

GENERAL

The City of Miami is located in Dade County in the southeastern part of Florida. It is experiencing the most rapid growth of any city on the eastern seaboard. Miami, together with the many surrounding municipalities comprises the Greater Miami area.

Population Trends

The remarkable growth of Miami and Dade County is shown graphically in Figure 1. In 1950, the official United States Census showed the population of Miami to be 249,276, a 44.8% increase in population over the preceding census. The population of Dade County increased 84.9% from 1940 to 1950.

Motor Vehicle Registration Trends

Figure 2 shows the motor vehicle registrations for Dade County since 1945, together with the gasoline sales. There was more than a 360% increase in motor vehicle registrations in this 10 year period.

Automobile registration has increased at a faster rate than the increase in population. This is an indication of the phenomenal increase in motor vehicle use which has taken place during that time. As the suburban areas surrounding Miami continue to develop, the population and motor vehicle registration will continue to increase.

Another indication of the increased use of the motor vehicle in the Greater Miami Area is the volume of gasoline sales. In 1946 approximately 88 million gallons of gasoline were sold. By 1955 the figure was about 225 million gallons, an increase in sales of more than 250%.

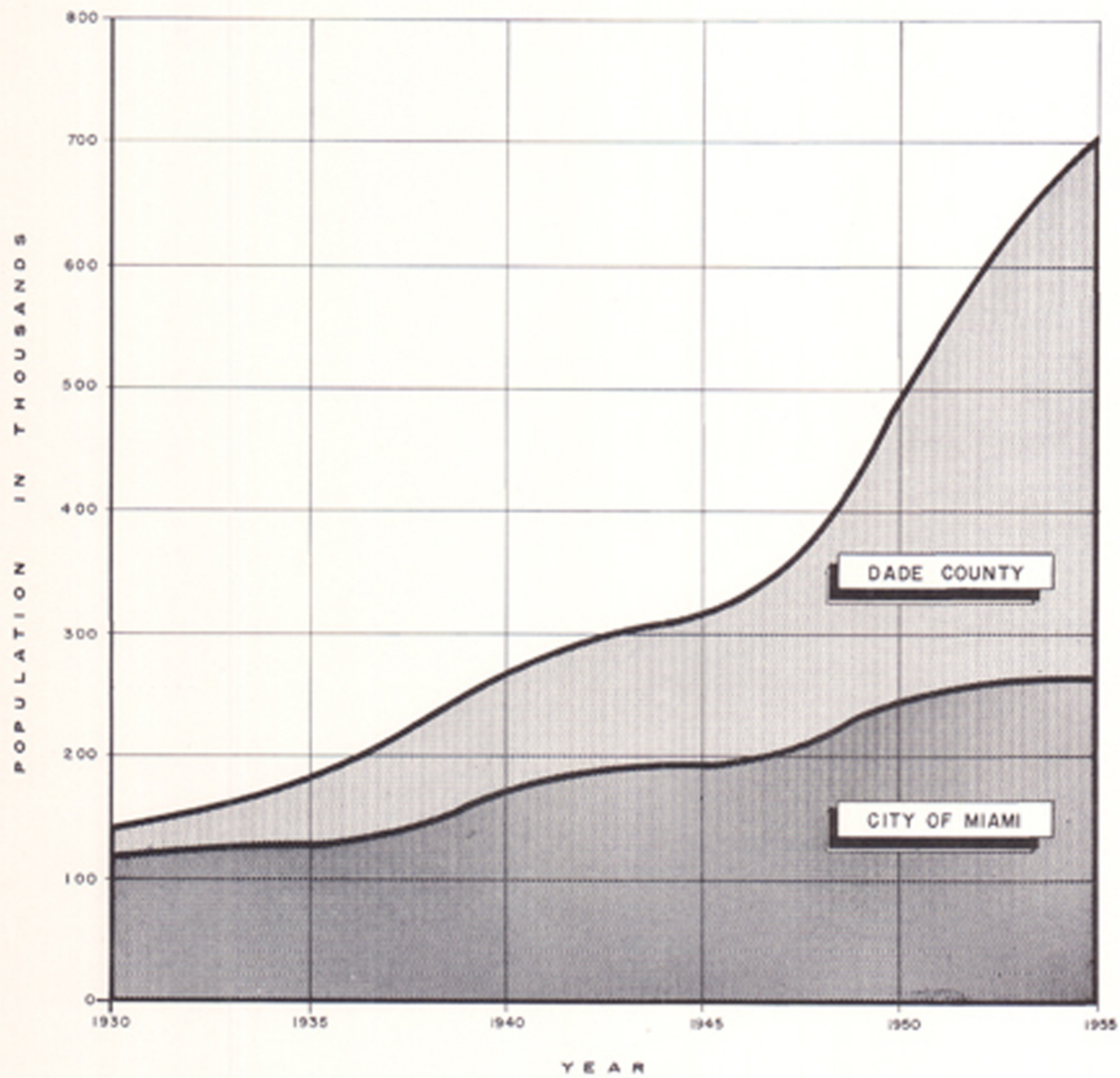


FIGURE 1
POPULATION TRENDS
DADE COUNTY & THE CITY OF MIAMI
FLORIDA

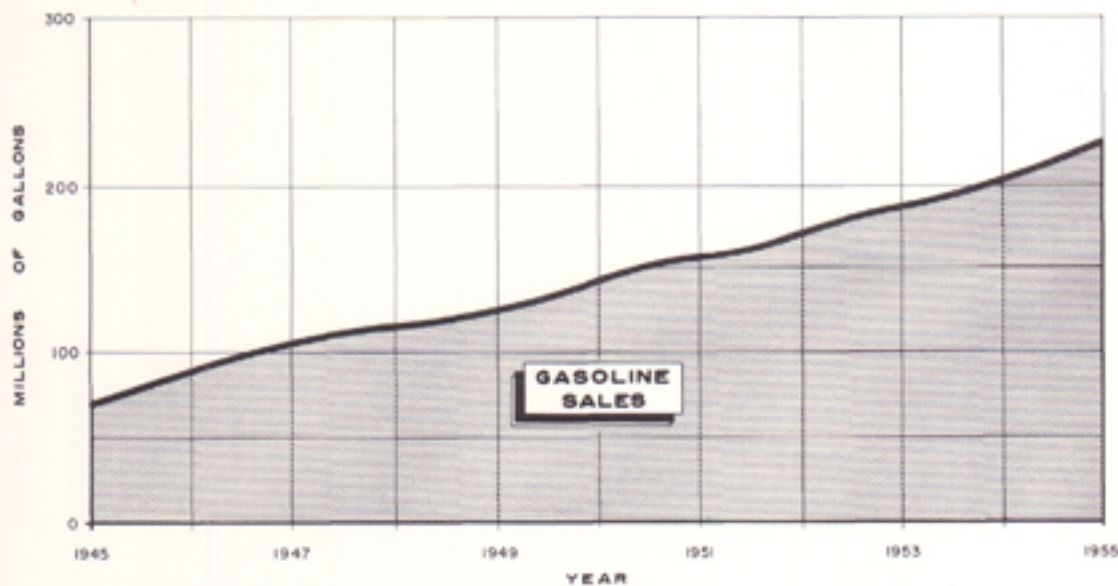
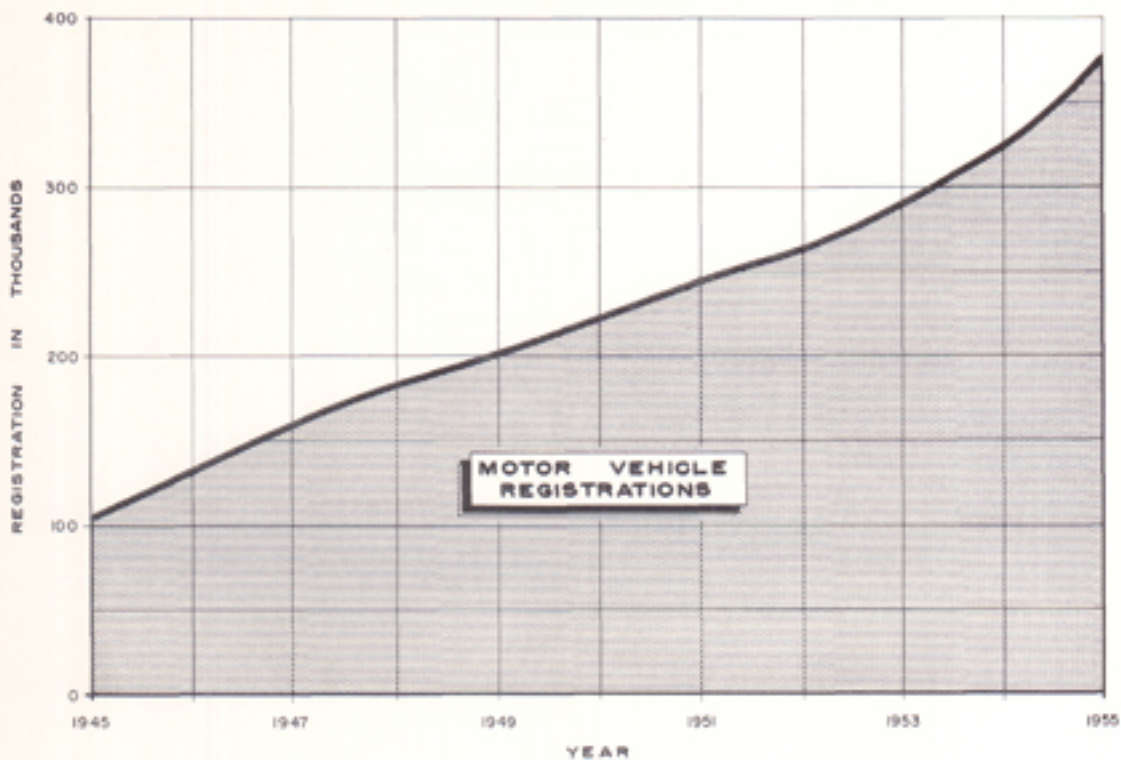


FIGURE 2
MOTOR VEHICLE REGISTRATION
AND
GASOLINE SALES

DADE COUNTY, FLORIDA

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NEW YORK, N. Y.

Purpose and Scope of Report

The purpose of this report is to present an analysis of a parking survey conducted in the Central Business District of Miami, Florida, and recommendations for improving the effectiveness of existing parking facilities and to outline a program for developing additional off-street parking spaces. The need for these additional spaces was determined from detailed studies of parking demand, habits and use characteristics. This report recommends a program of new off-street parking facilities, and includes functional plans, and estimates of capital cost and earnings for the recommended facilities.

Parking Studies

The basic data presented in this report is based on field studies conducted in the Central Business District of Miami. These studies were conducted under the supervision of the Department of Off-Street Parking in the method outlined by the Consultant. The tabulation and analysis of the data was performed by the Consultant.

Before beginning the parking survey, it was necessary to establish the boundaries of the study area. This study area includes all the primary parking generators of the Central Business District and all of the parking spaces within a reasonable walking distance of these generators.

Figure 3 shows the outlines of the study area. It includes that portion of Miami bounded by the Florida East Coast Railroad on the west, North 6th Street on the north, Biscayne Bay on the east, and the Miami River on the south. Also included are six additional blocks between West 1st Avenue and West 2nd Avenue. Detailed parking studies were conducted

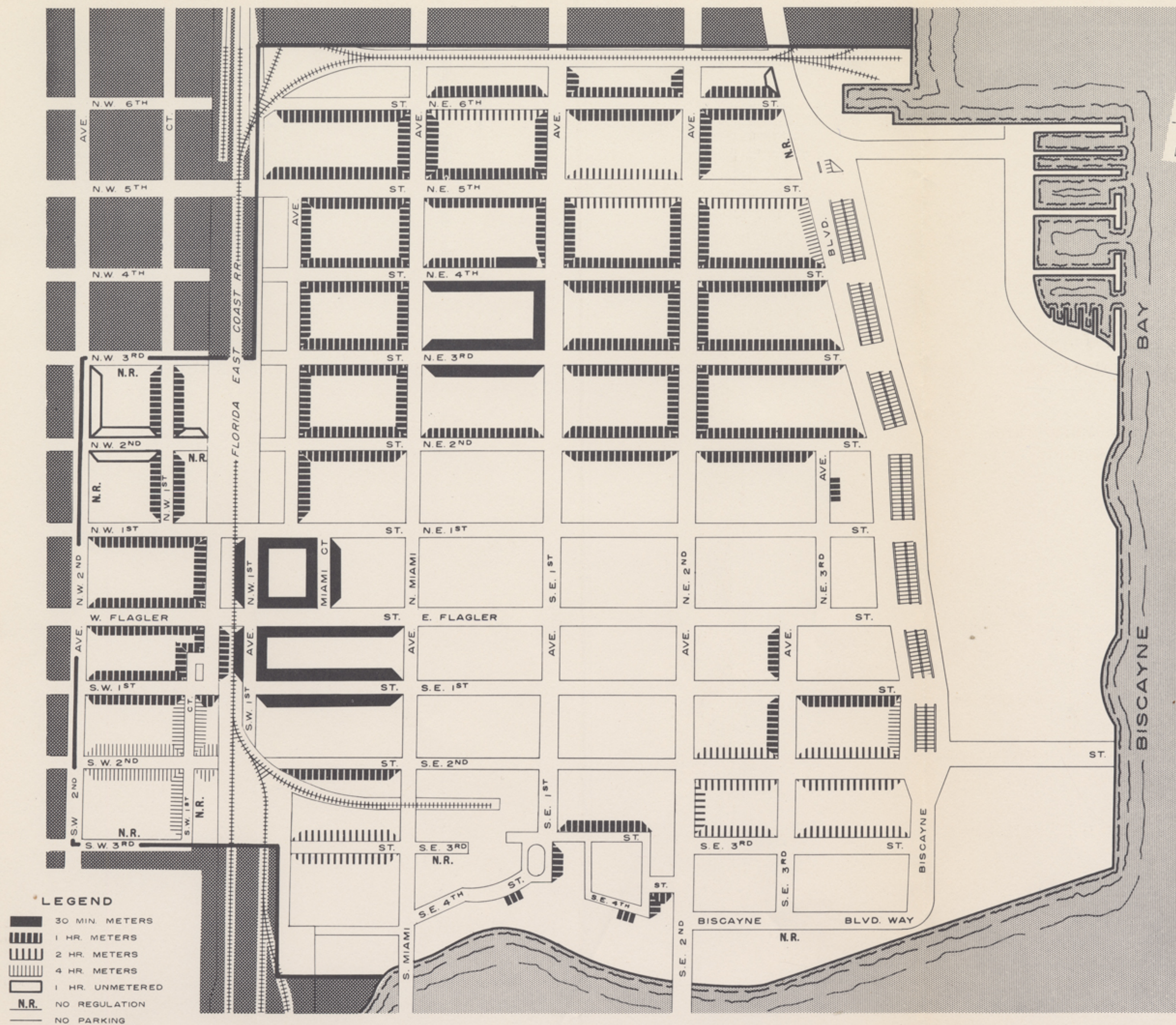


FIGURE 3
EXISTING CURB PARKING REGULATIONS

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

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within these boundaries.

