasibility. Medium to longer term actions should focus on the identification of additional sites to address the 1,177-acre shortage. This should focus on sites that meet the basic criteria but are not vacant or do not have the proper land use or zoning that permits truck parking. There are a variety of other key actions that should be undertaken in parallel with these site reviews. The following recommendations provide guidance for short and long term actions.

- **Develop County Policy for Development of a Truck Parking Program.** Based upon a review of the study findings, county staff must determine the level of effort (and support) that should be allocated to the development of a comprehensive truck parking program. Given existing industry need, and the aggressive posture of county leaders in positioning the region for a boom in international trade through significant improvements to the freight system (e.g., Port of Miami Tunnel, NW 25th Street Viaduct, deepening the Port of Miami, and on-port rail), it is critical to develop a comprehensive plan that supports a growing commercial vehicle fleet. The definition of this policy or set of policies will guide all other recommendations defined below.

Assuming the county desires to move forward, the remaining recommendations are offered for consideration.

- **Coordinate with law enforcement.** The truck parking policies discussed above should be developed and coordinated with the organizations currently responsible for enforcing existing truck parking laws and regulations. The new county-wide policies must support current enforcement directives; providing legal, affordable parking facilities will not be successful as long as illegal truck parking is condoned through limited enforcement.
- **Develop Outreach Material.** Once the desired outcome of the truck parking program has been defined, substantial community outreach should be conducted including both local neighborhoods and the freight industry. Findings from the study should be summarized to describe the problem and the potential solutions, and the resultant feedback from residents and businesses will help guide the other recommendations. In addition, implementation of the other recommended actions will provide material for an ongoing, dynamic dialogue with impacted communities.
- **Conduct Community Outreach.** While the identified sites meet the basic requirements for truck stops, each site will likely require a variety of approvals to gain local municipal, county, and/or state support. In advance of these specific site development applications, a community outreach program should be developed, utilizing program materials, to educate key community leaders about the truck parking issue and engage them in a discussion of potential solutions based on the recommendations of this study.
- **Conduct Market Research.** The current truck parking analysis is based upon a macro-level assessment of truck parking demand and supply in Miami-Dade County. To further refine these assessments, it is critical that local industry be engaged to validate the need and shortage of truck parking, and participate in the development of a sustainable business model. This will help identify the public and private roles moving forward. It also will further refine the level of need and identify short term priorities. As part of this activity, key assumptions will be tested, such as vehicles per acre (supply), and industry sectors that need parking (demand). Dialogue should be initiated with local independent operators to survey their parking needs, where they park, and their cost of parking. Local municipalities most affected by local truck parking shortages and local industries that rely upon independent truck operators should also be included to receive their input concerning the truck parking shortage and potential solutions.
- **Validate and Refine Desired Truck Parking Functionality.** The analysis completed to date distinguishes between local and long haul parking needs. Local truck parking has been defined as a parking lot with lighting and security where local drivers can leave their truck overnight. Long haul truck parking has been defined as a truck stop that provides secure parking, as well as other amenities such as fuel, service, and food. Given the above market research activities, it will be critical to coordinate with the trucking industry to validate and refine the minimum functionality for each type of facility. As part of this activity, parking techniques will be explored to maximize available space, such as of increasing the maximum truck parking space capacity per acre via parking structures or other vertical parking supply enhancements.
- **Conduct Detailed Site Analyses.** The parcels identified as part of the study have been screened by location, zoning and land use, and proximity to the transportation system. In addition, land values were collected from county tax records. The next step is to conduct a more detailed

analysis at the site level. This will include outreach to the land owner and the municipality or county development staff to determine the willingness to develop the site as a truck parking facility. In addition, each site would be matched with the level of demand consistent with truck driver and industry saturation. The outcome of this activity will be a further refined list of potential sites.

- **Develop a Strategic Land Acquisition and Build-out Plan.** Based upon the analyses and outreach completed above, a prioritized list of sites should be developed. Miami-Dade County, along with identified private sector partners, should develop an acquisition strategy to begin the process of developing these sites as truck parking facilities. This will require a larger business plan that identifies the costs associated with designing, developing, marketing, and operating a truck parking facility or network of facilities. Please note that this plan should contain short and long term elements. The short term focus should be on sites that meet the defined criteria today, while the long term element should concentrate on identification of additional parcels not currently in the inventory of potential parcels (i.e. occupied sites with the potential for redevelopment and/or vacant sites with the potential for re-zoning and/or land use changes).
- **Engage the Private Sector.** All of the above activities are dependent upon close cooperation and coordination with the private sector. Truck drivers and trucking companies must assist with the validation of the parking deficiency and development of solutions. Key freight generators served by the trucking industry are driving growth and must be engaged in the solutions, and private business interests in a position to develop and operate truck parking facilities must be identified and engaged.
- **Develop Ownership and Fee Structure Plan.** With an estimated 1,177 acres of property needed to be developed as truck parking lots to meet the current truck parking demand, a cooperative effort must occur between public agencies and private land owners to facilitate the development of additional truck parking. As part of this strategic plan, privately owned, vacant property should be identified and land owners engaged to foment private interest in creating for-profit truck parking lot businesses. Similarly, publicly-owned lands should be identified whose locations, size, or combination hereof satisfies the truck parking lot criteria identified in this report. As part of this plan, Miami-Dade County should initiate an economic assessment of the cost to acquire, develop, and operate a truck parking lot. This assessment should differentiate between the type of parking facility typical for a local truck trip and a long haul truck trip where the driver generally enjoys amenities such as showers, truck washing services, food, and mechanical repairs.

Additionally, this economic assessment should include analysis of the financial model, i.e. renting, leasing, or owning a parking space, best suited to the truck parking business. The potential fees needed to successfully operate such a business should be evaluated and compared against current parking rates in Miami-Dade County. This will assist in determining the viability of private sector entrepreneurs providing truck parking in Miami-Dade County. Private involvement in this economic assessment will be critical to build enthusiasm for private investments in truck parking infrastructure.

APPENDIX A

Summary of Permitted Truck Parking by Parcels

TABLE A-1
Parking Permits for Unincorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcel Folio Number	Unincorporated/Incorporated	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity
3030150010410	UNINCORPORATED MIAMI-DADE	9.58	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	96
3031210001250	UNINCORPORATED MIAMI-DADE	3.62	INDUSTRIAL AND OFFICE	IU-2	Yes*	Yes	36
3021330040050	UNINCORPORATED MIAMI-DADE	4.33	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	43
3030150010030	UNINCORPORATED MIAMI-DADE	2.67	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	27
3030150010020	UNINCORPORATED MIAMI-DADE	6.80	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	68
3030150010660	UNINCORPORATED MIAMI-DADE	3.28	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	33
3030520020140	UNINCORPORATED MIAMI-DADE	2.81	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	28
3031110354610	UNINCORPORATED MIAMI-DADE	4.77	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	48
3040140350010	UNINCORPORATED MIAMI-DADE	2.17	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	22
3031280280040	UNINCORPORATED MIAMI-DADE	3.07	INDUSTRIAL AND OFFICE	IU-2,IU-1	Yes*	Yes	31
3020310010050	UNINCORPORATED MIAMI-DADE	8.84	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	88
3030310290014	UNINCORPORATED MIAMI-DADE	14.67	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	147
3030310290013	UNINCORPORATED MIAMI-DADE	6.15	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	62
3020310010040	UNINCORPORATED MIAMI-DADE	42.96	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	430
3031210001260	UNINCORPORATED MIAMI-DADE	2.45	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	25
3031210001510	UNINCORPORATED MIAMI-DADE	2.79	INDUSTRIAL AND OFFICE	IU-1	Yes*	Yes	28
3040140110010	UNINCORPORATED MIAMI-DADE	4.56	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	46
3040140110010	UNINCORPORATED MIAMI-DADE	11.22	INDUSTRIAL AND OFFICE	IU-3	Yes*	Yes	112
3069230000530	UNINCORPORATED MIAMI-DADE	5.45	INDUSTRIAL AND OFFICE	IU-1,IU-2	Yes*	No	54
3059270000250	UNINCORPORATED MIAMI-DADE	6.47	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	65
3059220000010	UNINCORPORATED MIAMI-DADE	2.17	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	22
3031160200010	UNINCORPORATED MIAMI-DADE	5.65	INDUSTRIAL AND OFFICE	IU-1,IU-2	Yes*	No	57
3059210000071	UNINCORPORATED MIAMI-DADE	7.97	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	80
3059200000060	UNINCORPORATED MIAMI-DADE	4.18	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	42
3039530000162	UNINCORPORATED MIAMI-DADE	2.50	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	25
3039530000163	UNINCORPORATED MIAMI-DADE	6.20	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	62
3069230000530	UNINCORPORATED MIAMI-DADE	5.14	INDUSTRIAL AND OFFICE	IU-2	Yes*	No	51
3069230000030	UNINCORPORATED MIAMI-DADE	6.23	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	62
3069230000031	UNINCORPORATED MIAMI-DADE	2.88	INDUSTRIAL AND OFFICE	BU-3	Yes*	No	29
3069130000678	UNINCORPORATED MIAMI-DADE	2.13	BUSINESS AND OFFICE	IU-1	Yes*	No	21
3069230000534	UNINCORPORATED MIAMI-DADE	3.23	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	32
3069230000532	UNINCORPORATED MIAMI-DADE	10.39	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	104
3049030030017	UNINCORPORATED MIAMI-DADE	2.46	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	25
3049030030016	UNINCORPORATED MIAMI-DADE	2.45	INDUSTRIAL AND OFFICE	IU-1	Yes*	No	24
3020090010320	UNINCORPORATED MIAMI-DADE	9.29	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	93
3059240120020	UNINCORPORATED MIAMI-DADE	2.93	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	29
3059240120010	UNINCORPORATED MIAMI-DADE	2.19	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	22
3030310270030	UNINCORPORATED MIAMI-DADE	2.40	BUSINESS AND OFFICE	BU-2	No**	Yes	24
3059130000120	UNINCORPORATED MIAMI-DADE	12.36	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	124
3069350000062	UNINCORPORATED MIAMI-DADE	6.46	BUSINESS AND OFFICE	BU-1A	No**	Yes	65
3020040000040	UNINCORPORATED MIAMI-DADE	14.76	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	148
3020090010010	UNINCORPORATED MIAMI-DADE	26.34	BUSINESS AND OFFICE	AU,RU-1MA	No**	Yes	263
3020090010265	UNINCORPORATED MIAMI-DADE	4.66	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	47
3020090010350	UNINCORPORATED MIAMI-DADE	6.50	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	65
3020090010380	UNINCORPORATED MIAMI-DADE	6.40	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	64
3020090010431	UNINCORPORATED MIAMI-DADE	3.72	INDUSTRIAL AND OFFICE	IU-C,AU	No**	Yes	37
3020090010200	UNINCORPORATED MIAMI-DADE	6.36	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	64
3020090010240	UNINCORPORATED MIAMI-DADE	5.86	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	59
3020090010450	UNINCORPORATED MIAMI-DADE	9.38	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	94
3020090010432	UNINCORPORATED MIAMI-DADE	2.25	INDUSTRIAL AND OFFICE	IU-C,AU	No**	Yes	22
3020090010470	UNINCORPORATED MIAMI-DADE	3.79	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	38
3020090010260	UNINCORPORATED MIAMI-DADE	5.03	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	50
3020090010241	UNINCORPORATED MIAMI-DADE	2.37	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	24
3020090010475	UNINCORPORATED MIAMI-DADE	5.68	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	57
3020090010460	UNINCORPORATED MIAMI-DADE	10.09	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	101
3020090010370	UNINCORPORATED MIAMI-DADE	6.39	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	64
3020090010390	UNINCORPORATED MIAMI-DADE	6.32	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	63
3020090010400	UNINCORPORATED MIAMI-DADE	3.71	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	37
3020090010290	UNINCORPORATED MIAMI-DADE	9.45	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	94

