



# **Miami-Dade County Preliminary Truck Parking Assessment**

## **Parcel Naming Convention & Folio Numbers:**

**Parcel No. 1: 05-3013-002-0010**

**Parcel No. 2: 30-6935-000-0400**

**Parcel No. 3: 30-6935-000-0061**

**Parcel No. 4: 30-7902-000-0040**

**Parcel No. 5: 30-7902-000-0021**

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District Freight Coordinator

## Executive Summary

With trucks moving approximately 75% of its annual freight tonnage, Miami-Dade County is highly dependent on the trucking industry for its transportation needs. Fueled by economic growth, safety concerns, and the real estate market, the County faces a severe shortage of truck parking spaces. Understanding this issue, the County has identified five (5) parcels for potential truck parking development (see **Figure A**). This memorandum aims to preliminarily assess the viability of truck parking development at these five (5) locations.

Following a modified methodology from that outlined in FDOT's *Assessment for Potential Truck Parking Locations within Miami-Dade County (FM# 439150-1-12-01)*, completed in August 2018, this assessment looks at three (3) tiers. The first tier determines each parcel's legal, geometric, and geographical characteristics such as zoning, land use, and accessibility. The second tier assesses each site's environmental characteristics; focusing on eight (8) environmental issues – surrounding existing land use, existing neighborhood features, noise abatement, Wellfields, contamination, flood zones, wetlands, and critical habitats. The third tier looks at freight transportation demand based on existing literature and engineering judgement.

Of the five (5) identified Miami-Dade County-owned parcels for potential truck parking development, two (2) parcels were determined to be suitable for such use (see **Table A**). These parcels, numbered 2 and 3, are in the Homestead Base census-designated area. This area has a very small estimated truck parking demand as compared to the rest of the County (2010 demand is estimated at 553 truck parking spaces as compared to 5,490 truck parking spaces in northwest Miami-Dade County). Parcels 2 and 3 are anticipated to provide a minimum of 303 and 466 parking spaces, respectively, assuming ten (10) truck spaces per acre. While truck parking is feasible in both parcels, project development risks exist for both parcels given these locations are near residential areas (approximately 50% of the land use within a 1-mile buffer of Parcel 2 and 41% within Parcel 3 are comprised of residential units). **Table 13** provides a list of benefits and disadvantages for each site.