For convenience in study and analysis, the Business District was divided into separate zones. The figures in this report show the designated study areas and these numbered zones.

Field studies were conducted from 9 AM to 5 PM on business days from February to May, 1957, to determine typical conditions. Any parking program must be guided by the relationship between supply, use and demand for parking space and the habits and characteristics of parkers. The supply of parking space was determined by making an inventory of all the available parking facilities. Detailed studies were also made of parking practices to provide information on parking space use, including accumulations and durations. The parking demand was ascertained by determining motorists' destinations. Each of these factors of supply, use and demand will be discussed in detail in subsequent sections of this report.

PARKING SPACE SUPPLY

A complete inventory was made of all the curb and off-street parking facilities in the study area. Table 1 presents a tabulation of the available parking spaces by type and the total number of spaces in each of the zones.

Curb spaces are classified as either metered or unmetered, while off-street spaces are listed as public, customer or private. This classification of off-street facility refers to use, not to type of ownership. A "public" facility is one which is available for use to the general public, usually on a fee basis, and may or may not be publicly owned. The "customer" and "private" facilities are restricted in their use and are not available to the general public. Figure 4 shows the location and classification of these existing off-street parking spaces within the survey area, and Appendix A presents more complete data, such as name, location, type, capacity, rates and other information for these off-street facilities. In this listing, facilities accommodating less than 10 vehicles are included as miscellaneous spaces and are not separately identified.

There were a total of 16,479 parking spaces within the study area. Of these, 1,206 spaces, or 7.3% were curb spaces, while the remaining 15,273 or 92.7% were in off-street facilities.

Curb Parking Spaces

Of the 1,206 legal curb parking spaces in the Business District, 1,109 are metered spaces, and the remaining 97 spaces are unmetered. As might be expected, these unmetered spaces are on the fringes of the

TABLE 1
AVAILABLE PARKING SPACES
CENTRAL BUSINESS DISTRICT

Zone Number	CURB SPACES		OFF-STREET SPACES			Total
	Metered	Unmetered	Private & Irregular	Customer	Public	
1	0	0	28	0	118	146
2	10	0	20	22	42	94
3	20	0	23	40	0	83
4	4	5	4	0	0	13
5	12	0	59	77	36	184
6	31	0	64	22	203	320
7	9	0	78	8	103	198
8	11	3	9	65	21	109
9	0	0	88	28	20	136
10	32	0	23	0	250	305
11	21	0	31	16	210	278
12	42	0	29	29	35	135
13	39	0	32	50	72	193
14	21	0	102	0	25	148
15	32	0	34	0	37	103
16	27	0	5	17	388	437
17	28	0	52	0	249	329
18	4	17	87	0	15	123
19	12	3	38	0	0	53
20	24	0	3	50	132	209
21	11	0	46	0	66	123
22	20	0	0	0	318	338
23	25	0	42	13	183	263
24	6	15	37	0	200	258
25	9	5	0	0	185	199
26	7	0	0	0	295	302
27	0	0	4	0	61	65
28	12	0	26	0	169	207
29	3	0	8	0	231	242
30	1	0	6	15	45	67
31	18	0	13	0	201	232
32	35	0	38	0	0	73
33	3	0	0	0	0	3
34	0	0	0	0	0	0
35	0	0	0	0	300	300
36	0	0	0	0	0	0
37	0	0	0	0	0	0
38	27	0	29	0	195	251
39	18	0	27	0	0	45
40	0	0	5	0	0	5
41	0	0	0	0	0	0
42	3	0	6	0	0	9
43	0	0	8	27	118	153
44	24	3	5	0	270	302
45	3	0	3	0	251	257

(Continued)

TABLE 1
(Continued)

Zone Number	CURB SPACES		OFF-STREET SPACES			Total
	Metered	Unmetered	Private & Irregular	Customer	Public	
46	0	0	0	14	387	401
47	0	0	0	0	468	468
48	13	0	0	0	750	763
49	30	0	0	0	154	184
50	16	18	52	0	414	500
51	25	0	65	0	940	1,030
52	0	0	11	0	74	85
53	0	0	20	0	216	236
54	0	0	36	40	65	141
55	6	0	39	0	0	45
56	36	0	0	0	286	322
57	42	0	0	0	482	524
58	6	0	170	0	0	176
59	0	3	0	0	200	203
60	3	0	14	80	0	97
61	0	0	0	0	440	440
62	0	0	0	0	407	407
63	0	0	0	0	400	400
64	6	0	0	0	374	380
65	0	25	0	0	0	25
P1	0	0	132	0	375	507
P2	0	0	22	0	0	22
P3	0	0	0	0	1,420	1,420
P4	0	0	0	0	91	91
B1	3	0	0	0	0	3
B2	53	0	0	0	0	53
B3	50	0	0	0	0	50
B4	53	0	0	0	0	53
B5	43	0	0	0	0	43
B6	48	0	0	0	0	48
B7	38	0	0	0	0	38
B8	34	0	0	0	0	34
TOTAL	1,109	97	1,673	613	12,987	16,479
	6.2%	1.1%	10.0%	3.7%	79.0%	100.0%
	1,206			15,273		
	7.3%			92.7%		

Business District, in the least attractive parking locations.

Off-Street Parking Spaces

The off-street parking facilities in the Central Business District of Miami, together with the miscellaneous spaces as shown in Appendix A, provide 15,273 off-street parking spaces, or 92.7% of the total supply of parking space in the area studied. Of these, 613 spaces were in customer facilities, 1,673 spaces in private and miscellaneous facilities, and the remaining 12,987 spaces were in facilities which are available to the general public.

Trends

The following is a comparison of the parking inventory taken for this survey and with the inventories of basically the same area taken for previous studies.

<u>Year</u>	<u>Legal Curb Spaces</u>		<u>Off-Street Spaces</u>	<u>Total Spaces</u>
	<u>Metered</u>	<u>Total</u>		
1957	1,109	1,206	15,273	16,479
1954		1,600	13,120	14,720
1946	1,003	2,441	7,997	10,438

It may readily be seen that while there has been an increase in the total number of parking space in the Central Business District, there has been a substantial decrease in the number of curb parking spaces. The increase is due to the fact that the number of off-street spaces has almost doubled since 1946.

This decrease in the number of curb spaces is a condition which is occurring in many cities. Curb parking is prohibited on many streets to meet the demands of moving traffic.

The prime function of the street system is, of course, to move traffic, and not to store vehicles. Therefore, as the volumes of traffic increase each year, more and more curb parking space must be eliminated, at least for certain hours of the day.

As a result of this probable further reduction in curb parking space, it becomes increasingly important to use the existing supply of parking space in the most efficient manner possible, following the course of action that will benefit the community as a whole, even at the expense of the few persons who will be inconvenienced. In addition, future off-street parking sites must be carefully planned to preserve the parking supply of the Business District.

It was observed that a large part of the existing off-street parking supply is in open parking lots. As the city continues to grow, and as a demand is created for additional office space, hotel space and other commercial uses, it becomes more profitable to use the land area for these purposes, rather than parking. The most obvious example of this in Miami is the DuPont Plaza area, in the southeast part of the Central Business District where parking lots with a capacity of over 3,000 cars are already earmarked for commercial development.

The number of trips which will be made to the Central Business District will be determined, to a large degree, by the convenience of travel and by the availability of adequate parking facilities. Unless adequate, modern, attractive parking facilities are provided, the problem of parking for business and shopping becomes so wearing and time consuming, that other business areas with better parking facilities are sought

out. This is one problem which faces Miami, as well as many other cities. Planned action within sound economics to provide off-street parking facilities, is required to meet this problem.

PARKING SPACE USE

The parking habits of the persons parking in the Central Business District on average business days were observed in detail, and the following sections are devoted to a presentation and analysis of these studies.

Curb Parking Practices

The Central Business District of Miami has 1,206 legal curb parking spaces. On a typical business day, 9,022 parkers utilize these parking spaces.

It is important to realize that it is generally impossible to have 100% occupancy at active curb spaces. Whenever there is a turnover of curb parkers, there is a constant movement of cars into and out of these spaces. Because of the time lost while one vehicle leaves a space and another finds and enters that space, the percent of time used must be less than 100%. It is generally accepted that the practical parking capacity of active curb spaces is 85% of actual capacity. The use of the legal curb spaces in the Miami Business District hovers very close to this 85% figure throughout the day.

Figure 5 shows graphically the number of curb spaces occupied throughout the business day. It may be readily seen that at all times of the day the number of parkers at the curbs exceeds the number of legal spaces. This means that parkers are utilizing "No Parking" areas, loading zones, bus stops, and other illegal spaces throughout the day. The number of parkers in illegal spaces averages 276, with a maximum of 316 parked at 9:30 AM.

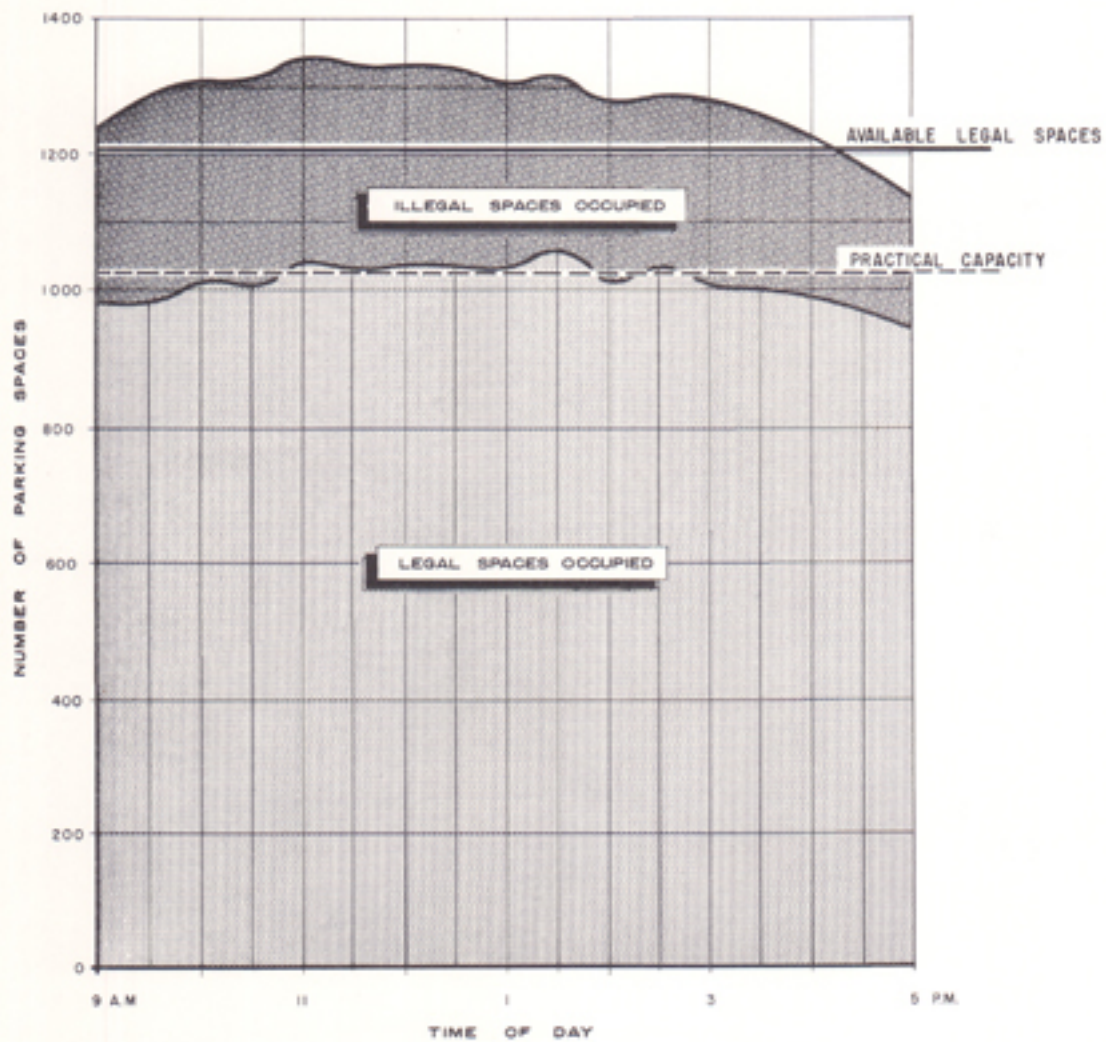


FIGURE 5
CURB PARKING ACCUMULATION
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

These are the number of spaces that were actually observed to be illegally occupied throughout the day. Figure 5 shows the actual number of legal spaces, and also the practical capacity at the curb. A total accumulation of parkers throughout the day is shown as well as the accumulation at the legal spaces.