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

TABLE A-1
Parking Permits for Unincorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcel Folio Number	Unincorporated/Incorporated	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity
3020090010480	UNINCORPORATED MIAMI-DADE	8.41	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	84
3020090010270	UNINCORPORATED MIAMI-DADE	9.58	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	96
3020090010340	UNINCORPORATED MIAMI-DADE	6.45	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	64
3020090010360	UNINCORPORATED MIAMI-DADE	6.28	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	63
3060300000050	UNINCORPORATED MIAMI-DADE	22.44	BUSINESS AND OFFICE	AU	No**	Yes	224
3060300000051	UNINCORPORATED MIAMI-DADE	4.28	BUSINESS AND OFFICE	AU	No**	Yes	43
3030060030050	UNINCORPORATED MIAMI-DADE	9.28	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	93
3021130000050	UNINCORPORATED MIAMI-DADE	4.44	BUSINESS AND OFFICE	BU-2	No**	Yes	44
3060300000070	UNINCORPORATED MIAMI-DADE	25.27	BUSINESS AND OFFICE	AU,RU-3M	No**	Yes	253
3060300000091	UNINCORPORATED MIAMI-DADE	2.18	BUSINESS AND OFFICE	AU,RU-3M	No**	Yes	22
3079020000110	UNINCORPORATED MIAMI-DADE	3.25	BUSINESS AND OFFICE	BU-1A	No**	Yes	32
3030310000021	UNINCORPORATED MIAMI-DADE	20.83	BUSINESS AND OFFICE	IU-2,IU-C,GU	No**	Yes	208
3030310000021	UNINCORPORATED MIAMI-DADE	5.95	BUSINESS AND OFFICE	IU-2,IU-C,GU	No**	Yes	59
3060070000370	UNINCORPORATED MIAMI-DADE	2.01	BUSINESS AND OFFICE	BU-2	No**	Yes	20
3040040010040	UNINCORPORATED MIAMI-DADE	3.11	BUSINESS AND OFFICE	GU,BU-1A	No**	Yes	31
3069340000340	UNINCORPORATED MIAMI-DADE	3.21	BUSINESS AND OFFICE	NONE,RU-3M	No**	Yes	32
3069340000320	UNINCORPORATED MIAMI-DADE	2.04	BUSINESS AND OFFICE	RU-3M,BU-1A	No**	Yes	20
3012340820010	UNINCORPORATED MIAMI-DADE	5.65	BUSINESS AND OFFICE	OUAD,OUAD	No**	Yes	57
3030060030060	UNINCORPORATED MIAMI-DADE	9.54	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	95
3030060030020	UNINCORPORATED MIAMI-DADE	13.09	INDUSTRIAL AND OFFICE	IU-C	No**	Yes	131
3040150190030	UNINCORPORATED MIAMI-DADE	3.72	BUSINESS AND OFFICE	RU-1,BU-2	No**	Yes	37
3060060500010	UNINCORPORATED MIAMI-DADE	5.91	INDUSTRIAL AND OFFICE	NONE,BU-1A	No**	Yes	59
3020080010240	UNINCORPORATED MIAMI-DADE	9.84	INDUSTRIAL AND OFFICE	AU	No**	Yes	98
3020080010750	UNINCORPORATED MIAMI-DADE	5.08	INDUSTRIAL AND OFFICE	AU	No**	Yes	51
3020080010760	UNINCORPORATED MIAMI-DADE	4.70	INDUSTRIAL AND OFFICE	AU	No**	Yes	47
3020080010060	UNINCORPORATED MIAMI-DADE	4.85	INDUSTRIAL AND OFFICE	AU	No**	Yes	49
3020080010810	UNINCORPORATED MIAMI-DADE	9.90	INDUSTRIAL AND OFFICE	AU	No**	Yes	99
3020080010080	UNINCORPORATED MIAMI-DADE	4.73	INDUSTRIAL AND OFFICE	AU	No**	Yes	47
3020080010740	UNINCORPORATED MIAMI-DADE	4.63	INDUSTRIAL AND OFFICE	AU	No**	Yes	46
3020080010040	UNINCORPORATED MIAMI-DADE	4.73	INDUSTRIAL AND OFFICE	AU	No**	Yes	47
3020080010050	UNINCORPORATED MIAMI-DADE	4.91	INDUSTRIAL AND OFFICE	AU	No**	Yes	49
3020080010230	UNINCORPORATED MIAMI-DADE	9.99	INDUSTRIAL AND OFFICE	AU	No**	Yes	100
3020080010070	UNINCORPORATED MIAMI-DADE	4.84	INDUSTRIAL AND OFFICE	AU	No**	Yes	48
3020080010730	UNINCORPORATED MIAMI-DADE	4.91	INDUSTRIAL AND OFFICE	AU	No**	Yes	49
3020080010820	UNINCORPORATED MIAMI-DADE	9.91	INDUSTRIAL AND OFFICE	AU	No**	Yes	99
3020080010770	UNINCORPORATED MIAMI-DADE	4.88	INDUSTRIAL AND OFFICE	AU	No**	Yes	49
3060050180011	UNINCORPORATED MIAMI-DADE	2.20	INDUSTRIAL AND OFFICE	PECUC	No**	Yes	22
3060050810040	UNINCORPORATED MIAMI-DADE	2.57	BUSINESS AND OFFICE	BU-2	No**	Yes	26
3060050810050	UNINCORPORATED MIAMI-DADE	2.19	BUSINESS AND OFFICE	BU-2	No**	Yes	22
3060050010291	UNINCORPORATED MIAMI-DADE	2.69	BUSINESS AND OFFICE	PECUC	No**	Yes	27
3050300180090	UNINCORPORATED MIAMI-DADE	4.78	INDUSTRIAL AND OFFICE	AU,IU-C	No**	Yes	48
3060050810010	UNINCORPORATED MIAMI-DADE	3.11	BUSINESS AND OFFICE	BU-2	No**	Yes	31
3059050290020	UNINCORPORATED MIAMI-DADE	68.85	BUSINESS AND OFFICE	BU-2	No**	No	689
3059050290100	UNINCORPORATED MIAMI-DADE	2.16	BUSINESS AND OFFICE	BU-2	No**	No	22
3059050290090	UNINCORPORATED MIAMI-DADE	3.02	BUSINESS AND OFFICE	BU-2	No**	No	30
3059210000080	UNINCORPORATED MIAMI-DADE	8.80	INDUSTRIAL AND OFFICE	IU-C	No**	No	88
3049200010460	UNINCORPORATED MIAMI-DADE	9.05	BUSINESS AND OFFICE	BU-1A	No**	No	90
3059050290011	UNINCORPORATED MIAMI-DADE	11.83	BUSINESS AND OFFICE	BU-2,BU-3	No**	No	118
3059050290060	UNINCORPORATED MIAMI-DADE	2.21	BUSINESS AND OFFICE	BU-2,BU-3	No**	No	22
3059050290070	UNINCORPORATED MIAMI-DADE	2.04	BUSINESS AND OFFICE	BU-2	No**	No	20
3020090010412	UNINCORPORATED MIAMI-DADE	8.61	INDUSTRIAL AND OFFICE	IU-C,AU	No**	No	86
3059140830100	UNINCORPORATED MIAMI-DADE	3.66	INDUSTRIAL AND OFFICE	IU-C,BU-1A	No**	No	37
3069360080010	UNINCORPORATED MIAMI-DADE	3.34	BUSINESS AND OFFICE	AU,RU-3M,BU-1A	No**	No	33
3031090340010	UNINCORPORATED MIAMI-DADE	8.88	BUSINESS AND OFFICE	BU-2,IU-1	No**	No	89
3031090000290	UNINCORPORATED MIAMI-DADE	28.91	BUSINESS AND OFFICE	BU-2,IU-1	No**	No	289
3031090000330	UNINCORPORATED MIAMI-DADE	2.11	BUSINESS AND OFFICE	BU-2	No**	No	21
3059140000100	UNINCORPORATED MIAMI-DADE	5.09	INDUSTRIAL AND OFFICE	IU-C	No**	No	51
3059140000101	UNINCORPORATED MIAMI-DADE	5.07	INDUSTRIAL AND OFFICE	IU-C	No**	No	51
3020090010420	UNINCORPORATED MIAMI-DADE	9.44	BUSINESS AND OFFICE	AU	No**	No	94

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-1
Parking Permits for Unincorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated/Incorporated	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity
306018000691	UNINCORPORATED MIAMI-DADE	9.12	BUSINESS AND OFFICE	AU	No**	No	91
306935000020	UNINCORPORATED MIAMI-DADE	4.27	BUSINESS AND OFFICE	RU-2,BU-1A	No**	No	43
3059140640010	UNINCORPORATED MIAMI-DADE	2.41	INDUSTRIAL AND OFFICE	IU-C,BU-1A	No**	No	24
3060190180020	UNINCORPORATED MIAMI-DADE	6.01	BUSINESS AND OFFICE	RU-3M,BU-1A	No**	No	60
3060190190010	UNINCORPORATED MIAMI-DADE	8.66	BUSINESS AND OFFICE	RU-3M,BU-1A	No**	No	87
3022320000050	UNINCORPORATED MIAMI-DADE	3.33	BUSINESS AND OFFICE	BU-2,RU-3B	No**	No	33
3022320080020	UNINCORPORATED MIAMI-DADE	2.96	BUSINESS AND OFFICE	BU-1A,RU-3M	No**	No	30
3049160000012	UNINCORPORATED MIAMI-DADE	2.85	BUSINESS AND OFFICE	BU-1A	No**	No	28
3059090140012	UNINCORPORATED MIAMI-DADE	52.42	INDUSTRIAL AND OFFICE	IU-C	No**	No	524
3059090140011	UNINCORPORATED MIAMI-DADE	2.00	INDUSTRIAL AND OFFICE	IU-C,RU-3M	No**	No	20
3059270000220	UNINCORPORATED MIAMI-DADE	6.50	BUSINESS AND OFFICE	BU-2	No**	No	65
3059340010170	UNINCORPORATED MIAMI-DADE	5.88	BUSINESS AND OFFICE	BU-2	No**	No	59
3059210250010	UNINCORPORATED MIAMI-DADE	8.24	INDUSTRIAL AND OFFICE	BU-1A,IU-C	No**	No	82
3059120310890	UNINCORPORATED MIAMI-DADE	7.24	BUSINESS AND OFFICE	EU-M,BU-1A	No**	No	72
3059050290110	UNINCORPORATED MIAMI-DADE	4.07	BUSINESS AND OFFICE	BU-2	No**	No	41
3059050290031	UNINCORPORATED MIAMI-DADE	6.06	BUSINESS AND OFFICE	BU-2	No**	No	61
3059100000153	UNINCORPORATED MIAMI-DADE	4.08	BUSINESS AND OFFICE	BU-1A	No**	No	41
3059200000060	UNINCORPORATED MIAMI-DADE	6.10	INDUSTRIAL AND OFFICE	BU-1A,IU-1	No**	No	61
3069230000760	UNINCORPORATED MIAMI-DADE	8.53	INDUSTRIAL AND OFFICE	PCUC	No**	No	85
3039530000137	UNINCORPORATED MIAMI-DADE	13.09	INDUSTRIAL AND OFFICE	GU,IU-1	No**	No	131
3039530000136	UNINCORPORATED MIAMI-DADE	3.09	INDUSTRIAL AND OFFICE	GU	No**	No	31
3039530000250	UNINCORPORATED MIAMI-DADE	4.18	INDUSTRIAL AND OFFICE	IU-C	No**	No	42
3039530000159	UNINCORPORATED MIAMI-DADE	2.50	INDUSTRIAL AND OFFICE	GU	No**	No	25
3059090484470	UNINCORPORATED MIAMI-DADE	2.13	BUSINESS AND OFFICE	BU-1A	No**	No	21
3039530000164	UNINCORPORATED MIAMI-DADE	3.77	INDUSTRIAL AND OFFICE	GU	No**	No	38
3039530000148	UNINCORPORATED MIAMI-DADE	2.50	INDUSTRIAL AND OFFICE	GU	No**	No	25
3039530000134	UNINCORPORATED MIAMI-DADE	2.52	INDUSTRIAL AND OFFICE	GU,IU-1	No**	No	25
3039530000145	UNINCORPORATED MIAMI-DADE	2.49	INDUSTRIAL AND OFFICE	GU	No**	No	25
3049320344060	UNINCORPORATED MIAMI-DADE	5.96	BUSINESS AND OFFICE	BU-1A	No**	No	60
3039530000152	UNINCORPORATED MIAMI-DADE	3.09	INDUSTRIAL AND OFFICE	GU	No**	No	31
3049040000090	UNINCORPORATED MIAMI-DADE	8.61	BUSINESS AND OFFICE	RU-3M,BU-1A	No**	No	86
3069130000673	UNINCORPORATED MIAMI-DADE	2.28	BUSINESS AND OFFICE	GCUC	No**	No	23
3049310010590	UNINCORPORATED MIAMI-DADE	9.06	BUSINESS AND OFFICE	GU	No**	No	91
3049310010421	UNINCORPORATED MIAMI-DADE	2.47	BUSINESS AND OFFICE	GU	No**	No	25
3049310010530	UNINCORPORATED MIAMI-DADE	9.70	BUSINESS AND OFFICE	GU	No**	No	97
3049310010580	UNINCORPORATED MIAMI-DADE	9.72	BUSINESS AND OFFICE	GU	No**	No	97
3049310010601	UNINCORPORATED MIAMI-DADE	2.99	BUSINESS AND OFFICE	GU	No**	No	30
3049310010521	UNINCORPORATED MIAMI-DADE	2.96	BUSINESS AND OFFICE	GU	No**	No	30
3039350130020	UNINCORPORATED MIAMI-DADE	33.04	BUSINESS AND OFFICE	IU-1,BU-2	No**	No	330
3039350130010	UNINCORPORATED MIAMI-DADE	12.64	BUSINESS AND OFFICE	IU-1,BU-2	No**	No	126
3069270000110	UNINCORPORATED MIAMI-DADE	2.19	INDUSTRIAL AND OFFICE	PCUC	No**	No	22
3069230000530	UNINCORPORATED MIAMI-DADE	8.94	INDUSTRIAL AND OFFICE	IU-2,PCUC	No**	No	89
3079040330010	UNINCORPORATED MIAMI-DADE	2.19	BUSINESS AND OFFICE	RU-2,RU-4L,BU-1A	No**	No	22
3040040010020	UNINCORPORATED MIAMI-DADE	23.42	BUSINESS AND OFFICE	GU,BU-1A	No**	No	234
3069230000685	UNINCORPORATED MIAMI-DADE	7.84	INDUSTRIAL AND OFFICE	PCUC	No**	No	78
3069230000980	UNINCORPORATED MIAMI-DADE	2.21	BUSINESS AND OFFICE	PCUC	No**	No	22
3069230000530	UNINCORPORATED MIAMI-DADE	3.69	INDUSTRIAL AND OFFICE	PCUC	No**	No	37
3069230000890	UNINCORPORATED MIAMI-DADE	2.31	INDUSTRIAL AND OFFICE	PCUC	No**	No	23
3069330000191	UNINCORPORATED MIAMI-DADE	2.21	BUSINESS AND OFFICE	NCUC,NONE	No**	No	22
3069130001413	UNINCORPORATED MIAMI-DADE	2.37	BUSINESS AND OFFICE	GU	No**	No	24
3069230000532	UNINCORPORATED MIAMI-DADE	4.07	INDUSTRIAL AND OFFICE	IU-1,PCUC	No**	No	41
3069230000810	UNINCORPORATED MIAMI-DADE	2.41	INDUSTRIAL AND OFFICE	PCUC	No**	No	24
3069330000660	UNINCORPORATED MIAMI-DADE	2.52	BUSINESS AND OFFICE	BU-1A	No**	No	25
3020080010830	UNINCORPORATED MIAMI-DADE	9.92	INDUSTRIAL AND OFFICE	AU	No**	No	99
3020080010920	UNINCORPORATED MIAMI-DADE	4.14	INDUSTRIAL AND OFFICE	AU	No**	No	41
3020080010300	UNINCORPORATED MIAMI-DADE	37.67	INDUSTRIAL AND OFFICE	AU	No**	No	377
3020080010890	UNINCORPORATED MIAMI-DADE	4.86	INDUSTRIAL AND OFFICE	AU	No**	No	49
3020080010800	UNINCORPORATED MIAMI-DADE	4.21	INDUSTRIAL AND OFFICE	AU	No**	No	42
3020080010870	UNINCORPORATED MIAMI-DADE	5.01	INDUSTRIAL AND OFFICE	AU	No**	No	50