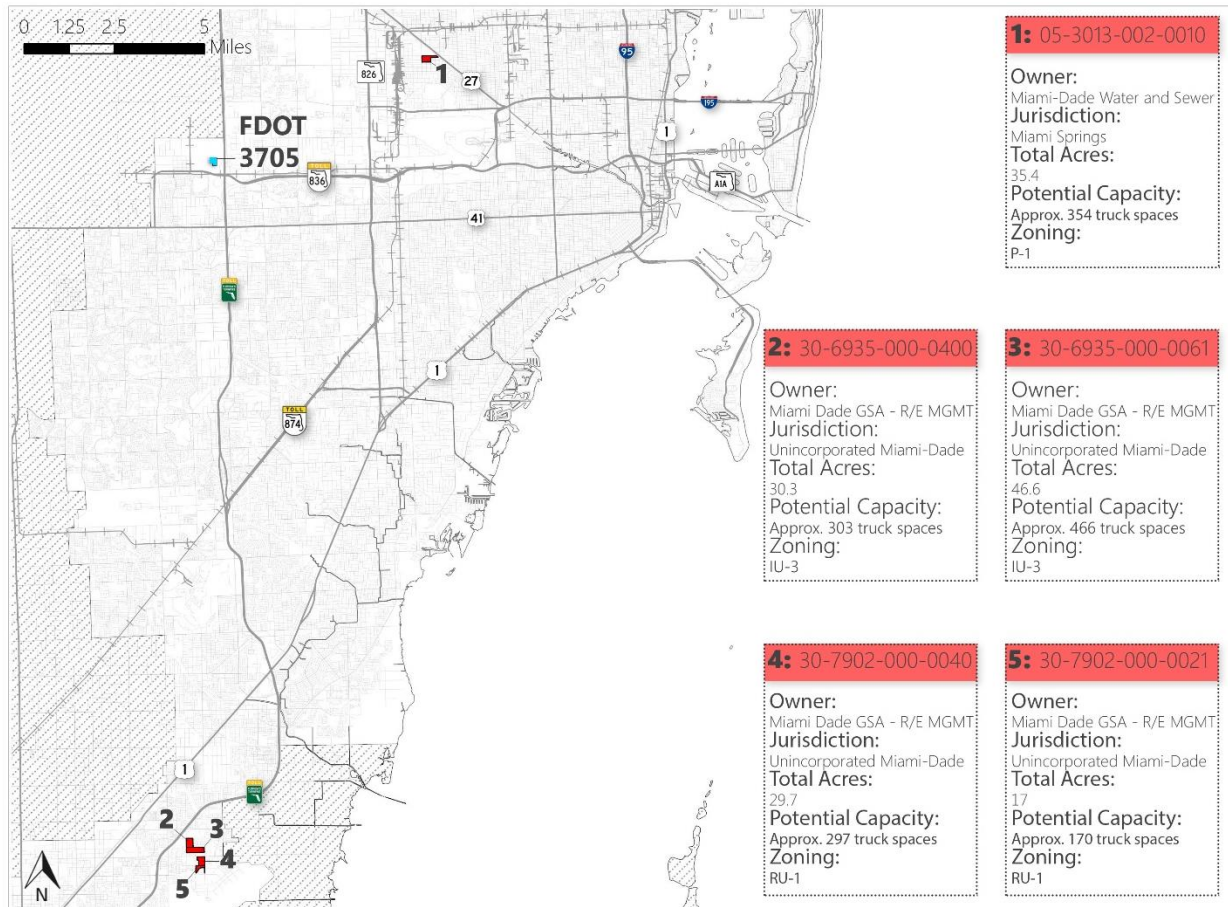


Figure A: Proposed Miami-Dade Owned Parcels for Potential Truck Parking Development

Table A: Truck Parking Feasibility Assessment

Parcel Number	Folio Number	Feasibility Assessment
1	05-3013-002-0010	Unfeasible
2	30-6935-000-0400	Feasible
3	30-6935-000-0061	Feasible
4	30-7902-000-0040	Unfeasible
5	30-7902-000-0021	Unfeasible

Table B: Benefits and Disadvantages of each Parcel

Parcel Number	Benefits	Disadvantages
1	<ul style="list-style-type: none"> <li>• Inside UDB</li> <li>• Serves the biggest sub market in the County (Airport/Doral with 59,510,516 square feet of industrial real estate)</li> <li>• Serves the highest demand for truck parking (estimated at 5,490 in 2010)</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning Code does not allow truck parking development</li> <li>• Existing land use is not compatible with truck parking</li> <li>• Future land use is not compatible with truck parking</li> <li>• Well pumping station located within this site</li> <li>• Lowest accessibility ranking</li> <li>• Least compatible with surrounding land use (31%)</li> <li>• Adjacent to Miami Springs Senior High School and Dove Avenue Park</li> </ul>
2	<ul style="list-style-type: none"> <li>• Zoning Code allows truck parking development</li> <li>• Existing land use is compatible with truck parking</li> <li>• Inside UDB</li> <li>• High accessibility ranking</li> <li>• Adjacent to new FedEx Ground distribution center</li> </ul>	<ul style="list-style-type: none"> <li>• Future land use is not compatible with truck parking</li> </ul>
3	<ul style="list-style-type: none"> <li>• Zoning Code allows truck parking development</li> <li>• Existing land use is compatible with truck parking</li> <li>• Inside UDB</li> <li>• Adjacent to new FedEx Ground distribution center</li> <li>• Largest parcel</li> </ul>	<ul style="list-style-type: none"> <li>• Future land use is not compatible with truck parking</li> </ul>
4	<ul style="list-style-type: none"> <li>• Existing land use is compatible with truck parking</li> <li>• Inside UDB</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning Code does not allow truck parking development</li> <li>• Future land use is not compatible with truck parking</li> </ul>
5	<ul style="list-style-type: none"> <li>• Existing land use is compatible with truck parking</li> <li>• Inside UDB</li> <li>• Most compatible with surrounding land use (70%)</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning Code does not allow truck parking development</li> <li>• Future land use is not compatible with truck parking</li> </ul>

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