Thus, we see that not only are the legally available curb spaces occupied to full capacity throughout the day, but that there are many illegal parkers in the area as well.

Table 2 presents details of the curb parking practices with a breakdown for the various types of space regulation. In this table and in the following discussion it should be noted that the parking durations as reported herein are the durations actually observed in the field. Thus, when a parker is classified as an overtime parker, it means he was observed parked longer than the posted time limit. This includes those parkers who insert additional coins into the meter.

One-Hour Metered Spaces. There are 487 metered spaces which have a one-hour time limit. They constitute the largest single group of metered spaces in the Central Business District. On a typical business day these spaces were used by 4,670 parkers for an average turnover of 9.6 vehicles per space. The parkers used 75% of the available time and had an average parking duration of 38 minutes. Included in this average are both overtime and non-overtime parkers.

The non-overtime parkers, those parkers who observe the one-hour time limit, constitute 87% of the total. The average duration of these parkers was 24 minutes and they used only 55% of the parking time used.

TABLE 2
CURB PARKING PRACTICES
LEGAL SPACES

	Metered				Unmetered		Biscayne Blvd. 4 Hr.
	30 Min.	1 Hr.	2 Hr.	4 Hr.	1 Hr.	No Reg.	
<u>Number of Spaces</u>	101	487	151	49	25*	72	321
Number Parked	1,237	4,670	1,061	205	175	210	1,464
Total #SH Available	808	3,896	1,208	392	195	576	2,568
Total #SH Used	641	2,920	1,026	306	142	490	2,490
% SH Used	79%	75%	85%	78	73	85%	97%
Turnover	12.3	9.6	7.0	4.2	7.0	2.9	4.6
Duration	0.57hr.	0.63hr.	0.97hr.	1.49hr.	0.81hr.	2.34hr.	1.70hr.
<u>Non-Overtime</u>							
Number Parked	984	4,040	983	191	139		1,323
% Parkers	80%	87%	93%	93%	79%		90%
SH Used	274	1,593	774	223	59		1,606
% SH Used	43%	55%	76%	73%	42%		65%
Duration	0.28hr.	0.40hr.	0.79hr.	1.17hr.	0.42hr.		1.21hr.
<u>Overtime</u>							
Number Parked	253	630	78	14	36		141
% Parkers	20%	13%	7%	7%	21%		10%
SH Used	367	1,327	252	83	83		884
% SH Used	57%	45%	24%	27%	58%		35%
Duration	1.45hr.	2.11hr.	3.23hr.	5.93hr.	2.31hr.		6.27hr.

* 5 spaces, NP 4PM-6PM

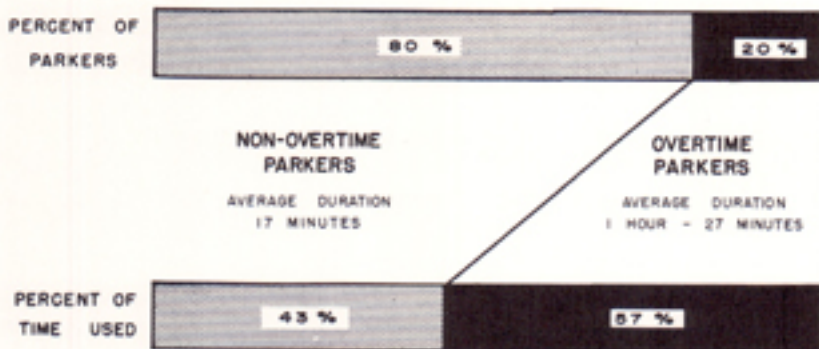
The overtime parkers, while making up only 13% of the total parkers, used 45% of the time used. They had an average parking duration of 2 hours and 7 minutes.

Figures 6 and 7 show graphically the information contained in the Parking Practices Table for the four categories which represent the major portion of the curb parking supply. It is evident that the majority of the parkers using these metered spaces observe the posted time limits, and have relatively short parking durations. The remaining parkers, the overtime parkers, are only a small percentage of the total using these spaces. The parking time utilized by them, however, is a substantial portion of the time available and certainly far out of proportion to the number of such parkers.

This discussion is not intended as a criticism of the Police Department or any officials. It was beyond the scope of this study to analyze enforcement methods or activities. "Nickel-feeding" of parking meters is sometimes difficult to detect. This condition is reported, however, to show how serious this misuse of valuable parking space is, and how rigid enforcement, together with certain changes in meter regulation, as recommended in this report, can make much more equitable use of existing curb parking space.

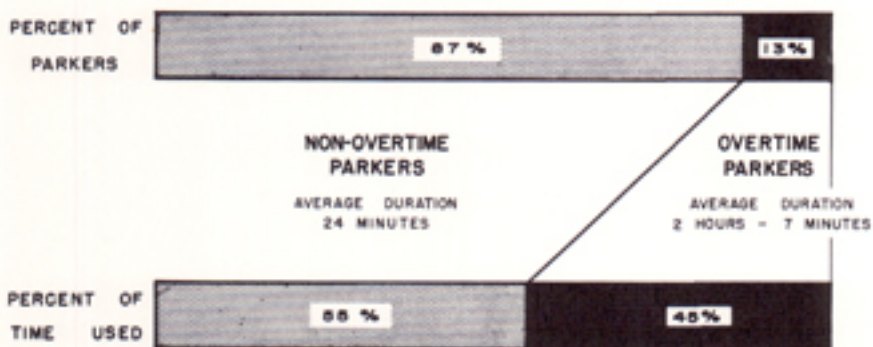
Curb Occupancy and Turnover

In addition to knowing the general characteristics of the curb parking space use as presented in the previous sections, it is important to know the actual conditions at each location. Figure 8 was prepared to



30 MINUTE METERS

101 SPACES - 1237 PARKERS

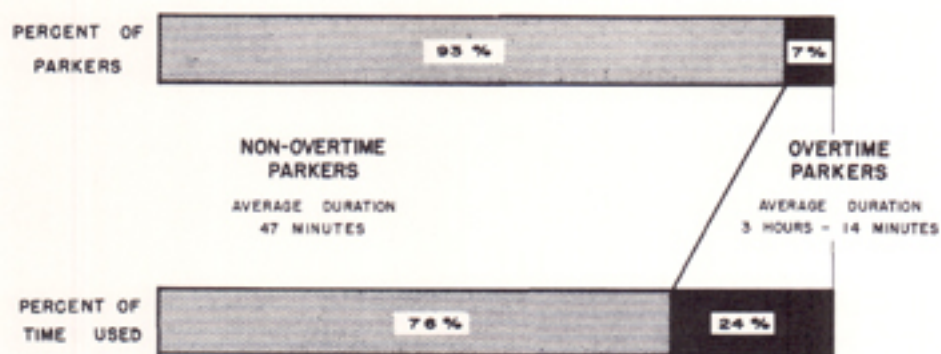


1 HOUR METERS

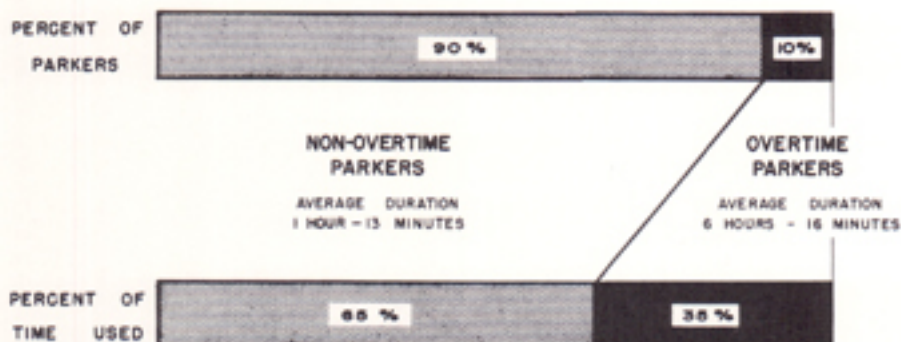
487 SPACES - 4670 PARKERS

**FIGURE 6
CURB PARKING PRACTICES**

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA



2 HOUR METERS
(CENTRAL BUSINESS DISTRICT)
151 SPACES - 1061 PARKERS



4 HOUR METERS
(BISCAYNE BOULEVARD)
321 SPACES - 1464 PARKERS

FIGURE 7
CURB PARKING PRACTICES

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

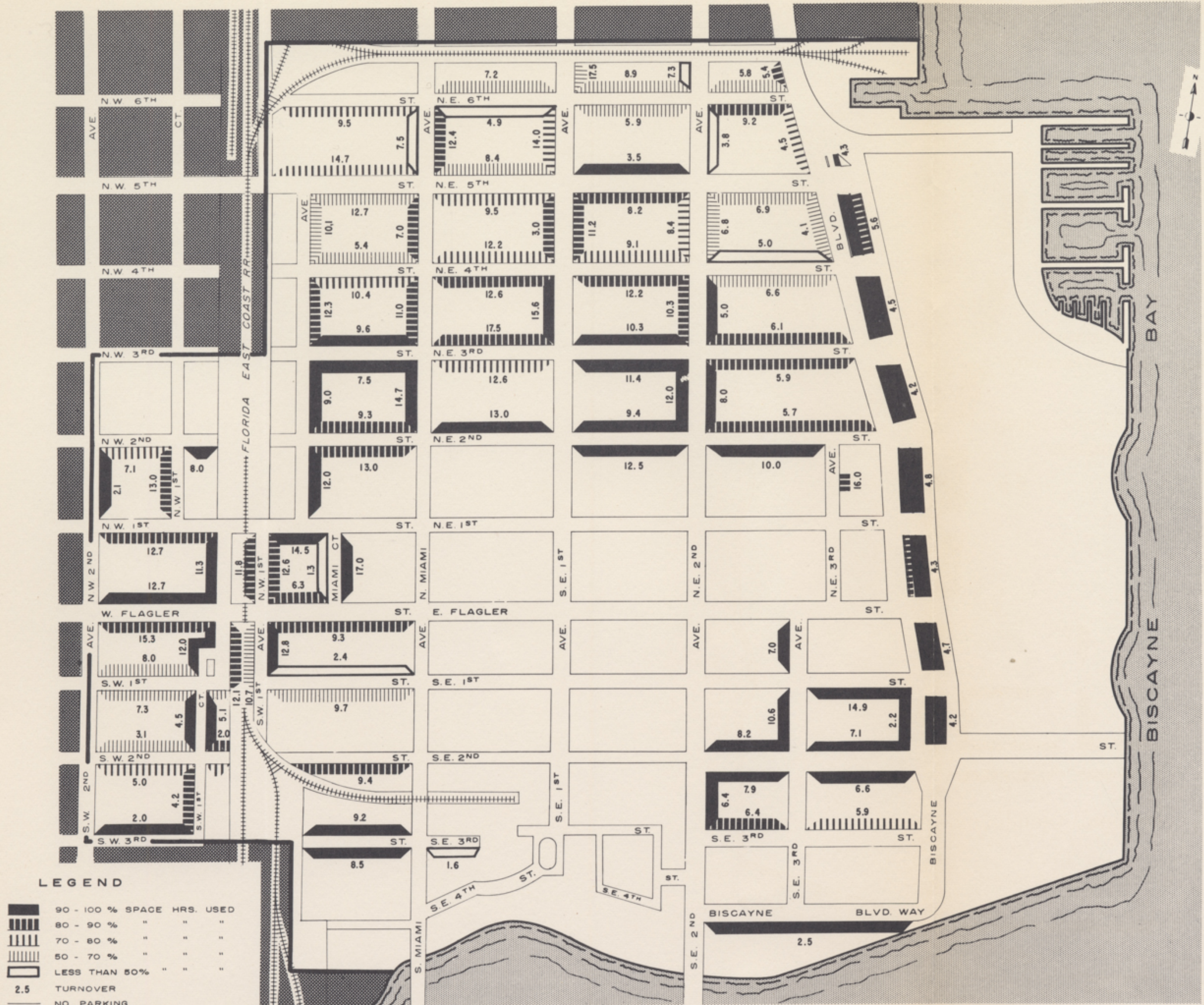


FIGURE 8
CURB OCCUPANCY AND TURNOVER

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

RAMP BUILDINGS CORPORATION
NEW YORK, N.Y.