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

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Parking Permits for Unincorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcel Folio Number	Unincorporated/Incorporated	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity
3020080010960	UNINCORPORATED MIAMI-DADE	9.64	INDUSTRIAL AND OFFICE	AU	No**	No	96
3020080010680	UNINCORPORATED MIAMI-DADE	3.90	INDUSTRIAL AND OFFICE	NONE,AU	No**	No	39
3020080010840	UNINCORPORATED MIAMI-DADE	9.79	INDUSTRIAL AND OFFICE	AU	No**	No	98
3020080010860	UNINCORPORATED MIAMI-DADE	4.69	INDUSTRIAL AND OFFICE	AU	No**	No	47
3020080010880	UNINCORPORATED MIAMI-DADE	4.75	INDUSTRIAL AND OFFICE	AU	No**	No	47
3020080010490	UNINCORPORATED MIAMI-DADE	34.62	INDUSTRIAL AND OFFICE	NONE,AU	No**	No	346
3020080010510	UNINCORPORATED MIAMI-DADE	4.98	INDUSTRIAL AND OFFICE	AU	No**	No	50
3020080010930	UNINCORPORATED MIAMI-DADE	9.37	INDUSTRIAL AND OFFICE	AU	No**	No	94
3020080010850	UNINCORPORATED MIAMI-DADE	4.89	INDUSTRIAL AND OFFICE	AU	No**	No	49
3020080010530	UNINCORPORATED MIAMI-DADE	4.84	INDUSTRIAL AND OFFICE	AU	No**	No	48
3020080010790	UNINCORPORATED MIAMI-DADE	4.72	INDUSTRIAL AND OFFICE	AU	No**	No	47
3020080010550	UNINCORPORATED MIAMI-DADE	4.70	INDUSTRIAL AND OFFICE	AU	No**	No	47
3020080010560	UNINCORPORATED MIAMI-DADE	4.14	INDUSTRIAL AND OFFICE	AU	No**	No	41
3020080010520	UNINCORPORATED MIAMI-DADE	4.75	INDUSTRIAL AND OFFICE	AU	No**	No	48
3020080010940	UNINCORPORATED MIAMI-DADE	9.71	INDUSTRIAL AND OFFICE	AU	No**	No	97
3020080010720	UNINCORPORATED MIAMI-DADE	9.53	INDUSTRIAL AND OFFICE	AU	No**	No	95
3020080010900	UNINCORPORATED MIAMI-DADE	4.92	INDUSTRIAL AND OFFICE	AU	No**	No	49
3020080010910	UNINCORPORATED MIAMI-DADE	4.74	INDUSTRIAL AND OFFICE	AU	No**	No	47
3020080010950	UNINCORPORATED MIAMI-DADE	9.53	INDUSTRIAL AND OFFICE	AU	No**	No	95
3020080010710	UNINCORPORATED MIAMI-DADE	9.50	INDUSTRIAL AND OFFICE	NONE,AU	No**	No	95
3020080010700	UNINCORPORATED MIAMI-DADE	9.66	INDUSTRIAL AND OFFICE	NONE,AU	No**	No	97
3020080010780	UNINCORPORATED MIAMI-DADE	4.94	INDUSTRIAL AND OFFICE	AU	No**	No	49
3020080010540	UNINCORPORATED MIAMI-DADE	4.91	INDUSTRIAL AND OFFICE	AU	No**	No	49
3079040000230	UNINCORPORATED MIAMI-DADE	2.23	BUSINESS AND OFFICE	BU-1A	No**	No	22
3049030030018	UNINCORPORATED MIAMI-DADE	4.94	INDUSTRIAL AND OFFICE	IU-1,GU	No**	No	49
3049030030010	UNINCORPORATED MIAMI-DADE	3.74	INDUSTRIAL AND OFFICE	IU-1,GU	No**	No	37
3069270150020	UNINCORPORATED MIAMI-DADE	2.41	INDUSTRIAL AND OFFICE	NCUC	No**	No	24
3069270000271	UNINCORPORATED MIAMI-DADE	2.59	INDUSTRIAL AND OFFICE	NCUC	No**	No	26
3079050000380	UNINCORPORATED MIAMI-DADE	2.33	BUSINESS AND OFFICE	BU-1A	No**	No	23
3069270000430	UNINCORPORATED MIAMI-DADE	2.63	BUSINESS AND OFFICE	NCUC	No**	No	26
3020120510010	UNINCORPORATED MIAMI-DADE	7.08	BUSINESS AND OFFICE	RU-1,IU-C	No**	No	71
3049030030290	UNINCORPORATED MIAMI-DADE	3.87	INDUSTRIAL AND OFFICE	IU-C	No**	No	39
3049030030292	UNINCORPORATED MIAMI-DADE	2.59	INDUSTRIAL AND OFFICE	IU-C	No**	No	26
3049030030291	UNINCORPORATED MIAMI-DADE	2.59	INDUSTRIAL AND OFFICE	IU-C	No**	No	26
3049030030301	UNINCORPORATED MIAMI-DADE	3.42	BUSINESS AND OFFICE	GU	No**	No	34
3049030030450	UNINCORPORATED MIAMI-DADE	7.73	BUSINESS AND OFFICE	GU	No**	No	77
3049290010010	UNINCORPORATED MIAMI-DADE	8.00	BUSINESS AND OFFICE	BU-1A	No**	No	80

Note:
*Parcels with zoning categories IU-1, IU-2, IU-3 and BU-3 legally allow truck parking.
**Rezoning is possible in future

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
3660160000027	Incorporated	Cutler Bay	18.04	Business and Office	Vacant Unprotected	No	No	180	On private or public property shall be conducted only from within approved permanent substantial buildings
3530270570020	Incorporated	Doral	7.82	Industrial and Office	IC	Yes	Yes	78	
3530300340010	Incorporated	Doral	3.40	Business and Office	I	Yes	No	34	
3530170010610	Incorporated	Doral	8.45	Industrial and Office	IC	Yes	No	85	
3530290870010	Incorporated	Doral	4.05	Business and Office	I	Yes	No	41	
3530270570010	Incorporated	Doral	6.64	Industrial and Office	IC	Yes	Yes	66	
3530220000090	Incorporated	Doral	6.88	Industrial and Office	I	Yes	Yes	69	
3530291000010	Incorporated	Doral	4.96	Industrial and Office	I	Yes	No	50	
3530270390030	Incorporated	Doral	3.91	Industrial and Office	I	Yes	Yes	39	
3530170010650	Incorporated	Doral	10.12	Industrial and Office	IC	Yes	No	101	
3530170010531	Incorporated	Doral	2.42	Industrial and Office	IC	Yes	No	24	
3530270460030	Incorporated	Doral	2.10	Industrial and Office	I	Yes	Yes	21	
3530270460040	Incorporated	Doral	3.65	Industrial and Office	I	Yes	Yes	37	
3530270460060	Incorporated	Doral	11.73	Industrial and Office	I	Yes	Yes	117	
3530170010241	Incorporated	Doral	13.03	Industrial and Office	IC	Yes	No	130	
3530320340020	Incorporated	Doral	6.35	Industrial and Office	I	Yes	Yes	64	
3530170010370	Incorporated	Doral	2.34	Industrial and Office	IC	Yes	No	23	
3530170010382	Incorporated	Doral	2.89	Industrial and Office	IC	Yes	No	29	
3530170100020	Incorporated	Doral	2.20	Industrial and Office	IC	Yes	No	22	
3530170230010	Incorporated	Doral	6.14	Industrial and Office	IC	Yes	No	61	
3530170220010	Incorporated	Doral	4.78	Industrial and Office	IC	Yes	No	48	
3530320220035	Incorporated	Doral	2.28	Industrial and Office	I	Yes	Yes	23	
3530170010490	Incorporated	Doral	8.39	Industrial and Office	GU	No	No	84	Application for a change of zoning is possible
3530170010500	Incorporated	Doral	9.93	Industrial and Office	GU	No	No	99	Application for a change of zoning is possible
3530170010660	Incorporated	Doral	9.81	Industrial and Office	GU	No	No	98	Application for a change of zoning is possible
3530170010645	Incorporated	Doral	4.95	Industrial and Office	GU	No	No	50	Application for a change of zoning is possible
3530270370020	Incorporated	Doral	3.69	Business and Office	CC	No	Yes	37	
3530300000020	Incorporated	Doral	5.81	Business and Office	GU	No	Yes	58	Application for a change of zoning is possible
3530300000020	Incorporated	Doral	99.39	Industrial and Office	GU	No	Yes	994	Application for a change of zoning is possible
3530300000020	Incorporated	Doral	2.99	Business and Office	GU	No	Yes	30	Application for a change of zoning is possible
3530190010500	Incorporated	Doral	4.82	Business and Office	GU	No	Yes	48	Application for a change of zoning is possible
3530080000042	Incorporated	Doral	13.02	Industrial and Office	GU	No	No	130	Application for a change of zoning is possible
3530080000040	Incorporated	Doral	7.26	Industrial and Office	GU	No	No	73	Application for a change of zoning is possible

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**TABLE A-2
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Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
3530080000040	Incorporated	Doral	33.34	Business and Office	GU	No	No	333	Application for a change of zoning is possible
3530080000042	Incorporated	Doral	6.41	Industrial and Office	GU	No	No	64	Application for a change of zoning is possible
3530080000040	Incorporated	Doral	11.59	Industrial and Office	GU	No	No	116	Application for a change of zoning is possible
3530170010362	Incorporated	Doral	6.41	Industrial and Office	TND	No	No	64	
3530190010531	Incorporated	Doral	4.88	Business and Office	CC	No	Yes	49	
3530190010530	Incorporated	Doral	4.89	Business and Office	CC	No	Yes	49	
3530190010520	Incorporated	Doral	7.30	Business and Office	CC	No	Yes	73	
3530190010370	Incorporated	Doral	7.29	Business and Office	CC	No	Yes	73	
3530320000121	Incorporated	Doral	9.33	Industrial and Office	CC	No	Yes	93	
3530320000170	Incorporated	Doral	2.22	Industrial and Office	CC	No	Yes	22	
3530220070100	Incorporated	Doral	3.13	Business and Office	DMU	No	Yes	31	
3530270673230	Incorporated	Doral	2.36	Industrial and Office	DMU	No	Yes	24	
3530190010380	Incorporated	Doral	6.90	Business and Office	CMU	No	Yes	69	
3530190010380	Incorporated	Doral	2.87	Business and Office	CMU	No	Yes	29	
3530190010352	Incorporated	Doral	5.44	Business and Office	CMU	No	Yes	54	
1679190010200	Incorporated	Florida City	9.29	Business and Office	Agricultural--Cropland-III (53)	No	Yes	93	
1679190010210	Incorporated	Florida City	10.04	Business and Office	Agricultural--Cropland-III (53)	No	Yes	100	
1679190010290	Incorporated	Florida City	9.69	Business and Office	Agricultural--Cropland-III (53)	No	Yes	97	
1678240000825	Incorporated	Florida City	2.91	Industrial and Office	Agricultural--Improved(50)	No	Yes	29	
1678240000820	Incorporated	Florida City	3.08	Industrial and Office	Commercial--Mall-small (16)	No	Yes	31	
1679300010420	Incorporated	Florida City	2.38	Business and Office	Commercial--Vacant(10)	No	Yes	24	
1679190000103	Incorporated	Florida City	2.69	Business and Office		No	Yes	27	
1679300010450	Incorporated	Florida City	2.21	Business and Office	Commercial--Vacant(10)	No	No	22	
1679300010440	Incorporated	Florida City	3.35	Business and Office	Commercial--Vacant(10)	No	Yes	34	
1679300010452	Incorporated	Florida City	9.61	Business and Office	Commercial--Vacant(10)	No	No	96	
1679300010231	Incorporated	Florida City	5.65	Business and Office	Agricultural--Ornamental (69)	No	Yes	57	
1679300010220	Incorporated	Florida City	9.66	Business and Office	Agricultural--Cropland-III (53)	No	Yes	97	
1679300010294	Incorporated	Florida City	4.86	Business and Office	Industrial--Vacant (40)	No	Yes	49	
1679300010290	Incorporated	Florida City	3.21	Business and Office	Agricultural--Ornamental (69)	No	Yes	32	
1679300010313	Incorporated	Florida City	2.49	Business and Office	Industrial--Vacant (40)	No	Yes	25	
1679190010400	Incorporated	Florida City	3.72	Business and Office	Commercial--Vacant (10)	No	Yes	37	
1679190010324	Incorporated	Florida City	9.44	Business and Office	Commercial--Vacant (10)	No	Yes	94	
1679190060111	Incorporated	Florida City	7.21	Business and Office	Commercial--Vacant (10)	No	Yes	72	
1678240280010	Incorporated	Florida City	6.15	Industrial and Office	Industrial--Vacant (40)	No	Yes	61	