100 0 200 400 600 800
SCALE IN FEET

show occupancy and turnover at each blockside in the study area. The occupancy is expressed as a percent of the actual available time used. The turnover shown is the average number of cars occupying each space throughout the day.

The occupancy at the curbs nearest to the core of the Central Business District and along most of Biscayne Boulevard is 90% or greater. It decreases somewhat toward the outer fringes of the study area, but in many locations is above 80%.

The turnover at the spaces on Biscayne Boulevard ranges from 4.2 to 5.6. At the other spaces it ranges from a low of 1.3 to a high of 17.5.

Off-Street Parking Practices

Figure 9 shows the accumulation of cars in the existing off-street parking facilities in the study area from 9 AM to 5 PM on a typical day. The lower graph shows the accumulation for all of the off-street spaces, while the upper graph shows only those spaces used in public facilities. It may readily be seen that the existing facilities as a whole are not filled to their practical capacity at any time of the day. This does not mean, of course, that there is available space in every facility. It was observed that many of the facilities in the more attractive locations were filled to capacity.

If the proposed DuPont Plaza development takes place, it will eliminate some 3,126 parking spaces. This will reduce the practical capacity of the facilities to a level which is less than the current usage.

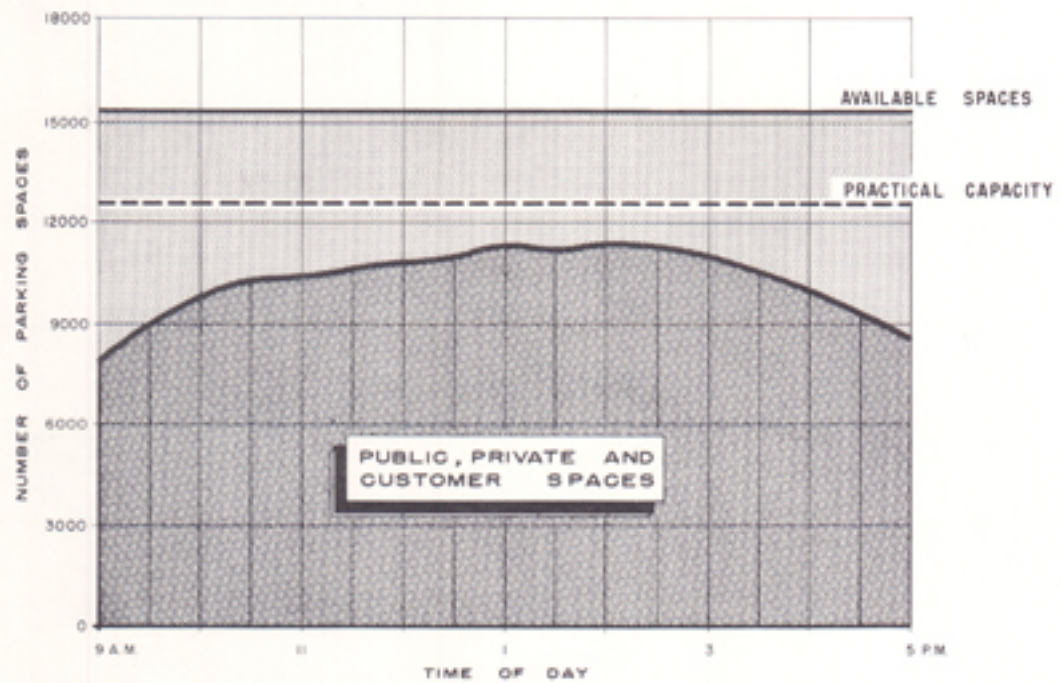
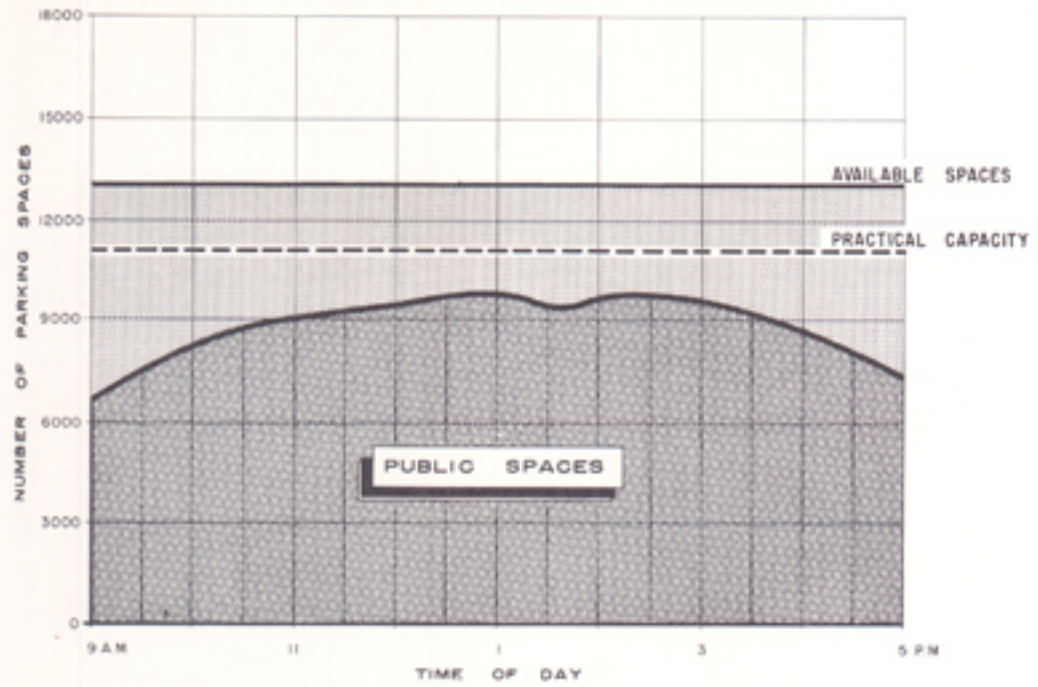


FIGURE 9
OFF-STREET PARKING ACCUMULATION

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

Figure 10 presents accumulation curves for 3 selected garage facilities at which detailed parking studies were conducted. The combined capacity of these facilities represents about 10% of the available capacity of public spaces in the study area. It may be seen that for the portion of the day from 11 AM to 3 PM 2 of these garages are at or above practical capacity, while the third approaches it.

Table 3 presents the parking duration patterns for the above garages. The durations show the variety of demand characteristics among these three garages, with two of them exhibiting a predominant short time parking space use, and the third with a demand for both short-time, and all day parking.

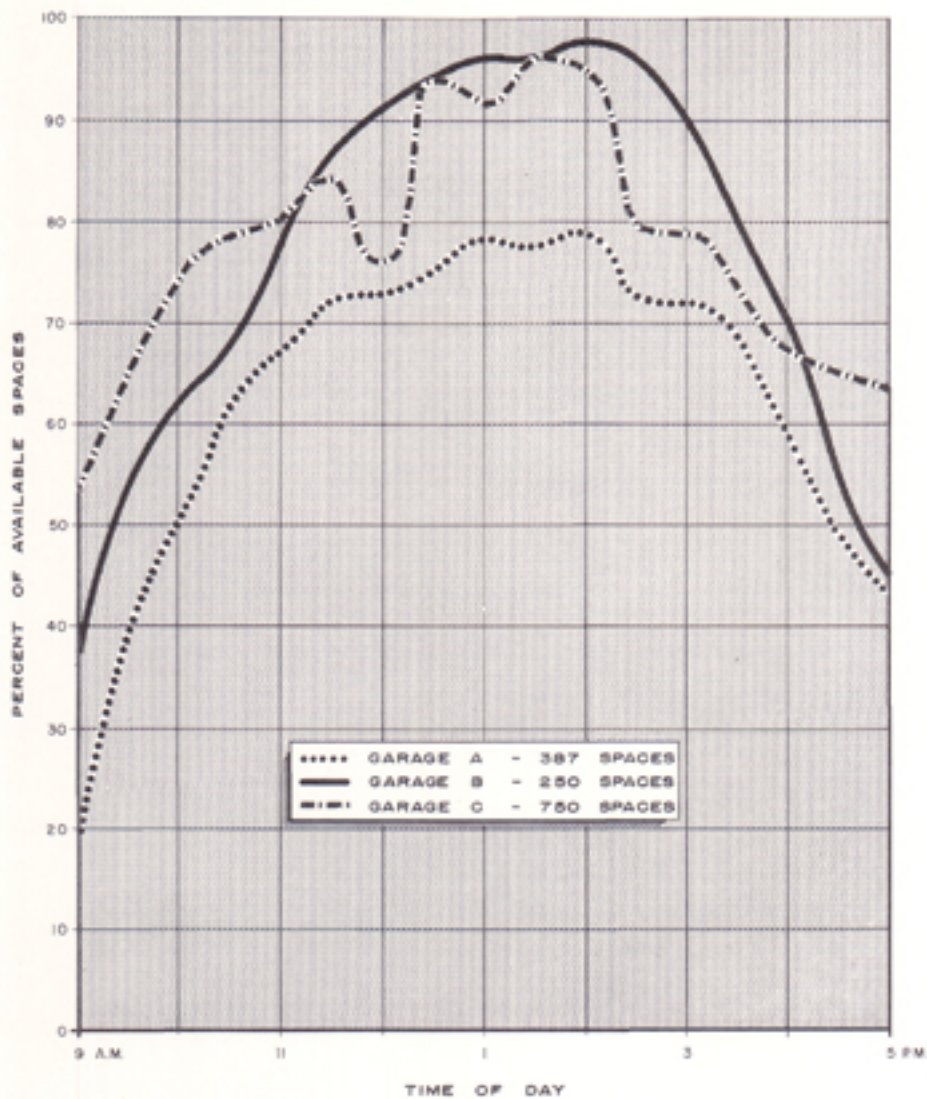


FIGURE 10
 OFF-STREET PARKING ACCUMULATION
 THREE PUBLIC GARAGES
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

TABLE 3
PARKING DURATIONS
THREE PUBLIC GARAGES

Duration Hours	<u>GARAGE A</u>		<u>GARAGE B*</u>		<u>GARAGE C</u>	
	<u>% of Parkers</u>	<u>Cumulative Percent</u>	<u>% of Parkers</u>	<u>Cumulative Percent</u>	<u>% of Parkers</u>	<u>Cumulative Percent</u>
.0 to 0.5	12.2	12.2	20.6	20.6	8.9	8.9
.6 to 1.0	21.4	33.6	26.2	46.8	9.2	18.1
1.1 to 1.5	17.6	51.2	17.9	64.7	9.6	27.7
1.6 to 2.0	14.8	66.0	12.0	76.7	7.4	35.1
2.1 to 2.5	11.7	77.7	5.5	82.2	5.5	40.6
2.6 to 3.0	5.9	83.6	3.8	86.0	4.1	44.7
3.1 to 4.0	9.7	93.3	9.3	95.3	4.6	49.3
4.1 to 5.0	3.5	96.8	2.0	97.3	2.5	51.8
5.1 to 6.0	1.7	98.5	0.9	98.2	1.4	53.2
6.1 to 7.0	.6	99.1	0.9	99.1	1.4	54.6
Over 7.1 Hours	.9	100.0	0.9	100.0	45.4	100.0

* TRANSIENT PARKERS ONLY

PARKING SPACE DEMAND

Supply and Demand

Parking demand may be expressed as the total parking time requirements of parkers with destinations to a specific area or zone. In order to ascertain this demand, the parkers' destinations were determined by interviews, and their durations by observing the length of time they parked. It was thereby possible to compute the parking demand for each of the zones in the Central Business District.

The requirement for parking time is expressed in units of space-hours. A space-hour is defined as one parking space for one hour. For example, if two parkers each require one-half hour of parking time, their combined requirement is one space for one hour, or one space-hour. The total space-hour requirement, therefore, is the sum of the parking time required by all parkers. The parking space supply, that is, the number of space-hours available, is the number of legal parking spaces multiplied by the number of hours available. In the 8-hour period of the survey day, for example, each curb space provides 8 space-hours of supply, except where parking restrictions apply for part of the day.

As was previously mentioned, the practical capacity of a parking space is somewhat less than 100% of the available space-hours because of the time lost in seeking a space, parking and unparking. For curb spaces, a practical capacity of 85% is generally accepted. For off-street spaces this practical capacity varies, depending upon the use characteristics of the specific facility. For example, in a facility used almost exclusively by all-day parkers, with little turnover, the practical available space-hours

would be greater than 85%, while at a short duration, rapid turnover facility, it would be less. Table 4 presents a summary of the parking demand on a typical business day. The entries under Supply, Columns (1) (2) and (3), are adjusted to reflect the practical available space-hours for each zone. Column (4) shows the space-hours used in each zone, and the actual parking demand, as determined by interviews appears in Column (5).

The total space-hour supply is 108,241. There are 8,197 space-hours available in the legal curb spaces and 100,044 available in off-street facilities.

The total number of space-hours used is 93,439, or about 86.6% of the available supply.

The total gross space-hour requirement for parkers in the Central Business District is 93,439 space-hours as shown in Column (5), including 1,072 space-hours used by District parkers with destinations outside the Central Business District.