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Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
1679300010180	Incorporated	Florida City	9.20	Industrial and Office	Industrial--Vacant (40)	No	Yes	92	
1679190010341	Incorporated	Florida City	2.94	Business and Office	Commercial--Vacant (10)	No	Yes	29	
420170010030	Incorporated	Hialeah	10.24	Industrial and Office	Vacant Unprotected	Yes	No	102	Upon state health department approval.
420170010260	Incorporated	Hialeah	10.44	Industrial and Office	Agriculture	Yes	No	104	Upon state health department approval.
420170010300	Incorporated	Hialeah	10.08	Industrial and Office	Agriculture	Yes	No	101	Upon state health department approval.
420170010400	Incorporated	Hialeah	12.01	Industrial and Office	Vacant Unprotected	Yes	No	120	Upon state health department approval.
420170010410	Incorporated	Hialeah	12.19	Industrial and Office	Vacant Unprotected	Yes	No	122	Upon state health department approval.
420170010460	Incorporated	Hialeah	10.39	Industrial and Office	Communications, Utilities, Terminals, Plants	Yes	No	104	Upon state health department approval.
420170010480	Incorporated	Hialeah	10.20	Industrial and Office	Agriculture	Yes	No	102	Upon state health department approval.
420170010560	Incorporated	Hialeah	11.61	Industrial and Office	Communications, Utilities, Terminals, Plants	Yes	No	116	Upon state health department approval.
420170010570	Incorporated	Hialeah	10.46	Industrial and Office	Communications, Utilities, Terminals, Plants	Yes	No	105	Upon state health department approval.
420170010620	Incorporated	Hialeah	10.20	Industrial and Office	Communications, Utilities, Terminals, Plants	Yes	No	102	Upon state health department approval.
420280010353	Incorporated	Hialeah	2.77	Industrial and Office	Vacant Unprotected	Yes	Yes	28	
421320390010	Incorporated	Hialeah	19.11	Industrial and Office	Communications, Utilities, Terminals, Plants	Yes	Yes	191	
420200010015	Incorporated	Hialeah	Property Record not found			No	No		Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420200010061	Incorporated	Hialeah	8.00		Industrial	No	No	80	Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420200010050	Incorporated	Hialeah	9.00		Vacant Unprotected	No	No	90	Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420200010041	Incorporated	Hialeah	2.00		Industrial	No	No	20	Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420200010043	Incorporated	Hialeah	3.00		Industrial	No	No	30	Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420200020020	Incorporated	Hialeah	10.00		Vacant Unprotected	No	No	100	Under Construction Area (New annexation of Hialeah) This area will be under the same conditions during the next 20 years approximately. There are Multi-families.
420170010010	Incorporated	Hialeah	7.91	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	79	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010020	Incorporated	Hialeah	9.65	Industrial and Office	Vacant Unprotected	No	No	97	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010040	Incorporated	Hialeah	7.06	Industrial and Office	Agriculture	No	No	71	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010050	Incorporated	Hialeah	6.45	Industrial and Office	Agriculture	No	No	64	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010060	Incorporated	Hialeah	4.97	Industrial and Office	Vacant Unprotected	No	No	50	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010061	Incorporated	Hialeah	4.94	Industrial and Office	Agriculture	No	No	49	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010070	Incorporated	Hialeah	9.20	Industrial and Office	Agriculture	No	No	92	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010080	Incorporated	Hialeah	4.88	Industrial and Office	Vacant Unprotected	No	No	49	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010081	Incorporated	Hialeah	4.84	Industrial and Office	Vacant Unprotected	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010090	Incorporated	Hialeah	3.92	Industrial and Office	Vacant Unprotected	No	No	39	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010091	Incorporated	Hialeah	4.25	Industrial and Office	Agriculture	No	No	42	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010100	Incorporated	Hialeah	4.88	Industrial and Office	Agriculture	No	No	49	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010101	Incorporated	Hialeah	4.65	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	46	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010110	Incorporated	Hialeah	4.59	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	46	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.

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Parcel Folio Number	Unincorporated/Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
420170010111	Incorporated	Hialeah	4.93	Industrial and Office	Agriculture	No	No	49	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010120	Incorporated	Hialeah	6.17	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	62	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010130	Incorporated	Hialeah	6.93	Industrial and Office	Agriculture	No	No	69	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010142	Incorporated	Hialeah	4.81	Industrial and Office	Agriculture	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010150	Incorporated	Hialeah	9.63	Industrial and Office	Agriculture	No	No	96	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010160	Incorporated	Hialeah	7.87	Industrial and Office	Vacant Unprotected	No	No	79	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010170	Incorporated	Hialeah	7.93	Industrial and Office	Vacant Unprotected	No	No	79	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010180	Incorporated	Hialeah	4.81	Industrial and Office	Agriculture	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010181	Incorporated	Hialeah	4.81	Industrial and Office	Agriculture	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010190	Incorporated	Hialeah	5.09	Industrial and Office	Agriculture	No	No	51	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010191	Incorporated	Hialeah	5.10	Industrial and Office	Agriculture	No	No	51	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010200	Incorporated	Hialeah	3.42	Industrial and Office	Agriculture	No	No	34	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010201	Incorporated	Hialeah	3.37	Industrial and Office	Vacant Unprotected	No	No	34	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010210	Incorporated	Hialeah	3.26	Industrial and Office	Agriculture	No	No	33	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010211	Incorporated	Hialeah	3.23	Industrial and Office	Vacant Unprotected	No	No	32	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010220	Incorporated	Hialeah	4.80	Industrial and Office	Agriculture	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010221	Incorporated	Hialeah	4.59	Industrial and Office	Vacant Unprotected	No	No	46	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010230	Incorporated	Hialeah	5.10	Industrial and Office	Agriculture	No	No	51	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010231	Incorporated	Hialeah	4.79	Industrial and Office	Vacant Unprotected	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010240	Incorporated	Hialeah	9.24	Industrial and Office	Agriculture	No	No	92	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010250	Incorporated	Hialeah	9.14	Industrial and Office	Agriculture	No	No	91	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010270	Incorporated	Hialeah	9.53	Industrial and Office	Agriculture	No	No	95	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010280	Incorporated	Hialeah	6.74	Industrial and Office	Agriculture	No	No	67	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010290	Incorporated	Hialeah	6.95	Industrial and Office	Agriculture	No	No	70	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010310	Incorporated	Hialeah	9.48	Industrial and Office	Agriculture	No	No	95	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010320	Incorporated	Hialeah	7.72	Industrial and Office	Agriculture	No	No	77	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010330	Incorporated	Hialeah	8.92	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	89	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010340	Incorporated	Hialeah	9.26	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	93	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010350	Incorporated	Hialeah	5.02	Industrial and Office	Agriculture	No	No	50	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010351	Incorporated	Hialeah	2.64	Industrial and Office	Vacant Unprotected	No	No	26	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010352	Incorporated	Hialeah	2.65	Industrial and Office	Agriculture	No	No	26	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010360	Incorporated	Hialeah	7.98	Industrial and Office	Agriculture	No	No	80	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010370	Incorporated	Hialeah	9.06	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	91	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010380	Incorporated	Hialeah	6.53	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	65	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.

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Parcel Folio Number	Unincorporated/Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
420170010390	Incorporated	Hialeah	7.23	Industrial and Office	Vacant Unprotected	No	No	72	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010420	Incorporated	Hialeah	7.07	Industrial and Office	Vacant Unprotected	No	No	71	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010430	Incorporated	Hialeah	5.26	Industrial and Office	Vacant Unprotected	No	No	53	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010431	Incorporated	Hialeah	5.26	Industrial and Office	Vacant Unprotected	No	No	53	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010440	Incorporated	Hialeah	8.99	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	90	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010450	Incorporated	Hialeah	8.86	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	89	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010470	Incorporated	Hialeah	9.24	Industrial and Office	Agriculture	No	No	92	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010490	Incorporated	Hialeah	6.47	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	65	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010491	Incorporated	Hialeah	2.61	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	26	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010500	Incorporated	Hialeah	6.79	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	68	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010501	Incorporated	Hialeah	2.86	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	29	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010510	Incorporated	Hialeah	6.99	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	70	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010511	Incorporated	Hialeah	2.86	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	29	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010520	Incorporated	Hialeah	6.64	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	66	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010521	Incorporated	Hialeah	2.79	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	28	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010530	Incorporated	Hialeah	6.40	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	64	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010531	Incorporated	Hialeah	2.66	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	27	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010540	Incorporated	Hialeah	7.20	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	72	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010541	Incorporated	Hialeah	2.96	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	30	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010550	Incorporated	Hialeah	4.99	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	50	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010580	Incorporated	Hialeah	7.03	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	70	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010590	Incorporated	Hialeah	6.55	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	65	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010591	Incorporated	Hialeah	3.92	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	39	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010600	Incorporated	Hialeah	6.92	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	69	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010610	Incorporated	Hialeah	9.38	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	94	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010630	Incorporated	Hialeah	9.42	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	94	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010640	Incorporated	Hialeah	4.79	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170010650	Incorporated	Hialeah	4.82	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	48	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420170012300	Incorporated	Hialeah	2.30	Industrial and Office	Communications, Utilities, Terminals, Plants	No	No	23	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
420200010060	Incorporated	Hialeah	2.08	Industrial and Office	Vacant Unprotected	No	Yes	21	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
420200010071	Incorporated	Hialeah	5.71	Industrial and Office	Vacant Unprotected	No	Yes	57	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
420200010080	Incorporated	Hialeah	4.94	Industrial and Office	Industrial	No	Yes	49	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
420200010100	Incorporated	Hialeah	7.46	Industrial and Office	Vacant Unprotected	No	Yes	75	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
420200010130	Incorporated	Hialeah	8.07	Industrial and Office	Industrial	No	Yes	81	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
420200010150	Incorporated	Hialeah	57.74	Business and Office	Agriculture	No	Yes	577	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
420200020040	Incorporated	Hialeah	4.11	Industrial and Office	Industrial Extraction	No	Yes	41	Under Construction Area (New annexation of Hialeah). This area will be under the same conditions during the next 20 Years approximately. There are Multi-families.
2720190010660	Incorporated	Hialeah Gardens	9.80	Industrial and Office	IN-1	Yes	Yes	98	
2720190010651	Incorporated	Hialeah Gardens	2.55	Industrial and Office	IN-1	Yes	Yes	26	
2720190010650	Incorporated	Hialeah Gardens	5.05	Industrial and Office	IN-1	Yes	Yes	51	
2720190010640	Incorporated	Hialeah Gardens	8.50	Industrial and Office	IN-1	Yes	Yes	85	
2720190010080	Incorporated	Hialeah Gardens	9.48	Industrial and Office	IN-2	Yes	Yes	95	
2720190010560	Incorporated	Hialeah Gardens	9.32	Industrial and Office	IN-2	Yes	Yes	93	Legally permitted parking space is 25 acres (around 31.48% of the total area)
2720190010573	Incorporated	Hialeah Gardens	2.48	Industrial and Office	IN-2	Yes	Yes	25	
2720190010570	Incorporated	Hialeah Gardens	2.47	Industrial and Office	IN-2	Yes	Yes	25	
2720190010580	Incorporated	Hialeah Gardens	10.03	Industrial and Office	IN-2	Yes	Yes	100	
2720190010590	Incorporated	Hialeah Gardens	9.79	Industrial and Office	IN-2	Yes	Yes	98	
2720190010600	Incorporated	Hialeah Gardens	10.06	Industrial and Office	IN-2	Yes	Yes	101	
2720190010610	Incorporated	Hialeah Gardens	9.66	Industrial and Office	IN-1	Yes	Yes	97	
2720190010621	Incorporated	Hialeah Gardens	5.08	Industrial and Office	IN-1	Yes	Yes	51	Legally permitted parking space is 25 acres (around 31.48% of the total area)
2720190010620	Incorporated	Hialeah Gardens	4.96	Industrial and Office	IN-1	Yes	Yes	50	
2720190010630	Incorporated	Hialeah Gardens	7.04	Industrial and Office	IN-1	Yes	Yes	70	
2730040000020	Incorporated	Hialeah Gardens	2.17	Business and Office	B-3	Yes	Yes	22	Only within an enclosed building or an area enclosed by a CBS wall
2720300140130	Incorporated	Hialeah Gardens	2.85	Business and Office	B-3	Yes	Yes	29	Only within an enclosed building or an area enclosed by a CBS wall
2720300140135	Incorporated	Hialeah Gardens	2.96	Business and Office	B-3	Yes	Yes	30	Only within an enclosed building or an area enclosed by a CBS wall
2720300140140	Incorporated	Hialeah Gardens	3.37	Business and Office	B-3	Yes	Yes	34	Only within an enclosed building or an area enclosed by a CBS wall
2730030370050	Incorporated	Hialeah Gardens	4.89	Industrial and Office	B-3	Yes	Yes	49	Only within an enclosed building or an area enclosed by a CBS wall
2720330010300	Incorporated	Hialeah Gardens	5.62	Business and Office	B-3	Yes	Yes	56	Only within an enclosed building or an area enclosed by a CBS wall
2720190010575	Incorporated	Hialeah Gardens	1.25	Industrial Use	IN-2	Yes	Yes	13	
2720190010652	Incorporated	Hialeah Gardens	1.25	Industrial Use	IN-1	Yes	Yes	13	
2720190010410	Incorporated	Hialeah Gardens	3.69	Industrial and Office	MU-E	No	Yes	37	Possible Grandfathering exception
2720190010150	Incorporated	Hialeah Gardens	4.99	Industrial and Office	MU-E	No	Yes	50	
2720190010160	Incorporated	Hialeah Gardens	4.84	Industrial and Office	MU-E	No	Yes	48	
2720330010360	Incorporated	Hialeah Gardens	5.45	Business and Office	B-2	No	Yes	55	
2730030350010	Incorporated	Hialeah Gardens	2.10	Business and Office	B-2	No	Yes	21	
2720330010760	Incorporated	Hialeah Gardens	2.18	Business and Office	B-2	No	Yes	22	
2730030010115	Incorporated	Hialeah Gardens	3.31	Business and Office	B-2	No	Yes	33	
2720330010780	Incorporated	Hialeah Gardens	6.20	Business and Office	B-2	No	Yes	62	
2720330010320	Incorporated	Hialeah Gardens	10.97	Business and Office	B-2	No	Yes	110	

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
2720190010231	Incorporated	Hiialeah Gardens	2.15	Industrial and Office	MU-E	No	Yes	22	
2720190010240	Incorporated	Hiialeah Gardens	3.12	Industrial and Office	MU-E	No	Yes	31	
2720190010260	Incorporated	Hiialeah Gardens	3.74	Industrial and Office	MU-E	No	Yes	37	Possible Grandfathering exception
2720190010350	Incorporated	Hiialeah Gardens	4.44	Industrial and Office	MU-E	No	Yes	44	
2720190010360	Incorporated	Hiialeah Gardens	4.68	Industrial and Office	MU-E	No	Yes	47	
2720190010380	Incorporated	Hiialeah Gardens	3.55	Industrial and Office	MU-E	No	Yes	36	
2720190010395	Incorporated	Hiialeah Gardens	3.60	Industrial and Office	MU-E	No	Yes	36	
2720190010400	Incorporated	Hiialeah Gardens	3.25	Industrial and Office	MU-E	No	Yes	33	
2720190010121	Incorporated	Hiialeah Gardens	2.52	Industrial and Office	MU-E	No	Yes	25	
2720190010130	Incorporated	Hiialeah Gardens	2.56	Industrial and Office	MU-E	No	Yes	26	
2720190010120	Incorporated	Hiialeah Gardens	5.08	Industrial and Office	MU-E	No	Yes	51	
2720190010110	Incorporated	Hiialeah Gardens	9.89	Industrial and Office	MU-E	No	Yes	99	
2720190010100	Incorporated	Hiialeah Gardens	9.60	Industrial and Office	MU-E	No	Yes	96	
2720190010090	Incorporated	Hiialeah Gardens	8.70	Industrial and Office	IN-C	No	Yes	87	Code does not provide information about truck parking activity
2720190010710	Incorporated	Hiialeah Gardens	9.36	Industrial and Office	IN-C	No	Yes	94	Code does not provide information about truck parking activity
2720190010572	Incorporated	Hiialeah Gardens	9.94	Industrial and Office	IN-C	No	Yes	99	Code does not provide information about truck parking activity
2720190010695	Incorporated	Hiialeah Gardens	5.08	Industrial and Office	IN-C	No	Yes	51	Code does not provide information about truck parking activity
2720190010690	Incorporated	Hiialeah Gardens	5.08	Industrial and Office	IN-C	No	Yes	51	Code does not provide information about truck parking activity
2720190010681	Incorporated	Hiialeah Gardens	2.40	Industrial and Office	IN-C	No	Yes	24	Code does not provide information about truck parking activity
2720190010686	Incorporated	Hiialeah Gardens	2.50	Industrial and Office	IN-C	No	Yes	25	Code does not provide information about truck parking activity
2720190010680	Incorporated	Hiialeah Gardens	2.40	Industrial and Office	IN-C	No	Yes	24	Code does not provide information about truck parking activity
2720190010685	Incorporated	Hiialeah Gardens	2.38	Industrial and Office	IN-C	No	Yes	24	Code does not provide information about truck parking activity
2720190010670	Incorporated	Hiialeah Gardens	4.95	Industrial and Office	IN-C	No	Yes	50	Code does not provide information about truck parking activity
2720190010675	Incorporated	Hiialeah Gardens	5.14	Industrial and Office	IN-C	No	Yes	51	Code does not provide information about truck parking activity
2720190010050	Incorporated	Hiialeah Gardens	10.20	Industrial and Office	MU-E	No	Yes	102	
2720190010061	Incorporated	Hiialeah Gardens	2.40	Industrial and Office	MU-E	No	Yes	24	
2720190010060	Incorporated	Hiialeah Gardens	4.82	Industrial and Office	MU-E	No	Yes	48	
2720190010070	Incorporated	Hiialeah Gardens	9.88	Industrial and Office	MU-E	No	Yes	99	
2720290010330	Incorporated	Hiialeah Gardens	3.60	Business and Office	B-1	No	Yes	36	
2720290010010	Incorporated	Hiialeah Gardens	3.92	Business and Office	B-1	No	Yes	39	
2720190010110	Incorporated	Hiialeah Gardens	10		MUE*	No	No	100	
2720190010120	Incorporated	Hiialeah Gardens	5		MUE*	No	No	50	
1079110000030	Incorporated	Homestead	17.14	Industrial and Office	B-3	Yes	No	171	Truck storage only within an enclosed building or an area enclosed by a CBS wall
1079180081230	Incorporated	Homestead	3.14	Business and Office	B-1, B-3	Yes	No	31	Truck storage only within an enclosed building or an area enclosed by a CBS wall

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
1079180010200	Incorporated	Homestead	3.64	Business and Office	G	No	Yes	36	Zoning is subject to change upon annexation of the property
1079210010030	Incorporated	Homestead	4.43	Industrial and Office	AU	No	No	44	
1079210010020	Incorporated	Homestead	4.37	Industrial and Office	AU	No	No	44	
1079210010010	Incorporated	Homestead	3.64	Industrial and Office	AU	No	No	36	
1079210010040	Incorporated	Homestead	4.12	Industrial and Office	AU	No	No	41	
1079180010091	Incorporated	Homestead	4.54	Business and Office	R-3	No	Yes	45	
1079180010140	Incorporated	Homestead	3.57	Business and Office	G	No	Yes	36	Zoning is subject to change upon annexation of the property
1079180010141	Incorporated	Homestead	13.13	Business and Office	G	No	Yes	131	Zoning is subject to change upon annexation of the property
1079220010110	Incorporated	Homestead	9.38	Industrial and Office	AU	No	No	94	
1079220010130	Incorporated	Homestead	9.73	Industrial and Office	AU	No	No	97	
1079220010120	Incorporated	Homestead	17.14	Industrial and Office	AU	No	No	171	
1079210110080	Incorporated	Homestead	3.45	Industrial and Office	PUD	No	No	35	
1079210110080	Incorporated	Homestead	8.08	Business and Office	PUD	No	No	81	
1079210110030	Incorporated	Homestead	13.59	Industrial and Office	PUD	No	No	136	
1079220010110	Incorporated	Homestead	19.52	Industrial and Office	AU	No	No	195	
1079220010100	Incorporated	Homestead	7.79	Industrial and Office	AU	No	No	78	
1079220010160	Incorporated	Homestead	19.55	Industrial and Office	AU	No	No	195	
1079220010140	Incorporated	Homestead	10.03	Industrial and Office	AU	No	No	100	
1079210110035	Incorporated	Homestead	4.53	Industrial and Office	PUD	No	No	45	
1079210110028	Incorporated	Homestead	2.27	Industrial and Office	PUD	No	No	23	
1079210110027	Incorporated	Homestead	9.58	Industrial and Office	PUD	No	No	96	
1079150010040	Incorporated	Homestead	4.91	Business and Office	AU	No	No	49	
1079180130001	Incorporated	Homestead	2.26	Business and Office	B-1	No	No	23	
1079150010052	Incorporated	Homestead	3.43	Business and Office	PUD	No	No	34	
1079080000550	Incorporated	Homestead	3.87	Business and Office	B-1	No	Yes	39	
1079080000290	Incorporated	Homestead	2.08	Business and Office	B-1	No	No	21	
1079170040011	Incorporated	Homestead	2.95	Business and Office	B-2	No	No	29	Code does not provide information about truck parking activity. Commercial parking lots are allowed
1079170040020	Incorporated	Homestead	3.06	Business and Office	B-2	No	No	31	Code does not provide information about truck parking activity. Commercial parking lots are allowed
1079210110070	Incorporated	Homestead	4.93	Industrial and Office	PUD	No	No	49	
1079210110060	Incorporated	Homestead	18.92	Industrial and Office	PUD	No	No	189	
1079210110040	Incorporated	Homestead	36.91	Industrial and Office	PUD	No	No	369	
1079210110020	Incorporated	Homestead	39.01	Industrial and Office	PUD	No	No	390	
1079210110040	Incorporated	Homestead	22.49	Industrial and Office	PUD	No	No	225	
1079210110025	Incorporated	Homestead	26.35	Industrial and Office	PUD	No	No	263	

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**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
1079210110022	Incorporated	Homestead	11.27	Industrial and Office	PUD	No	No	113	
1079210010230	Incorporated	Homestead	13.72	Business and Office	PUD	No	No	137	
1079210010232	Incorporated	Homestead	3.78	Business and Office	PUD	No	No	38	
1079180000091	Incorporated	Homestead	6.75	Business and Office	B-1	No	Yes	68	
1079180000082	Incorporated	Homestead	3.10	Business and Office	B-1	No	Yes	31	
1079180010150	Incorporated	Homestead	40.29	Business and Office	G	No	Yes	403	Zoning is subject to change upon annexation of the property
1079180010141	Incorporated	Homestead	3.95	Business and Office	G	No	Yes	40	Zoning is subject to change upon annexation of the property
1079180010160	Incorporated	Homestead	2.57	Business and Office	G	No	Yes	26	Zoning is subject to change upon annexation of the property
1079180010170	Incorporated	Homestead	2.57	Business and Office	G	No	Yes	26	Zoning is subject to change upon annexation of the property
1079180010190	Incorporated	Homestead	10.02	Business and Office	G	No	Yes	100	Zoning is subject to change upon annexation of the property
1079180010180	Incorporated	Homestead	10.46	Business and Office	R-TH	No	Yes	105	
1079210010182	Incorporated	Homestead	32.87	Business and Office	PUD	No	No	329	
1079210010050	Incorporated	Homestead	20.41	Business and Office	PUD	No	No	204	
1079210010233	Incorporated	Homestead	8.49	Business and Office	PUD	No	No	85	
1079090370050	Incorporated	Homestead	4.15	Business and Office	B-2	No	Yes	41	Code does not provide information about truck parking activity. Commercial parking lots are allowed
1079180000130	Incorporated	Homestead	2.45	Business and Office	B-1	No	Yes	25	
1079180010021	Incorporated	Homestead	7.17	Business and Office	B-1	No	No	72	
1079180010030	Incorporated	Homestead	9.01	Business and Office	B-1	No	No	90	
1079190030190	Incorporated	Homestead	3.33	Business and Office	R-TH	No	Yes	33	
1079190030160	Incorporated	Homestead	4.07	Business and Office	R-TH	No	Yes	41	
1079190030180	Incorporated	Homestead	3.92	Business and Office	R-TH	No	Yes	39	
1079190030170	Incorporated	Homestead	4.04	Business and Office	R-TH	No	Yes	40	
1079180000042	Incorporated	Homestead	2.20	Business and Office	B-1	No	No	22	
1079090370030	Incorporated	Homestead	8.22	Business and Office	B-2	No	Yes	82	Code does not provide information about truck parking activity. Commercial parking lots are allowed
1079180090080	Incorporated	Homestead	7.89	Business and Office	PUN	No	Yes	79	
1079180000150	Incorporated	Homestead	2.79	Business and Office	PUN	No	Yes	28	
1079090351940	Incorporated	Homestead	2.26	Business and Office	PUD	No	Yes	23	
1079190010050	Incorporated	Homestead	8.25	Business and Office	AU	No	Yes	82	
1079190010030	Incorporated	Homestead	6.42	Business and Office	AU	No	Yes	64	
1079190010021	Incorporated	Homestead	4.52	Business and Office	G	No	Yes	45	Zoning is subject to change upon annexation of the property
1079190010011	Incorporated	Homestead	2.94	Business and Office	B-2	No	Yes	29	Code does not provide information about truck parking activity. Commercial parking lots are allowed
1079090380010	Incorporated	Homestead	2.85	Business and Office	PUD	No	Yes	28	
10790800000510	Incorporated	Homestead	2.20	Business and Office	Not Available in Map	N/A	No	22	
2230100080130	Incorporated	Medley	5.61	Industrial and Office	M-1	Yes	Yes	56	Commercial parking lots are allowed