Net Demand

In zones where the gross demand is greater than the number of space-hours available, a deficiency exists. If the gross demand for a zone is less than the number of available space-hours, then a surplus exists.

Columns (6) and (7) present the net demand in space-hours, i. e., the difference between the supply and the gross demand. For example, in Zone 2, 68 space-hours are available at the curbs, and 371 at off-street facilities, providing 439 available space-hours. From Column (5), we see that there is a demand for 88 space-hours for Zone 2, resulting in a net surplus of 351 space-hours (Column 6).

TABLE 4
PARKING DEMAND
CENTRAL BUSINESS DISTRICT

Zone Number	SUPPLY			USE	GROSS DEMAND	NET DEMAND	
	Available Space-Hours			Space-Hours Used	Space-Hours Required	Space-Hours	
	Curb	Off-Street	Total			Surplus	Deficiency
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	0	966	966	1,034	0	966	
2	68	371	439	390	88	351	
3	136	297	433	450	381	52	
4	59	27	86	124	116		30
5	82	875	957	970	934	23	
6	211	1,835	2,046	2,213	1,138	908	
7	61	1,148	1,209	1,060	995	214	
8	95	603	698	677	1,007		309
9	0	755	755	700	1,164		409
10	218	1,817	2,035	1,721	374	1,661	
11	143	1,678	1,821	1,529	556	1,265	
12	286	557	843	765	618	225	
13	265	815	1,080	912	1,038	42	
14	149	754	897	944	1,090		193
15	218	463	681	780	2,465		1,784
16	184	2,664	2,848	2,425	1,074	1,774	
17	190	2,033	2,223	1,909	1,896	327	
18	143	628	771	744	532	239	
19	102	189	291	290	288	3	
20	163	1,156	1,319	1,310	549	770	
21	75	577	652	593	707		55
22	136	2,162	2,298	2,221	902	1,396	
23	170	1,542	1,712	1,340	2,150		438
24	143	1,586	1,729	1,195	282	1,447	
25	95	1,258	1,353	1,155	44	1,309	
26	48	2,006	2,054	1,469	464	1,590	
27	0	435	435	492	4,367		3,932
28	82	1,255	1,337	1,218	2,211		874
29	20	1,616	1,636	797	2,433		797
30	7	417	424	475	1,251		827
31	122	1,444	1,566	1,588	540	1,026	
32	238	200	438	480	4,634		4,196
33	20	0	20	175	2,378		2,358
34	0	0	0	113	4,164		4,164
35	0	2,040	2,040	1,674	7,327		5,287
36	0	0	0	68	1,556		1,556
37	0	0	0	122	2,880		2,880
38	184	1,504	1,688	1,531	362	1,326	
39	122	153	275	295	2,961		2,686
40	0	27	27	40	5,603		5,576
41	0	0	0	25	4,267		4,267
42	20	24	44	91	7,949		7,905
43	0	961	961	897	631	330	
44	184	1,862	2,046	2,084	198	1,848	
45	20	1,724	1,744	1,527	1,208	536	
46	0	2,718	2,718	2,092	1,009	1,709	
47	0	3,182	3,182	2,603	354	2,828	
48	88	5,100	5,188	4,760	3,726	1,462	
49	204	1,047	1,251	1,149	17	1,234	
50	231	3,196	3,427	3,050	792	2,635	
51	170	6,849	7,019	6,181	1,564	5,455	
52	0	567	567	326	110	457	
53	0	1,594	1,594	1,097	135	1,459	
54	0	832	832	803	1,053		221
55	41	221	262	251	803		541

(Continued)

PARKING DEMAND
(Continued)

Zone Number	SUPPLY			USE	GROSS DEMAND	NET DEMAND	
	Available Space-Hours			Space-Hours Used	Space-Hours Required	Space-Hours	
	Curb	Off-Street	Total			Surplus	Deficiency
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
56	245	1,945	2,190	2,090	0	2,190	
57	286	3,278	3,564	3,229	0	3,564	
58	41	799	840	866	965		125
59	20	1,360	1,380	1,156	8	1,372	
60	20	482	502	499	990		488
61	0	2,992	2,992	3,057	0	2,992	
62	0	2,768	2,768	2,609	0	2,768	
63	0	2,720	2,720	2,150	0	2,720	
64	41	2,543	2,584	2,192	659	1,925	
65	170	0	170	65	2	168	
P1	0	3,006	3,006	2,418	2,408	598	
P2	0	123	123	123	0	123	
P3	0	9,655	9,655	4,899	0	9,655	
P4	0	643	643	643	0	643	
B1	20	0	20	24	0	20	
B2	360	0	360	385	0	360	
B3	340	0	340	398	0	340	
B4	360	0	360	421	0	360	
B5	292	0	292	344	0	292	
B6	326	0	326	369	0	326	
B7	258	0	258	306	0	258	
B8	231	0	231	272	0	231	
Out	-	-	-	-	1,072		
Total	8,197	100,044	108,241	93,439	93,439	67,772	51,898

Figure 11 shows graphically the relative net parking demand condition for each zone in the Business District. There are space-hour deficiencies in 25 zones and a surplus in the remaining zones. This means that in 25 zones the space-hour demand of parkers with destinations to those zones exceeds the supply within those zones. Therefore, those parkers not accommodated within the destination zone are parking in other zones and walking to their destinations. Twelve of the zones (15, 27, 32 to 37, and 39 to 42) have major deficiencies of more than 1,000 space-hours. These in general are the zones immediately adjacent to Flagler Street, where many of the major parking demand generators are located, and there is little or no parking space supply.



FIGURE II
NET PARKING DEMAND
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

100 0 200 400 600 800
 SCALE IN FEET

RAMP BUILDINGS CORPORATION
 NEW YORK, N.Y.

SUMMARY OF CONDITIONS

- 1) The City of Miami, and Dade County is experiencing a rapid increase in population and motor vehicle registration.
- 2) There are a total of 16, 479 parking spaces serving the Central Business District of Miami; 1, 206 curb spaces and 15, 273 off-street spaces.
- 3) There has been a 50% reduction in the number of legal curb parking spaces in the CBD since 1946, and all indications are that the number of curb spaces will decrease in the future, at least for certain "rush hour " periods.
- 4) A major portion of the off-street parking supply which exists today is in open parking lots, and cannot be considered as a permanent parking supply. In fact some 3, 126 parking spaces will be eliminated when the proposed DuPont Plaza development takes place.
- 5) The curb parking spaces are used to their practical capacity during business hours, and an average of 276 vehicles are parked in illegal spaces throughout the day; the present use of the available off-street parking spaces exceeds the supply which is expected to be available within the next few years.
- 6) Twenty five zones in the CBD have parking space deficiencies; twelve of these are major deficiencies, of more than 1, 000 space-hours.

RECOMMENDED PARKING PROGRAM

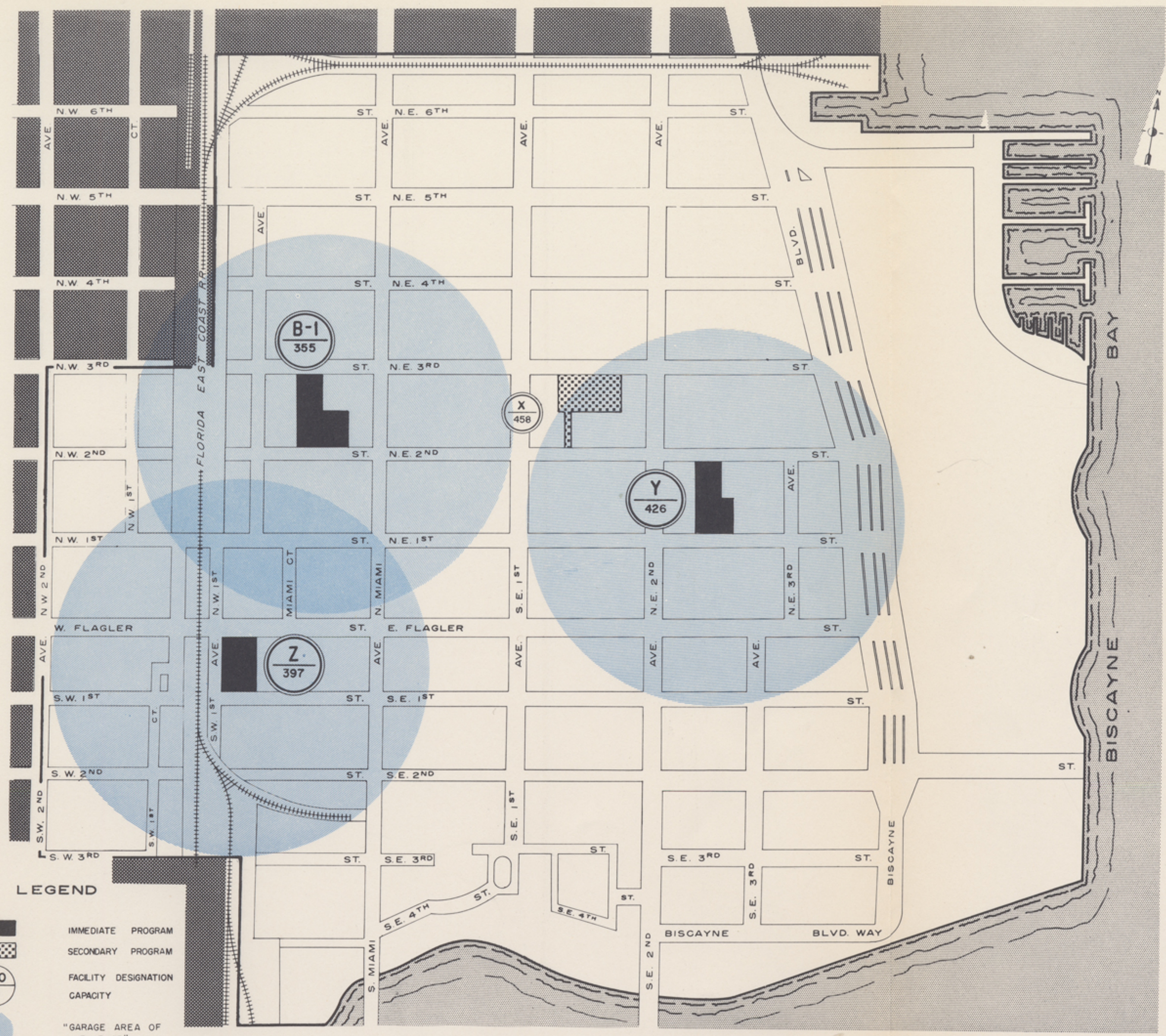
The Consultant recommends that the following parking program which is outlined on Figure 12 be undertaken by the Department of Off-Street Parking:

1. Changes in parking meter time limits on Biscayne Boulevard to achieve utilization of curb parking space by the maximum number of parkers.
2. Immediate development of Parking Garage Y.
3. Immediate development of Parking Garage B-1.
4. Immediate development of Parking Garage Z, if the site is made available by the City; or the temporary development of a parking lot on the west portion of the site.
5. Secondary development of Parking Garage X.

Changes in Time Limits

As was shown in Figure 7, the majority of the parkers using the metered spaces on Biscayne Boulevard, and specifically those who are observing the legal 4 hour time limit, have an average parking duration of 1 hour and 13 minutes. Therefore, the Consultant recommends that the parking time limit be reduced to two hours at one-half of these spaces.

The two rows of meters nearest to the commercial frontage could be converted to two hour meters. This would minimize the problems of



LEGEND

- IMMEDIATE PROGRAM
- SECONDARY PROGRAM
- FACILITY DESIGNATION CAPACITY
- "GARAGE AREA OF INFLUENCE"

Handwritten:
 355
 40
 426
 826

FIGURE 12
RECOMMENDED PARKING PROGRAM

CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

RAMP BUILDINGS CORPORATION
 NEW YORK, N.Y.

100 0 200 400 600 800
 SCALE IN FEET

proper signing to inform the public of the new time limits. It would however, make it more difficult for traffic from the south to use these spaces, and it is therefore suggested that the easterly most row of meters, and the westerly most row of meters be made two hour meters. The two central rows of meters should remain at the present 4-hour time limit.

At the time the field studies were conducted there were 321 metered spaces on Biscayne Boulevard. Since that time new meters have been installed, and due to a respacing to accommodate the longer late-model cars, only 307 metered spaces now exist.