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
2230040030010	Incorporated	Medley	4.31	Industrial and Office	M-1	Yes	Yes	43	Commercial parking lots are allowed
2230040030012	Incorporated	Medley	4.19	Industrial and Office	M-1	Yes	Yes	42	Commercial parking lots are allowed
2230100080140	Incorporated	Medley	2.29	Industrial and Office	M-1	Yes	Yes	23	Commercial parking lots are allowed
2230100080170	Incorporated	Medley	2.45	Industrial and Office	M-1	Yes	Yes	25	Commercial parking lots are allowed
2230100080180	Incorporated	Medley	2.46	Industrial and Office	M-1	Yes	Yes	25	Commercial parking lots are allowed
2230100080130	Incorporated	Medley	2.53	Industrial and Office	M-1	Yes	Yes	25	Commercial parking lots are allowed
2230100080150	Incorporated	Medley	2.36	Industrial and Office	M-1	Yes	Yes	24	Commercial parking lots are allowed
2230100080160	Incorporated	Medley	4.81	Industrial and Office	M-1	Yes	Yes	48	Commercial parking lots are allowed
2230040010110	Incorporated	Medley	3.44	Industrial and Office	M-1	Yes	Yes	34	Commercial parking lots are allowed
2230100080350	Incorporated	Medley	9.47	Industrial and Office	M-1	Yes	Yes	95	Commercial parking lots are allowed
2230030330030	Incorporated	Medley	2.26	Industrial and Office	M-1	Yes	Yes	23	Commercial parking lots are allowed
2230030330020	Incorporated	Medley	3.25	Industrial and Office	M-1	Yes	Yes	32	Commercial parking lots are allowed
2230030330010	Incorporated	Medley	3.38	Industrial and Office	M-1	Yes	Yes	34	Commercial parking lots are allowed
2230030010531	Incorporated	Medley	2.47	Industrial and Office	M-1	Yes	Yes	25	Commercial parking lots are allowed
2230030010570	Incorporated	Medley	2.02	Industrial and Office	M-1	Yes	Yes	20	Commercial parking lots are allowed
2220300160050	Incorporated	Medley	8.83	Industrial and Office	M-1	Yes	Yes	88	Commercial parking lots are allowed
2220300160040	Incorporated	Medley	5.40	Industrial and Office	M-1	Yes	Yes	54	Commercial parking lots are allowed
2230100080230	Incorporated	Medley	4.38	Industrial and Office	M-1	Yes	Yes	44	Commercial parking lots are allowed
2230100080220	Incorporated	Medley	2.13	Industrial and Office	M-1	Yes	Yes	21	Commercial parking lots are allowed
2230100080190	Incorporated	Medley	3.24	Industrial and Office	M-1	Yes	Yes	32	Commercial parking lots are allowed
2230050010510	Incorporated	Medley	15.04	Industrial and Office	M-1	Yes	Yes	150	Commercial parking lots are allowed
2230050010180	Incorporated	Medley	6.72	Industrial and Office	M-1	Yes	Yes	67	Commercial parking lots are allowed
2230050010010	Incorporated	Medley	83.82	Industrial and Office	M-1	Yes	Yes	838	Commercial parking lots are allowed
2230050010010	Incorporated	Medley	2.99	Industrial and Office	M-1	Yes	Yes	30	Commercial parking lots are allowed
2230050010170	Incorporated	Medley	8.68	Industrial and Office	M-1	Yes	Yes	87	Commercial parking lots are allowed
2230030010601	Incorporated	Medley	8.58	Industrial and Office	M-1	Yes	Yes	86	Commercial parking lots are allowed

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

**TABLE A-2
Parking Permits for Incorporated Areas in Miami-Dade County
Comprehensive Parking Study for Freight Transport in Miami-Dade County**

Parcel Folio Number	Unincorporated /Incorporated	Municipality	Area (Acres)	Land Use Category	Zoning District	Legal to Park	Parcel Within One Mile of Interchange	Potential Truck Parking Capacity	Comments
2220320040310	Incorporated	Medley	9.73	Industrial and Office	M-1	Yes	Yes	97	Commercial parking lots are allowed
2220300160560	Incorporated	Medley	2.00	Industrial and Office	M-1	Yes	Yes	20	Commercial parking lots are allowed
2220300160550	Incorporated	Medley	4.98	Industrial and Office	M-1	Yes	Yes	50	Commercial parking lots are allowed
2220300160490	Incorporated	Medley	5.49	Industrial and Office	M-1	Yes	Yes	55	Commercial parking lots are allowed
2220300160430	Incorporated	Medley	2.14	Industrial and Office	M-1	Yes	Yes	21	Commercial parking lots are allowed
2220320040140	Incorporated	Medley	17.48	Industrial and Office	M-3	No	Yes	175	
2230050010420	Incorporated	Medley	7.74	Industrial and Office	R-1	No	No	77	
2230050010410	Incorporated	Medley	4.35	Industrial and Office	R-1	No	No	43	
2230050010430	Incorporated	Medley	2.19	Industrial and Office	R-1	No	No	22	
2230050010420	Incorporated	Medley	17.77	Industrial and Office	R-1	No	No	178	
2230050010010	Incorporated	Medley	2.78	Industrial and Office	R-1	No	Yes	28	

Source:

Hiialeah: Zoning map from the City of Hiialeah and Code of Ordinances from the City (Municipal codes)
Hiialeah Gardens: Zoning map from the City of Hiialeah Gardens and Code of Ordinances from the City (Municipal codes)
Homestead: Zoning map from the City of Homestead and Code of Ordinances from the City (Municipal codes)
Florida City: Zoning map from the City of Florida City and Code of Ordinances from the City (Municipal codes)
Doral: Zoning map and Code of Ordinances from the City of Doral

Note: Truck Capacity is calculated assuming 10 trucks can park per acre.

APPENDIX B

Comprehensive Parking Study for Freight Transport in Miami-Dade County Preliminary Findings in Regards to Resolution No. R-53-10

Comprehensive Parking Study for Freight Transport in Miami-Dade County

Preliminary Findings in Regards to

Resolution No. R-53-10

1.0 Purpose of Study

The overall purpose of the *Comprehensive Parking Study for Freight Transport in Miami-Dade County* is to estimate the demand for truck parking capacity in Miami-Dade County and develop recommendations for the implementation of a truck parking program. This includes an evaluation of available, legal sites within the County. In addition, the study is designed to support the Miami-Dade County Department of Planning and Zoning, specifically, with regard to Resolution No. R-53-10. The Study is scheduled for completion in the Fall of 2010. However, initial work has focused on addressing the Board of County Commissioners' request (R-53-10).

Through Resolution No. R-53-10, the Board of County Commissioners directed "the Mayor or his designee through the Department of Planning and Zoning to prepare a study analyzing appropriate parcels for tractor-trailer parking". Specifically, the Board of County Commissioners requested the preparation of a study that:

- Identifies parcels of property which would be suitable for tractor-trailer parking;
- Considers the economic feasibility of tractor-trailer parking for parcels identified;
- Ensures identified parcels can be buffered from less intensive land uses; and
- Ensures identified parcels are located near major transportation corridors.

This technical memorandum presents work to date on this study as it specifically relates to the Resolution No. R-53-10 request.

2.0 Methodology

In order to achieve the purpose of the study, a detailed methodology was developed. The key elements of the methodology include the following:

- Coordination and outreach efforts with key stakeholders and policy committees;
- Literature review of previous studies and identification of best practices;
- Data collection efforts to identify existing truck activity centers and corridors, number of truck trips/truck drivers, truck parking facilities, and key truck Origin/Destination pairs;
- Estimate magnitude of overnight truck parking demand;
- Develop implementation plan for overnight truck parking facilities and areas; and
- Prepare Study documentation.

Key components of the above methodology were used to support an initial/interim analysis to support Resolution No. R-53-10. **Table 1** describes how each of the elements defined in R-53-10 were addressed.

Table 1 Summary of Methodology to Date

R-53-10 Evaluation Factors	Approach
<ul style="list-style-type: none"> Identify parcels of property which would be suitable for tractor-trailer parking 	<ul style="list-style-type: none"> Identify land use and zoning categories that allow for truck parking in unincorporated Miami-Dade County Obtain land use and zoning data from Miami-Dade County Define parcel size requirements for local and long haul parking facilities Apply zoning, land use, and size criteria to all county parcels Identify land use and zoning categories that allow for truck parking in incorporated Miami-Dade County for select communities Apply municipality-specific criteria to incorporated parcels Conduct limited site visits throughout County Document potential parcels
<ul style="list-style-type: none"> Ensure identified parcels are located near major transportation corridors 	<ul style="list-style-type: none"> Create one-mile buffer around all freeway interchanges and US 27 using GIS Apply buffers to potential sites Document parcels that fall within the defined buffer zones
<ul style="list-style-type: none"> Ensure identified parcels can be buffered from less intensive land uses 	<ul style="list-style-type: none"> Identify land use and zoning categories for lands adjacent to parcels identified as legally acceptable Document sites buffered appropriately
<ul style="list-style-type: none"> Consider the economic feasibility of tractor-trailer parking for parcels identified 	<ul style="list-style-type: none"> Identify and review range of truck parking business models Calculate truck parking capacity at each site Apply to selected sites and document

3.0 Preliminary Study Analysis and Findings¹

Analysis

Currently, there are multiple locations throughout the County where trucks park legally and illegally, and there are other sites that are suitable for the development of legal truck parking facilities. Work to date suggests that these sites tend to be surface parking lots, many of which are unpaved, located in the western part of the County within the Urban Development Boundary (UDB). These parking facilities do not offer the types of amenities that are present at commercial truck stops or parking facilities throughout the U.S., but they are serving a viable commercial market within the County. The following pictures represent several truck parking sites observed in western Miami-Dade County within the UDB.



Legal requirements for truck parking facilities in Miami-Dade County currently consist of the following:

- Sites must be located within the UDB; and

¹ The Comprehensive Parking Study for Freight Transport in Miami-Dade County currently is underway. It is being coordinated to help address Resolution No. R-53-10. However, final results will not be available until early Fall 2010.

- Sites must have *Industrial and Office* or *Business and Office* land use designation on the Adopted 2015 and 2025 Land Use Plan map; and
- Sites in unincorporated areas of Miami-Dade County must be zoned as IU-1, IU-2, IU-3, or BU-3; and
- Sites in incorporated areas of Miami-Dade County are regulated by local land development codes.

In addition to the legal requirements, site characteristics must be considered. A sampling of truck parking facilities was reviewed outside of South Florida. Although there are no standardized design requirements for the development of truck parking facilities, it was determined that at least two acres are preferred for a basic truck parking facility (a local facility designed to provide secure parking for local truck drivers), and 10 or more acres are preferable for a large, full service truck facility (a truck stop-type site). Size ultimately is dependent on the market analysis for a given location. The truck parking capacity of these sites, based on the existing truck parking facilities reviewed as part of the literature search, equates to 10 trucks per acre. This results in truck parking facilities that can accommodate a minimum of 20 tractor-trailers (given a 2-acre site) to more than 100 (given sites in excess of 10 acres). These preferred size characteristics have been combined with the land use and zoning requirements in Miami-Dade County to identify vacant property that could potentially be used for truck parking facilities.

Based upon a review of the available sites (pursuant to County requirements), key municipalities were contacted for information relating to legal truck parking requirements. These communities include Hialeah, Hialeah Gardens, Medley, Doral, Homestead, and Florida City. **Table 2** summarizes the requirements for these communities.

Based upon the local and county requirements and the typical industry practices relating to facility size, possible sites were identified within Miami-Dade County. **Figure 1** and the companion inset figures, **Figure 1A, 1B, and 1C**, present potential sites in unincorporated and incorporated Miami-Dade County within the UDB. The maps differentiate between sites with less than 2 acres, 2 to 10 acres, and greater than 10 acres in size. **Table 3** provides a comprehensive listing of the sites at the parcel level in unincorporated Miami-Dade County. **Table 4** provides a comprehensive listing of the sites at the parcel level for incorporated Miami-Dade County (identified to date). **Tables 3 and 4** further identify those sites that are within one mile of a major highway/interchange.

Not all of the identified sites may be ideal for the development of truck parking facilities; further screening is still required to evaluate in more detail key considerations, such as adjacent land use, access to markets, level of demand, existing owner-defined plans for the property, and municipality permitting requirements. However, work completed to date suggests there are *potential* lands available that meet the necessary criteria within the UDB in both unincorporated and incorporated Miami-Dade County.

Findings

The following findings are based upon work completed to date:

Identify parcels of property which would be suitable for tractor-trailer parking

- There are multiple sites available within the UBD with the correct land use and zoning designations today. This includes sites currently permitted for truck parking and storage, as well as vacant sites eligible for permitting.
 - There are 34 vacant parcels representing over 212 acres in unincorporated Miami-Dade County that are *Industrial and Office* (IU-1, IU-2, IU-3) or *Business and Office* (BU-3), as summarized in Table 3.
 - There are 90 vacant parcels representing over 628 acres in incorporated Miami-Dade County that have been determined to be eligible, as summarized in Table 4.
- Available sites range in size, with many meeting the average size requirements of established truck parking facilities reviewed as part of this research (less than 2 acres, between 2 acres and 10 acres, and more than 10 acres). There are multiple sites in excess of 20 acres as well.
 - There are 34 eligible vacant parcels representing over 212 acres in unincorporated Miami-Dade County that are greater than 2 acres. Of these, 4 are greater than 10 acres, representing over 79 acres (see Table 3).
 - There are 90 eligible vacant parcels representing over 628 acres in incorporated Miami-Dade County that are greater than 2 acres. Of these, 19 are greater than 10 acres, representing over 297 acres (see Table 4).
- A countywide review of available lands was the starting point of the analysis. While the most probable sites will be in the northwest quadrant of the UDB, all eligible sites will be further analyzed as market demand and other community factors are identified. Further screening will be conducted over the next few months to refine the list of potential sites based on a variety of considerations including adjacent land use, market and transportation system access, demand, and municipality visions.

Ensure identified parcels are located near major transportation corridors

- The greatest density of sites identified are located in the western part of Miami-Dade County's UBD near established mining, industrial, distribution (MSA's 3.1 and 3.2), and agricultural (southwest) hubs. They are also near key regional and state highways, such as I-75, Florida's Turnpike, SR 836, SR 826, and US 27. Site specific transportation access evaluations will be completed for top sites later this year to better identify localized

improvements necessary to support a new truck activity center. However, a preliminary analysis has been completed to identify those eligible sites that are within one mile of a freeway interchange and US 27, which is an additional Strategic Intermodal System corridor maintained by FDOT.

- There are 18 eligible vacant parcels representing over 136 acres in unincorporated Miami-Dade County that are within one mile of a major highway (see Table 3).
- There are 66 eligible vacant parcels representing over 435 acres in incorporated Miami-Dade County that are within one mile of a major highway (see Table 4).

Ensure identified parcels can be buffered from less intensive land uses

- Sites are generally in undeveloped areas and therefore compatible with surrounding uses. In the densest areas of potential or existing sites, adjacent properties appear to be of similar character, minimizing conflicts. Many of the sites are close to major transportation corridors, mining and industrial operations, and major transportation hubs (e.g., FEC's Hialeah Yard, Miami International Airport, and major warehouse and distribution centers). Site specific land use compatibility evaluations will be completed for top sites later this year to look at communities bordering key sites positioned to serve industry demands.

Consider the economic feasibility of tractor-trailer parking for parcels identified

- The available sites match the basic size characteristics that have been effectively used in other areas to develop successful truck parking facilities.
- Truck parking capacity ranges from 22 to 430 trucks in unincorporated Miami-Dade County, based on the site size and an assumed parking capacity of 10 trucks per acre standard. There also are a variety of site sizes available in incorporated Miami-Dade County.
- Currently, there are many business models, including those based on type of markets served and public vs. private ownership. There are truck parking facilities that exist in Miami-Dade County today that are for-profit.
- Proper permitting and enforcement activities throughout the County would likely support development of new facilities.
- In addition, new developments in international trade patterns may generate additional truck traffic in South Florida (e.g., the widening of the Panama Canal may result in an increase of trade through South Florida), and change the way Florida participates in domestic distribution activities.

Table 2 Legal Truck Parking Requirements for Incorporated Miami-Dade County By Municipality

Municipality	Legal to park	Zoning District/Land Use	Qualifiers
Hialeah Gardens	No	Mixed Use Entertainment (MU-E)	
		Neighborhood Business (B-1)	
		General Business (B-2)	
	Yes	Light Industrial (IN-1)	
		Heavy Industrial (IN-2)	
		Commercial Business (B-3)	Only within an enclosed building or an area enclosed by a CBS wall
No	Controlled Industrial (IN-C)	Probably during office hours	
Hialeah	No	Agricultural (A)	Unless there is a minimum area of not less than ten acres. No plans shall be approved until approved by the state health department.
	Yes	Industrial (M-1)	
Doral	Yes	Industrial Commercial (IC)	Garages storage mechanical, including trucks, buses, heavy equipment
		Industrial (I)	Garages storage mechanical, including trucks, buses, heavy equipment
	No	General Use (GU)	Application for a change of zoning is possible
	No	Corridor Commercial (CC)	
		Traditional Neighborhood	
		Downtown Mixed Use (DMU)	
Community mixed Use (CMU)			
Medley	Data not yet Available		
Homestead	No	General Use (G)	Zoning is subject to change upon annexation of the property
		Agricultural (AU)	
		Multiple Apartments (R-3)	
		Planned Unit Developments (PUD)	
		Retail Commercial Business (B-1)	
		Townhouses (R-TH)	
	Planned Urban Neighborhood (PUN)		
	Yes	Liberal Business (B-3)	Truck storage only within an enclosed building or an area enclosed by a CBS wall
No	Retail Commercial Business (B-2)	Commercial parking lots	
Cutler Bay	Data not yet Available		
Florida City	No	Agricultural--Cropland-III (53)	
		Agricultural--Improved(50)	
		Commercial--Mall-small (16)	
		Commercial--Vacant(10)	
		Agricultural--Ornamental (69)	
		Industrial--Vacant (40)	
Miami	Data not yet Available		
Miami Gardens	Data not yet Available		
Miami Lakes	Data not yet Available		
North Miami	Data not yet Available		
Virginia Gardens	Data not yet Available		

Figure 1

Sites Eligible for Truck Parking in Miami-Dade County
 Incorporated and Unincorporated (Less than 2 Acres, 2 to 10 Acres and 10+ Acres)

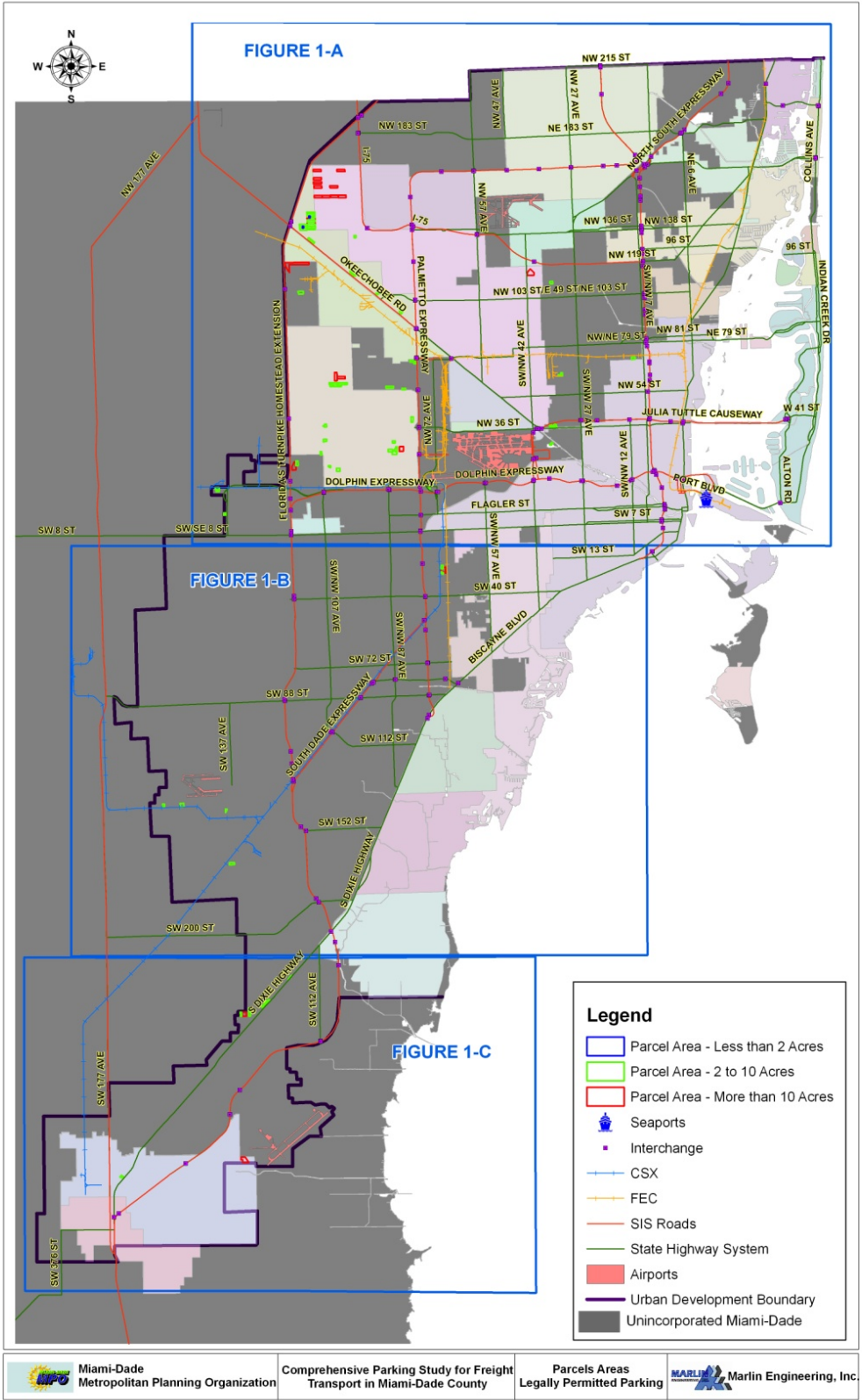
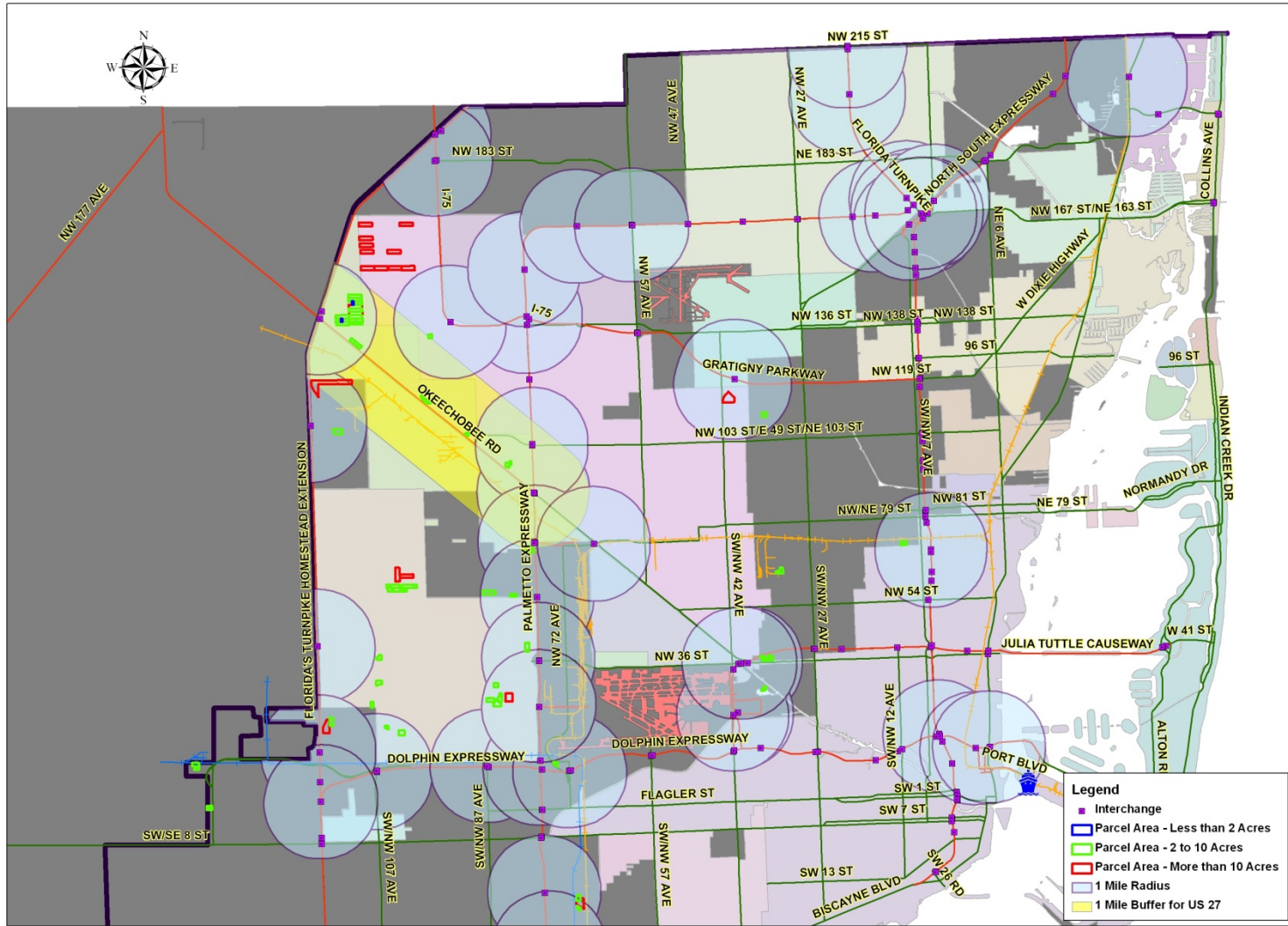