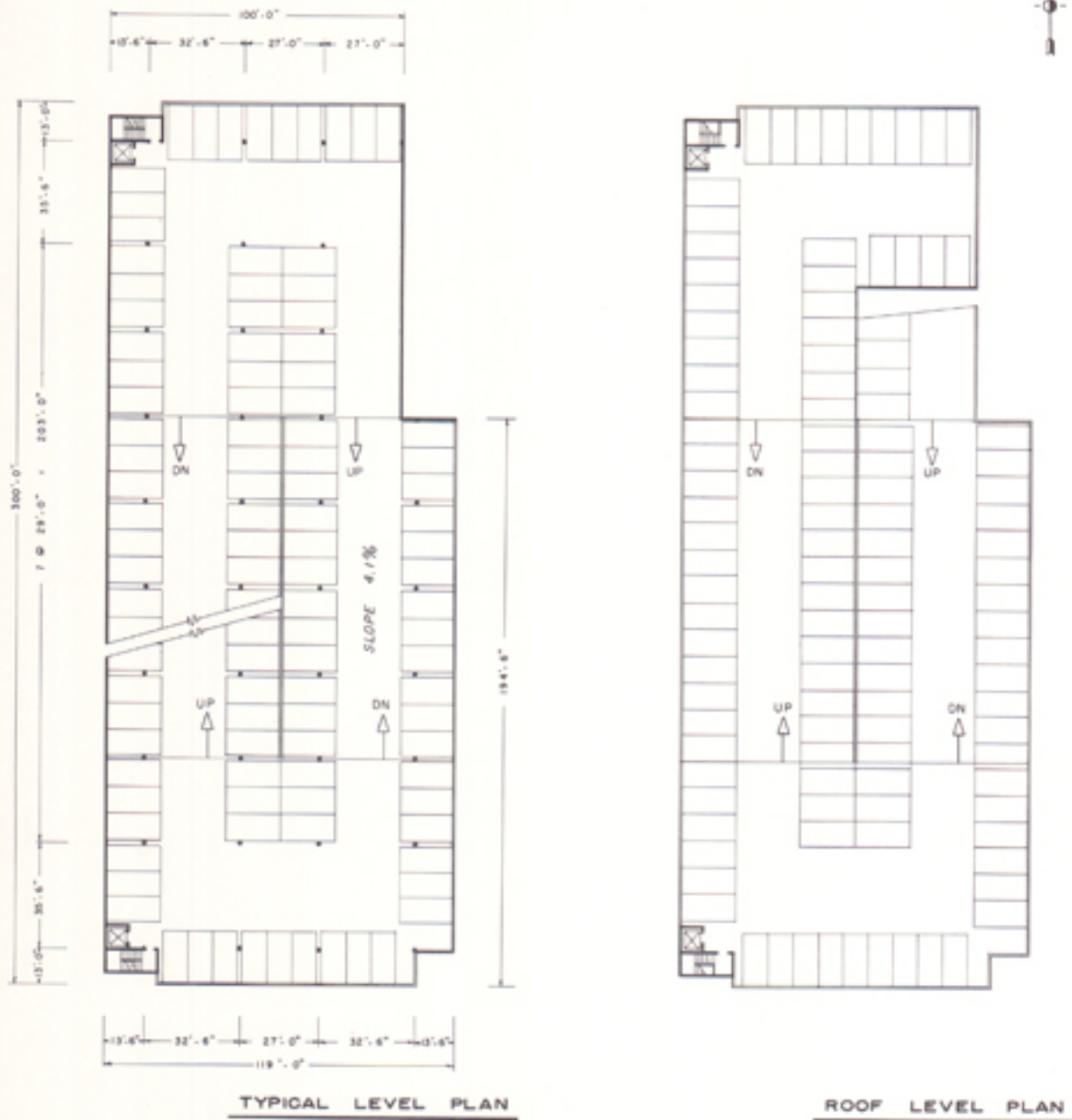
Parking Garage Y

This garage is to be located in the Block bounded by N. E. 1st Street, N. E. 2nd Street, E. 2nd Avenue and E. 3rd Avenue, directly behind the Greyhound Bus Terminal. The garage has entrances from both N. E. 1st and N. E. 2nd Streets. This site is an excellent location to serve the parking deficiencies in this zone and the immediately surrounding zones, as previously shown in Table 4. It's proximity to many of the hotels will help to satisfy much of the overnight parking demand in the area, as well as the short-time demand during the day.

The Consultant recommends that this site be developed immediately as shown in the functional design in Figures 13 and 14, to provide 426 customer self parking spaces. This facility should operate 24 hours a day, all year round.

Parking Garage B-1

The site for this recommended garage is presently owned by the City



TYPICAL LEVEL PLAN

ROOF LEVEL PLAN

Typical Aisle : 22'-2"
Typical Stall : 9'-2" x 18'-0"

FIGURE 14
PROPOSED PARKING GARAGE Y
CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

SCALE : 1" = 60'

RAMP BUILDINGS CORPORATION
NEW YORK, N. Y.

of Miami, having been acquired for parking purposes earlier this year. Figures 15 and 16 present a functional design for a 313 car parking garage to occupy the N. W. 3rd Street portion. The parking lot could eventually be developed for other than parking purposes at some future time, provided that a 25 foot strip be retained for a garage entrance and exit.

Among the possible uses of this area might be the construction of a downtown office for parking meter repair and maintenance, or storage of Traffic Department supplies.

The parking garage itself is well located to serve parking demand deficiencies in the nearby adjacent zones. It is recommended that initially this garage operate only from 7 AM to Midnight, with no overnight parking provisions, except possibly during the height of the winter tourist season. When the demand for overnight parking demand is demonstrated, then the hours of operation could be adjusted.

Parking Garage Z

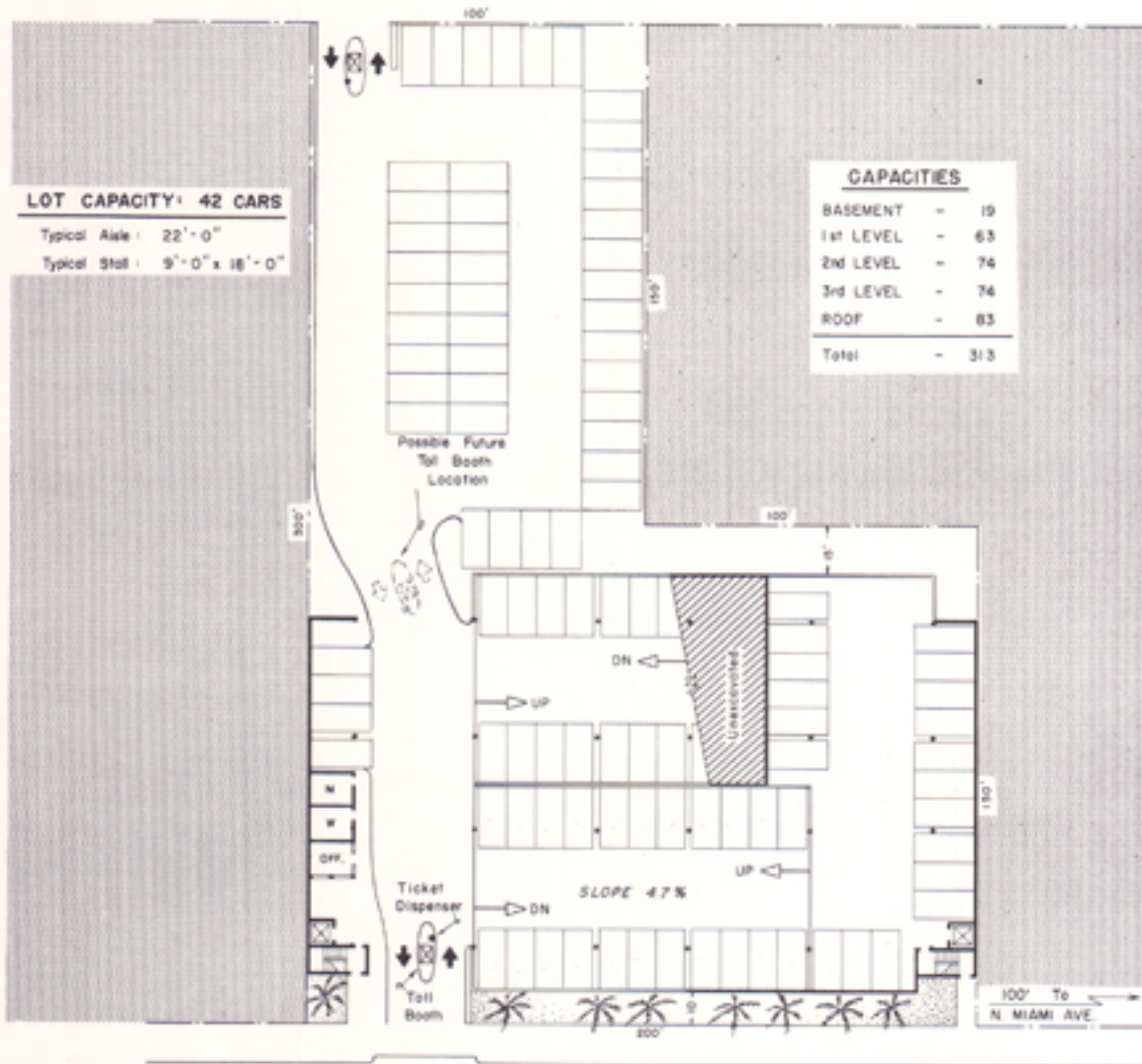
The site for this recommended garage is presently occupied by an abandoned police station, and a fire house, currently in use, at the southwest corner of Flagler Street and West 1st Avenue. Figures 17 and 18 present the functional design of a 397 car parking garage to occupy the entire site. The Consultant recommends the immediate development of this garage if it is possible to make this site available for parking purposes.

The location is an excellent one to serve the demand created by the Dade County Courthouse, across the street directly north of the site, and the many nearby stores on Flagler Street. There is a very high parking deficiency in the zones immediately adjacent to the site, which will be served by this garage.



N. W. 2ND STREET ELEVATION

N. W. 3RD STREET ← ONE WAY



N. W. 2ND STREET → ONE WAY

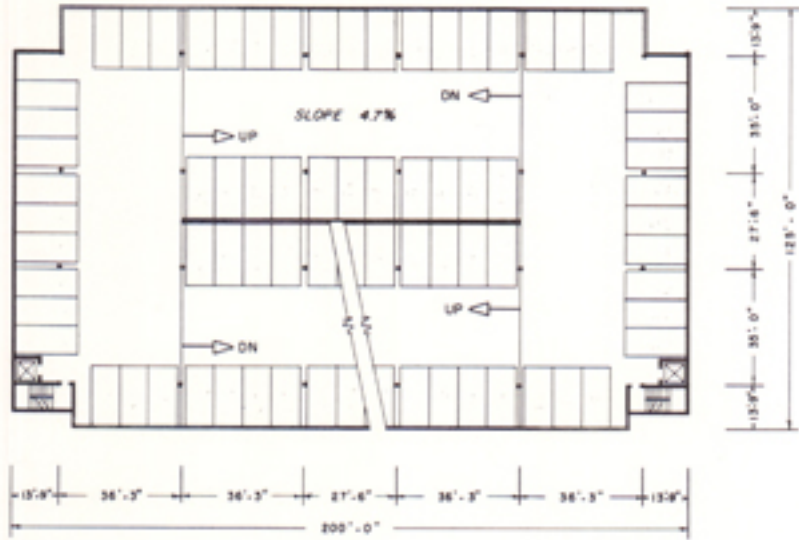
STREET LEVEL PLAN

FIGURE 15
PROPOSED PARKING GARAGE B-1

CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

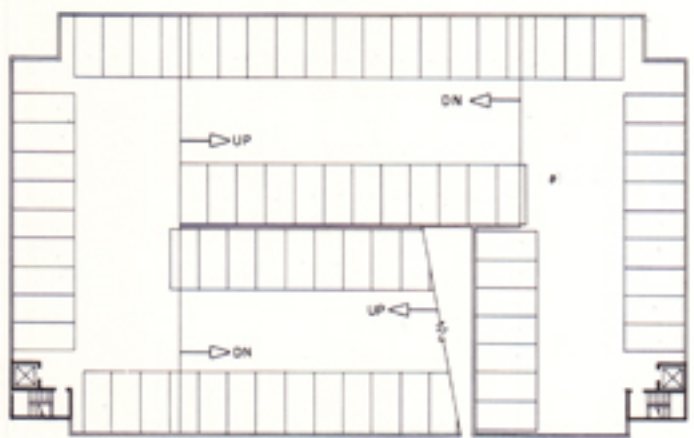
SCALE: 1" = 60'

RAMP BUILDINGS CORPORATION
 NEW YORK, N. Y.



TYPICAL LEVEL PLAN

Typical Aisle: 25'-0"
Typical Stall: 8'-6" x 18'-0"



ROOF LEVEL PLAN

FIGURE 16
PROPOSED PARKING GARAGE B-1
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

SCALE: 1" = 60'

RAMP BUILDINGS CORPORATION
NEW YORK, N. Y.

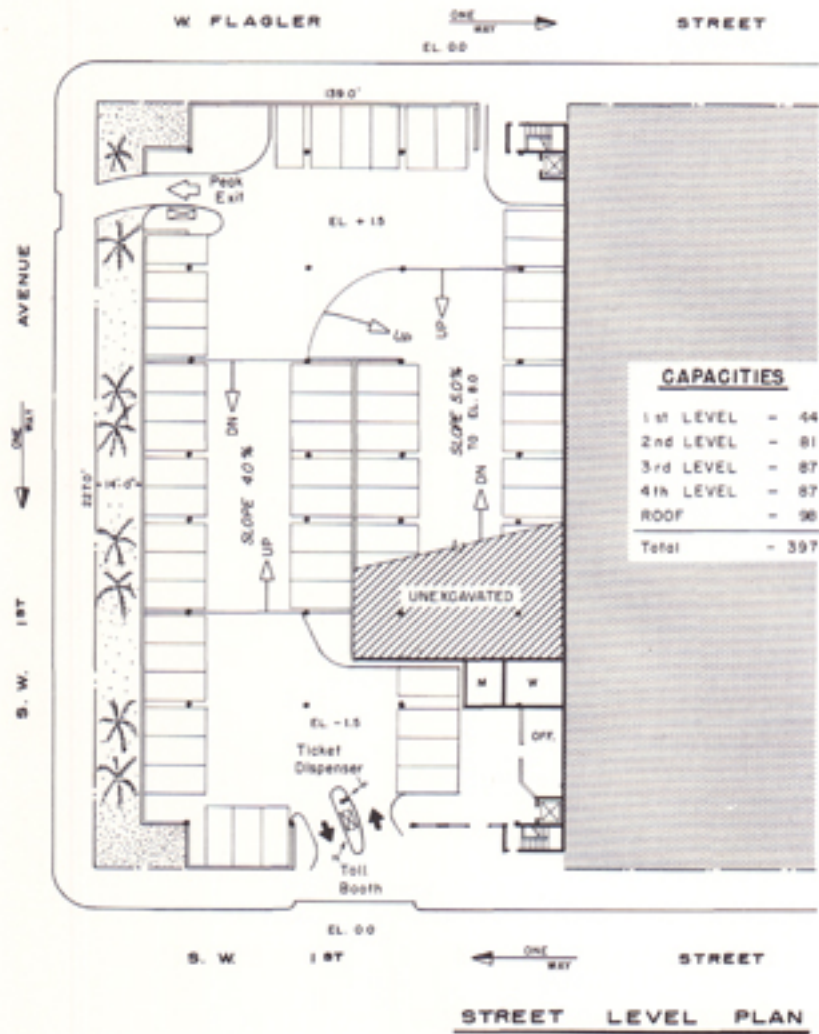
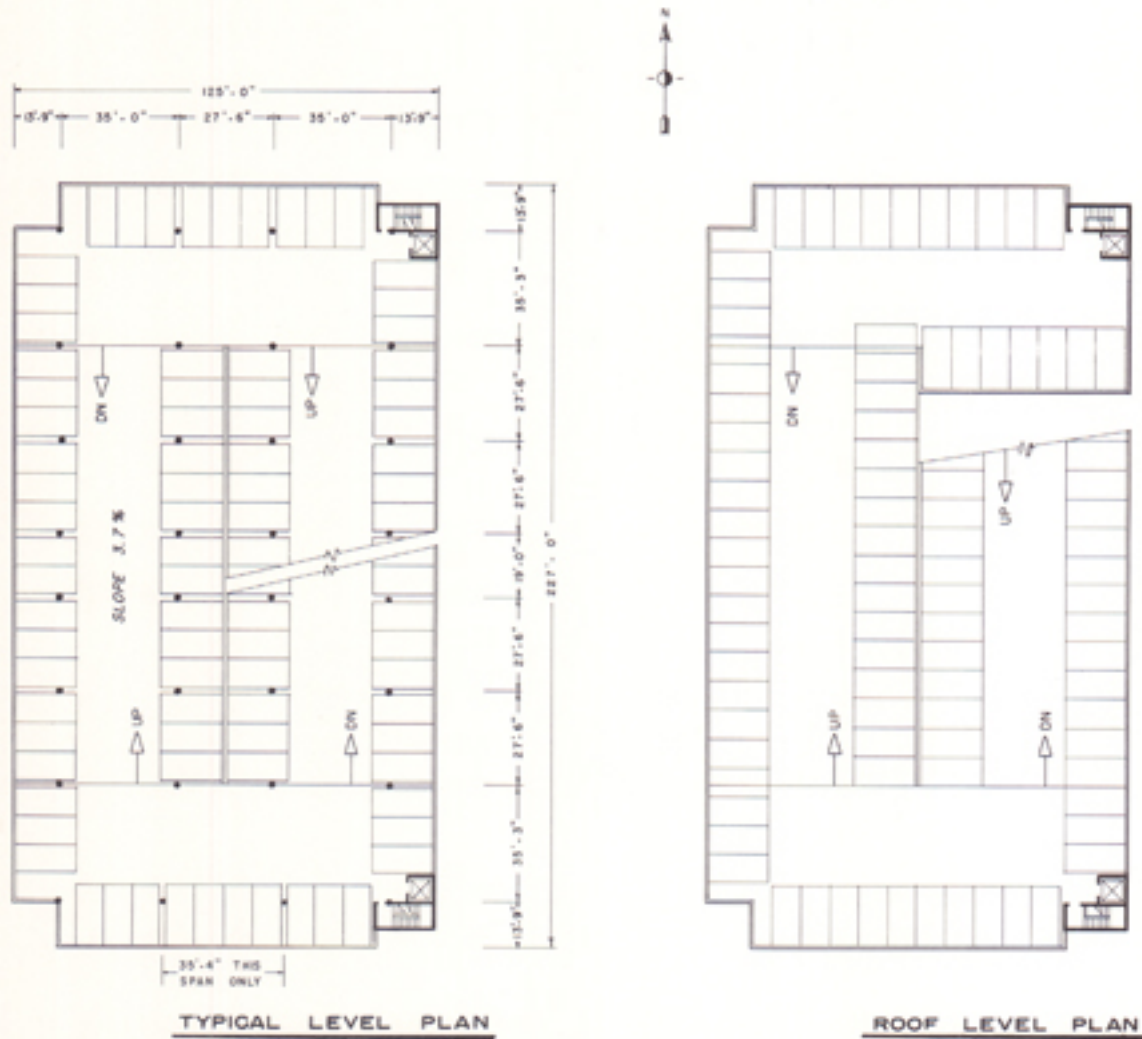


FIGURE 17
PROPOSED PARKING GARAGE Z
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

SCALE: 1" = 60'

RAMP BUILDINGS CORPORATION
 NEW YORK, N. Y.



TYPICAL LEVEL PLAN

ROOF LEVEL PLAN

Typical Aisle : 25'-0"
 Typical Stall : 8'-6" x 16'-0"

FIGURE 18
 PROPOSED PARKING GARAGE Z
 CENTRAL BUSINESS DISTRICT
 MIAMI , FLORIDA

SCALE : 1" = 60'

RAMP BUILDINGS CORPORATION
NEW YORK, N. Y.

If the firehouse portion of the site cannot be made readily available, the Consultant suggests the temporary development of the metered parking lot shown in Figure 19 until such time as the entire site can be developed. This would provide 52 spaces parking.

The 52 spaces would only go a small way towards meeting the parking demand in this location. Moreover, the high land value of the site justifies a higher income than can be obtained from a surface parking lot. It is the Consultant's opinion that a garage on this site would be an important and desirable part of Miami's off-street parking program. If there is any possibility of obtaining the entire site for development of the recommended parking structure in the future this procedure should be followed.

Parking Garage X

The Consultant recommends the development of this garage as a secondary stage of this program. A functional design for this garage is presented in Figures 20 and 21.

This garage should be developed when Garages B-1 and Y reach about 85% of their capacity usage.

It is recommended that the site for this garage be acquired immediately and that the property be leased or rented to the present users until such time as required by the City for construction of the garage. This will protect the City from having to pay an inflated price for the site as the result of speculation by persons who may learn of the City's desire to acquire this site in the future.

W. FLAGLER ST. 

CAPACITY: 50 CARS

Typical Aisle: 26'-0"
Typical Stall: 8'-6" x 18'-0"



S.W. 1ST AVE.



 S.W. 1ST ST.



FIGURE 19
ALTERNATE PARKING LOT Z

CENTRAL BUSINESS DISTRICT
MIAMI, FLORIDA

RAMP BUILDINGS CORPORATION
NEW YORK, N. Y.

SCALE: 1" = 40'

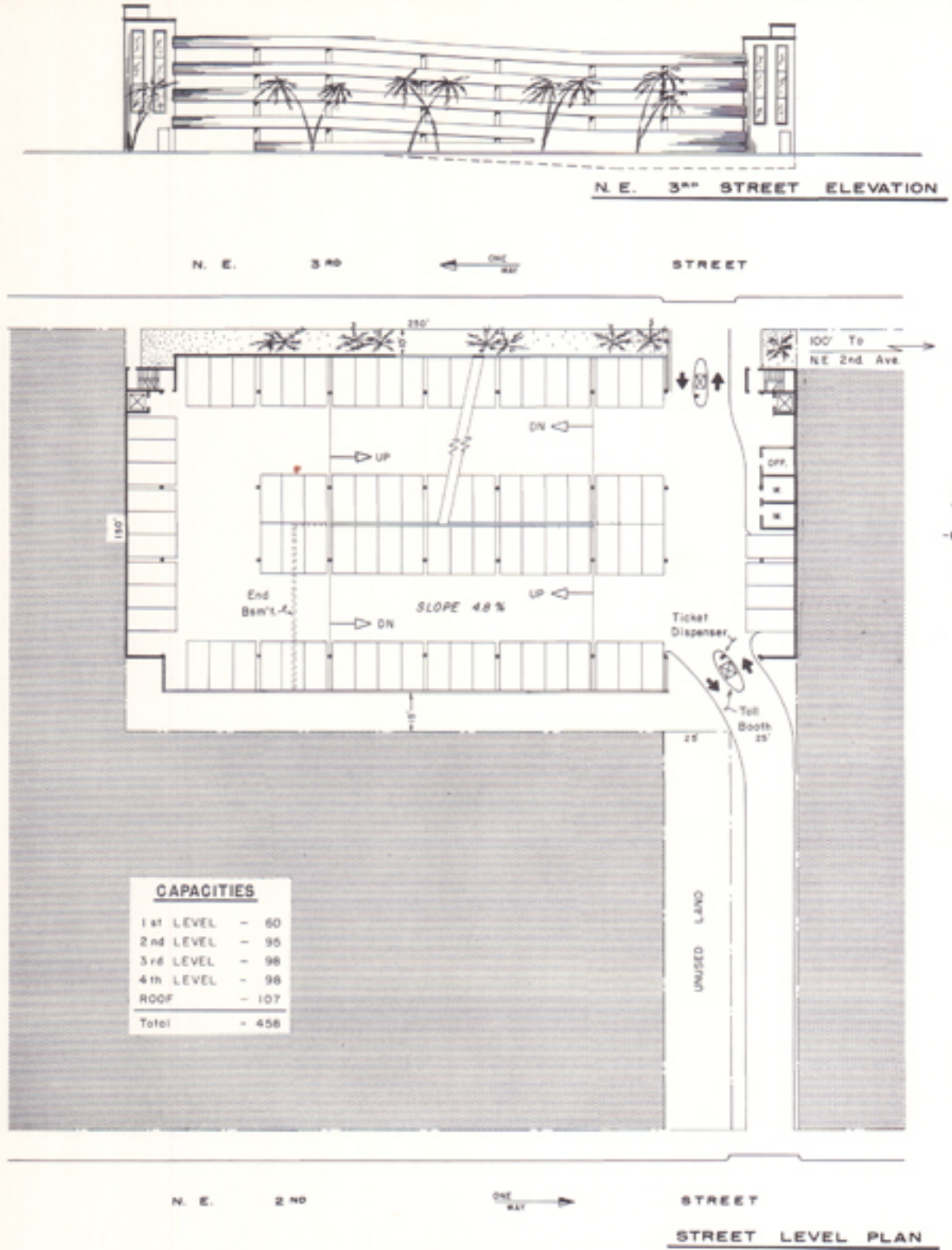
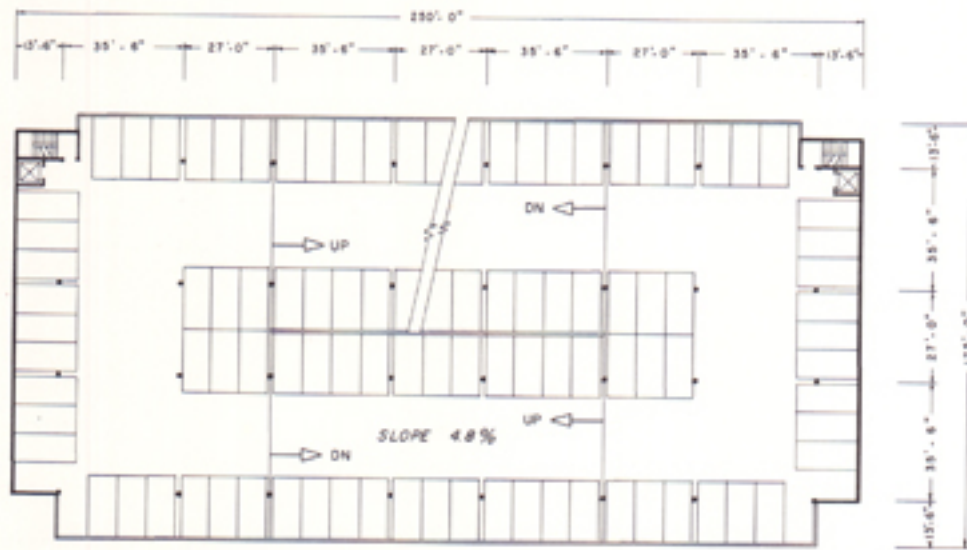


FIGURE 20
PROPOSED PARKING GARAGE X
SECONDARY PROGRAM
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

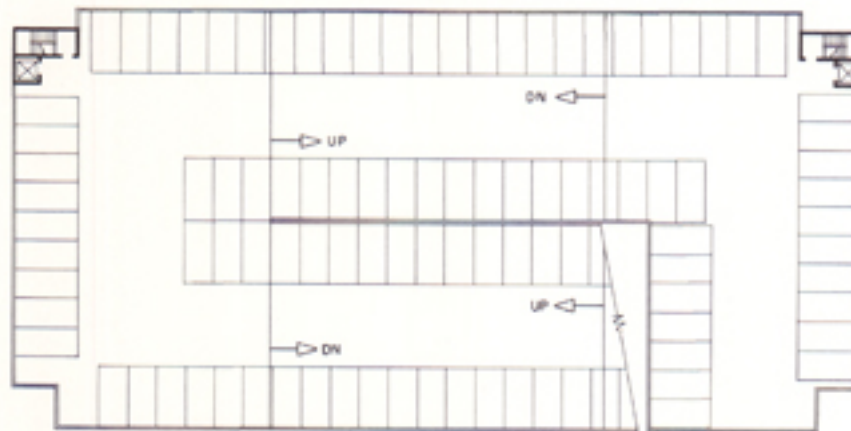
SCALE: 1" = 60'

RAMP BUILDINGS CORPORATION
 NEW YORK, N. Y.