Figure 1A

**Sites Eligible for Truck Parking
Northern Miami-Dade County (Less than 2 Acres, 2 to 10 Acres and 10+ Acres)**



Miami-Dade Metropolitan Planning Organization

Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcels Areas Legally Permitted Parking

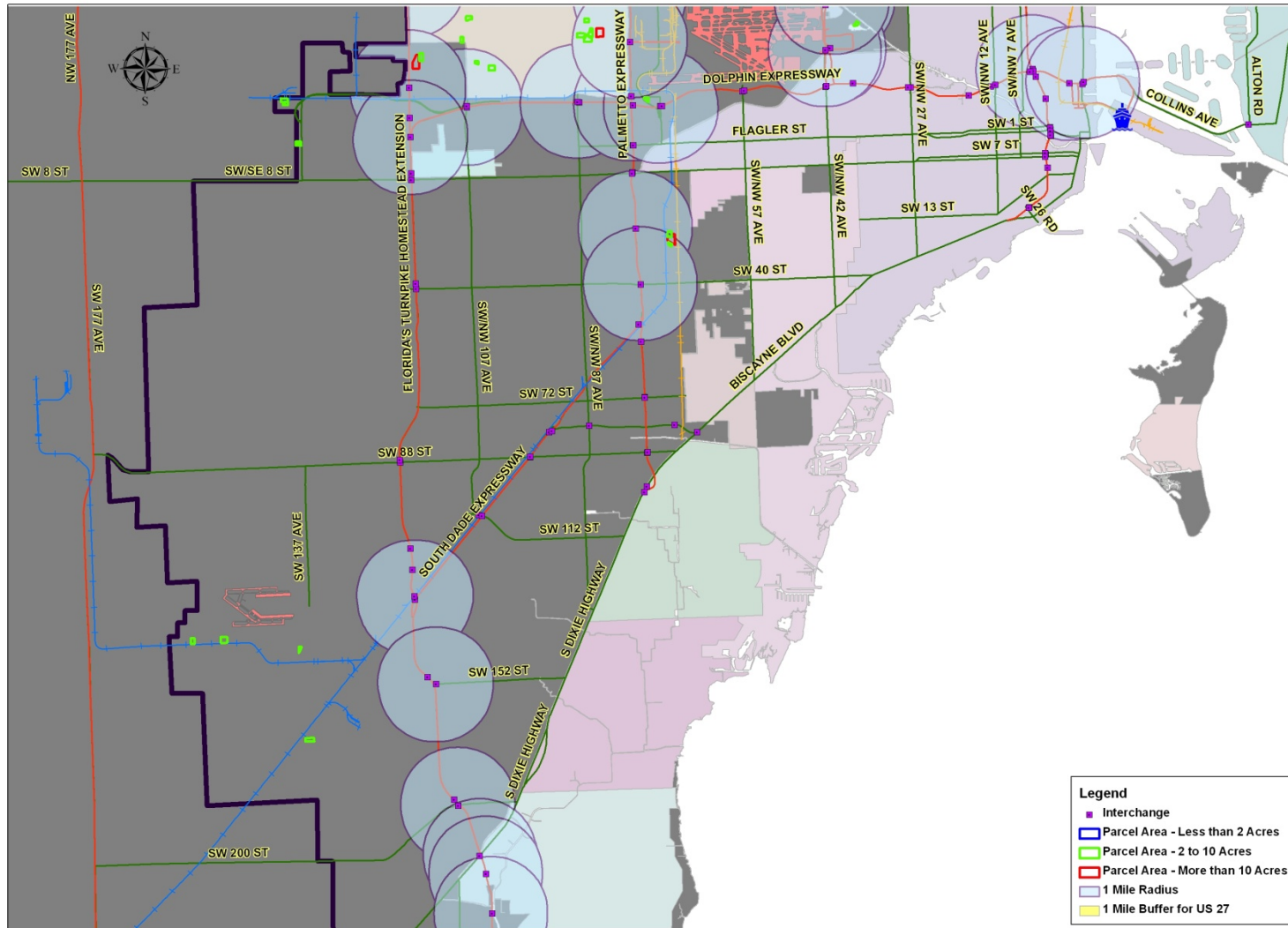
Marlin Engineering, Inc.

Figure 1-A

Figure 1B

Sites Eligible for Truck Parking

Central Miami-Dade County (Less than 2 Acres, 2 to 10 Acres and 10 + Acres)



Miami-Dade Metropolitan Planning Organization

Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcels Areas Legally Permitted Parking

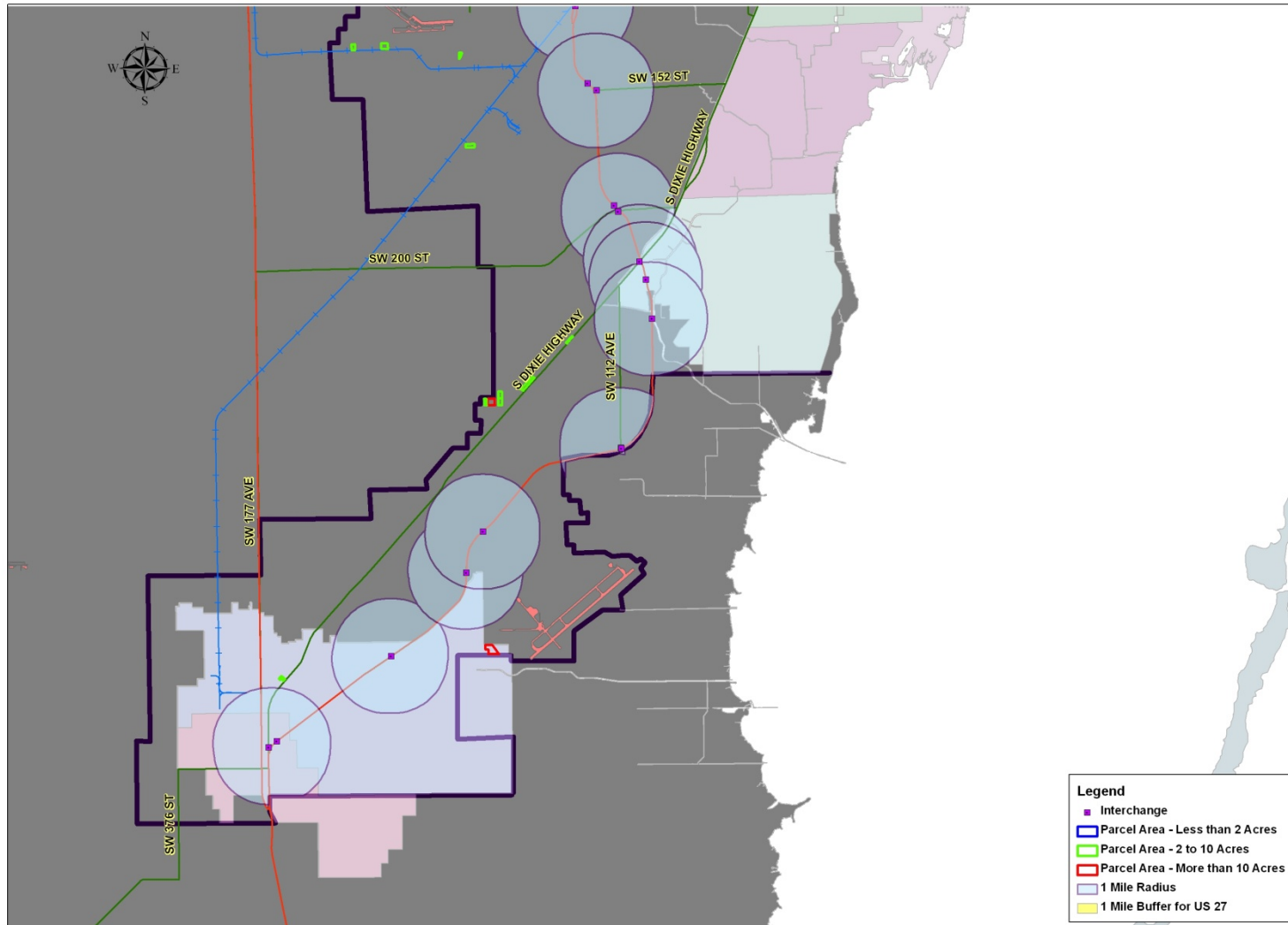
Marlin Engineering, Inc.

Figure 1-B

Figure 1C

Sites Eligible for Truck Parking

Southern Miami-Dade County (Less than 2 Acres, 2 to 10 Acres and 10 + Acres)



Miami-Dade Metropolitan Planning Organization

Comprehensive Parking Study for Freight Transport in Miami-Dade County

Parcels Areas Legally Permitted Parking

Marlin Engineering, Inc.

Figure 1-C

APPENDIX C

Truck Parking Citations in 2009



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 1 - Barbara Jordan and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	112	78	69.64%	10	11	0	84	0	0	0%	0	6	0%
Total by Department:	112	78	69.64%	10	11	0	84	0	0	0%	0	6	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 2 - Dorrin Rolle and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	562	399	71.00%	71	66	0	433	0	0	0%	0	30	0%
Total by Department:	562	399	71.00%	71	66	0	433	0	0	0%	0	30	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 3 - Audrey M. Edmonson and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDIATION			LIEN		
	ISSUED	CLOSED	PERCENT* COMPLIED	ISSUED	COMPLIED	OFFICER	VIOLATOR	REVIEW DUE	SENT TO	PERCENT* SENT	REVIEW DUE	SENT TO	PERCENT* SENT
74 Commercial Vehicle - Unauthorized	71	30	42.25%	26	20	0	41	0	0	0%	0	6	0%
Total by Department:	71	30	42.25%	26	20	0	41	0	0	0%	0	6	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 4 - Sally Heyman and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	ISSUED	CLOSED	PERCENT* COMPLIED	ISSUED	COMPLIED	OFFICER	VIOLATOR	REVIEW DUE	SENT TO	PERCENT* SENT	REVIEW DUE	SENT TO	PERCENT* SENT
74 Commercial Vehicle - Unauthorized	27	23	85.19%	2	2	0	24	0	0	0%	0	4	0%
Total by Department:	27	23	85.19%	2	2	0	24	0	0	0%	0	4	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 5 - Bruno A. Barreiro and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	3	2	66.67%	0	0	0	2	0	0	0%	0	0	0%
Total by Department:	3	2	66.67%	0	0	0	2	0	0	0%	0	0	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 6 - Rebecca Sosa and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	96	65	67.71%	16	12	0	68	0	0	0%	0	8	0%
Total by Department:	96	65	67.71%	16	12	0	68	0	0	0%	0	8	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 7 - Carlos A. Gimenez and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	56	46	82.14%	9	7	0	51	0	0	0%	0	2	0%
Total by Department:	56	46	82.14%	9	7	0	51	0	0	0%	0	2	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 8 - Katy Sorenson and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	396	307	77.53%	72	57	0	331	0	0	0%	1	14	1400%
Total by Department:	396	307	77.53%	72	57	0	331	0	0	0%	1	14	1400%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 9 - Dennis C. Moss and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD/ CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	649	484	74.58%	131	119	3	495	0	0	0%	6	39	650%
Total by Department:	649	484	74.58%	131	119	3	495	0	0	0%	6	39	650%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 10 - Javier D. Souto and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	431	334	77.49%	68	65	0	372	0	0	0%	1	15	1500%
Total by Department:	431	334	77.49%	68	65	0	372	0	0	0%	1	15	1500%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 11 - Joe A. Martinez and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDIATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	241	193	80.08%	43	45	0	222	0	0	0%	1	30	3000%
Total by Department:	241	193	80.08%	43	45	0	222	0	0	0%	1	30	3000%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 12 - Jose "Pepe" Diaz and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDICATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	55	51	92.73%	12	11	0	52	0	0	0%	2	6	300%
Total by Department:	55	51	92.73%	12	11	0	52	0	0	0%	2	6	300%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate



BUILDING AND NEIGHBORHOOD COMPLIANCE COMPLIANCE METHOD ANALYSIS BY DEPARTMENT

TMMRP_CASE_CMP_PRO_BY_DEPT v3
05/12/10

From: 01/01/09 To: 12/31/09

Commission District = 13 - Natacha Seijas and Problem type = 74 - Commercial Vehicle - Unauthorized

	WARNING			CITATIONS		METHOD CORRECTED BY		REMEDIATION			LIEN		
	<u>ISSUED</u>	<u>CLOSED</u>	<u>PERCENT* COMPLIED</u>	<u>ISSUED</u>	<u>COMPLIED</u>	<u>OFFICER</u>	<u>VIOLATOR</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>	<u>REVIEW DUE</u>	<u>SENT TO</u>	<u>PERCENT* SENT</u>
74 Commercial Vehicle - Unauthorized	111	104	93.69%	25	24	0	107	0	0	0%	0	12	0%
Total by Department:	111	104	93.69%	25	24	0	107	0	0	0%	0	12	0%

* Rate Calculations between the date range:

Warning - Percent Complied: Warning Closed / Warning Issued rate

Remediation - Percent Sent: Sent To / Review Due rate

Lien - Percent Sent: Sent To / Review Due rate