TYPICAL LEVEL PLAN

Typical Aisle : 25'-2"
Typical Stall : 8'-6" x 18'-0"



ROOF LEVEL PLAN

FIGURE 21
PROPOSED PARKING GARAGE X
 SECONDARY PROGRAM
 CENTRAL BUSINESS DISTRICT
 MIAMI, FLORIDA

SCALE : 1" = 60'

RAMP BUILDINGS CORPORATION
NEW YORK, N. Y.

Basic Garage Design

All four of the garages recommended by the Consultant are of the sloping floor design. In this type of design the floors are gently sloped to form a continuous ramp and cars are parked on either side of the aisle. Thus, the parking area also serves as the means of vertical movement within the garage. This provides the maximum efficient use of floor area, with a resulting lower construction cost per car space provided.

All aisles are wide enough to permit two-way movement of traffic and the wide parking stalls are designed to permit customer self-parking. After discussion with the City Traffic Engineer, it was decided to provide both entrance and exit to each garage from two streets. This results in minimum interference with street traffic movement, and gives each garage a maximum degree of operating flexibility. Should street traffic conditions require future revision of the present one-way pattern, the garages would still be able to operate efficiently.

Each entrance to the garage will be equipped with automatic ticket dispensers to reduce the operating costs. These devices automatically emit a time and date stamped ticket as a car enters the garage.

The driver removes the ticket from the machine and drives up the sloping ramp floor to the nearest available parking stall. He parks and locks his car taking the keys with him. He leaves the garage by means of the stairways or conveniently located self-service elevators. Upon returning to the garage he goes to his car, drives down the ramp to either of two exits, hands his parking ticket to a cashier at the exit toll booth who computes and collects the parking fee, and drives out of the garage.

This system of operation permits operation of the garage with minimum manpower requirements. At evening, or off-peak parking periods one cashier position may be closed off as desired.

These structures should be of the open wall reinforced concrete type construction. The walls which are immediately adjacent to existing structures may be closed walls. This eliminates the necessity for costly ventilating systems, and reduces the construction cost considerably.

Rates and Hours of Operation

The Consultant's estimates of annual income were based on the following recommended rate structure:

\$.25 1st hour, \$.20 each additional hour with \$1.50 maximum for 8 hours or more. Evening rate \$.50, overnight rate \$1.00. Monthly rate \$20.00 in garages Y and Z, \$15.00 in garage B-1.

Garages Y and Z should operate 24 hours a day, while Garage B-1 should operate only to Midnight until such time as overnight parking demand is demonstrated at this location.

CAPITAL COST AND ESTIMATED EARNINGS

Capital Cost

Table 5 presents the estimated cost to develop each of the four recommended garages. Table 6 presents similar information for alternate Parking Lot Z.

The cost of improvements was estimated on the basis of prevailing unit prices for the type of construction recommended. Included are the necessary costs for demolition, site preparation, and all construction items for the development of each facility. Additional items were included to cover the cost of architectural and engineering services, surveys and borings, all items of special equipment (elevators, ticket dispensers, etc.) and a contingency reserve of about 5%.

Table 7 presents the estimated capital cost for the recommended parking program. This includes the cost to develop Garages B-1, Y and Z, and to acquire the site for the future development of Garage X. To this cost has been added the necessary costs of revenue bond financing. These costs include such items as legal fees for bond attorneys and legal procedures, printing of bond certificates, obtaining land appraisals, bond discount at the rate of 5%, insurance during the construction period of the facilities, and a contingency item. Since no income will be obtained from the new facilities during the period of construction the bond interest for one year has been capitalized.

All of these items bring the total capital cost for the recommended program to \$3,400,000.

TABLE 5
DEVELOPMENTAL COST
PROPOSED PARKING GARAGES
MIAMI, FLORIDA

	<u>Garage B-1</u>	<u>Garage X</u>	<u>Garage Y</u>	<u>Garage Z</u>	<u>Totals</u>
<u>PHYSICAL DATA</u>					
SITE AREA (Sq. Ft.)	45,000	45,000	40,000	31,553	161,553
GARAGE FLOOR AREA (Sq. Ft.)	107,350 (Gar.) 16,400 (Lot)	147,400	139,700	135,200	529,650
NO. OF PARKING SPACES	313 (Gar.) 42 (Lot)	458	426	397	1,594
SQ. FT. PER SPACE	345 (Gar.)	322	329	342	-
<u>DEVELOPMENTAL COST:</u>					
LAND ACQUISITION	None	\$ 422,000	\$ 810,000	None	\$ 1,232,000
IMPROVEMENTS					
Demolition	\$ 26,000	\$ 5,000	\$ 7,000	\$ 18,000	\$ 56,000
Construction	545,990 *	670,200	635,100	617,810	2,469,100
Architect & Engineering	36,870	46,900	44,450	43,300	171,520
Surveys & Borings	2,100	2,100	2,100	2,500	8,800
Contingency	29,040	33,800	31,350	31,390	125,580
TOTAL IMPROVEMENTS	\$640,000	\$ 758,000	\$ 720,000	\$713,000	\$2,831,000
COST PER SQ. FT.		\$ 5.15	\$5.17	\$5.27	-
TOTAL LAND & IMPROVEMENTS	\$640,000	\$1,180,000	\$1,530,000	\$713,000	\$4,063,000
COST PER CAR	\$ 2,000 (Gar.) 453 (Lot)	\$ 2,580	\$ 4,660	\$ 1,800	

* Includes \$19,000 for Lot Cons.

TABLE 6
DEVELOPMENTAL COST
PROPOSED PARKING AREA
MIAMI, FLORIDA

<u>PHYSICAL DATA</u>	<u>PARKING LOT Z</u>
AREA (SQ. FT.)	16,400
NO. OF PARKING SPACES	52
SQ. FT. PER SPACE	315
 <u>DEVELOPMENTAL COST</u>	
LAND ACQUISITION	None
IMPROVEMENTS	
Demolition	8,250
Construction	18,575
Engineering	2,050
Parking Meters @ \$60	3,120
Contingency	2,005
TOTAL	<u>\$34,000</u>

TABLE 7
ESTIMATED CAPITAL COST
RECOMMENDED PARKING PROGRAM

	DEVELOPMENTAL COST
GARAGE Y	1,530,000
GARAGE B-1	640,000
GARAGE Z	713,000
Sub-Total	\$2,883,000
ACQUISITION - SITE X	422,000
TOTAL	\$3,305,000
LESS FUNDS ON HAND	400,000
	\$2,905,000
OTHER COSTS:	
Legal Fees	22,000
Printing	10,000
Land Appraisals	8,270
Contingency	91,730
Bond Discount 5%	170,000
Insurance During Construction	6,000
Interest Reserve (5-1/2 %)	187,000
CAPITAL COST	\$3,400,000
Annual Debt Service:	
30 year 5% Bonds =	\$221,173
5-1/4% Bonds =	\$227,515
5-1/2% Bonds =	\$233,937

A similar estimate of capital cost for an alternate program is presented in Table 8, in the event that the site for Garage Z is not made available for parking purposes. The capital cost for this alternate program is estimated at \$2,600,000.

Estimated Earnings

In Appendix B the Consultant has included three tables which present the estimated earnings for each of the three garages in the recommended program, and for the recommended surface parking facilities. These estimates have been made with full consideration given to the location of the facilities with respect to the zones having parking deficiencies as determined by the parking survey, and an evaluation of the use characteristics of existing off-street parking facilities in the Miami Central Business District. These estimates reflect the use which the recommended facilities will be receiving in their second year of operation. The use, and therefore the income of these facilities in the first year of operation will be approximately 10% less than the estimates presented herein. Similarly it may be expected that the income will be from 5 to 10% greater in the third year.

Table 10 presents a summary of the estimated income from the various facilities. Included is the income from the existing parking meters, estimated at \$300,000. Appendix C presents the record of parking meter receipts since 1952.

Annual Operating Expense

Table 9 presents the Consultants estimate of annual operating expense for the recommended parking structures. The number of personnel estimated as required to operate the garages is based upon the assumption

TABLE 8
ESTIMATED CAPITAL COST
ALTERNATE PARKING PROGRAM

	<u>DEVELOPMENTAL COST</u>
GARAGE Y	1,530,000
GARAGE B-1	640,000
PARKING LOT Z	<u>34,000</u>
Sub-Total	\$2,204,000
ACQUISITION - SITE Z	<u>422,000</u>
TOTAL	\$2,626,000
LESS FUNDS ON HAND	<u>400,000</u>
	\$2,226,000
 OTHER COSTS:	
Legal Fees	17,000
Printing	8,500
Land Appraisals	8,270
Contingencies	62,230
Bond Discount (5%)	130,000
Insurance During Construction	5,000
Interest Reserve (5-1/2%)	<u>143,000</u>
	\$2,600,000
 Annual Debt Service:	
30 year 5% Bonds =	\$170,303
5-1/4% Bonds =	\$173,982
5-1/2% Bonds =	\$178,793

3,000,000

TABLE 9
ANNUAL OPERATING EXPENSES
PROPOSED PARKING GARAGES
MIAMI, FLORIDA

<u>LIST OF ITEMS</u>		<u>Garage B-1</u>	<u>Garage X</u>	<u>Garage Y</u>	<u>Garage Z</u>
LABOR:	<u>Annual Rate</u>				
Manager	\$5,500	(1) \$ 5,500	(1) \$ 5,500	(1) \$ 5,500	(1) \$ 5,500
Cashier	3,120	(4) 12,480	(5) 15,600	(5) 15,600	(4) 12,480
Janitor-Floorman	2,704	(1) 2,704	(1) 2,704	(1) 2,704	(1) 2,704
Clerk-Bookkeeper	2,600	(1) 2,600	(1) 2,600	(1) 2,600	(1) 2,600
		<u>\$23,284</u>	<u>\$26,404</u>	<u>\$26,404</u>	<u>\$23,284</u>
INSURANCE					
Workman's Comp.		387	438	438	387
Pub. Liab. & Prop. Damage		580	580	580	580
Garage Keepers' Liability		195	240	240	195
Elevator		150	150	150	150
Robbery		45	45	45	45
Fidelity		60	70	70	60
Fire		470	625	590	525
Other		78	92	77	78
		<u>\$ 1,965</u>	<u>\$ 2,240</u>	<u>\$ 2,190</u>	<u>\$ 2,020</u>
UTILITIES					
Heat		100	100	100	100
Light & Power		2,500	2,700	2,600	2,600
Water		200	200	200	200
Telephone		200	200	200	200
		<u>\$ 3,000</u>	<u>\$ 3,200</u>	<u>\$ 3,100</u>	<u>\$ 3,100</u>
MAINTENANCE					
Housekeeping		900	900	900	900
Building		2,200	2,400	2,300	2,300
Equipment		400	400	400	400
		<u>\$ 3,500</u>	<u>\$ 3,700</u>	<u>\$ 3,600</u>	<u>\$ 3,600</u>
TAXES					
Social Security		1,050	1,300	1,300	1,050
Other		100	100	100	100
		<u>\$ 1,150</u>	<u>\$ 1,400</u>	<u>\$ 1,400</u>	<u>\$ 1,150</u>
OTHER EXPENSES					
Supplies, Laundry		1,100	1,300	1,200	1,200
Customer Adjustments		300	300	300	300
Other		500	500	500	500
		<u>\$ 1,900</u>	<u>\$ 2,100</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>
Miscellaneous		101	154	106	146
TOTAL		<u>\$34,900</u>	<u>\$39,200</u>	<u>\$38,800</u>	<u>\$35,300</u>

TABLE 10
SUMMARY OF ESTIMATED ANNUAL INCOME

<u>LOCATION</u>	<u>GROSS INCOME</u>
1) Parking Garage Y	\$ 184,915
2) Parking Garage B-1 (Garage 103,017) (Parking Lot 14,288)	117,138
3) Parking Garage Z	154,356
4) Alternate Lot Z	11,102
5) Existing Parking Meters	300,000

TABLE 11
SUMMARY OF ESTIMATED
ANNUAL OPERATING EXPENSES

<u>LOCATION</u>	<u>ANNUAL EXPENSE</u>
1) Parking Garage Y	\$ 38,800
2) Parking Garage B-1	34,900
3) Parking Garage Z	35,300
4) Alternate Lot Z	1,040
5) (Annual Budget (Department of Off-Street Parking)	120,000

that the recommended automatic equipment will be used. Included are items of insurance based upon prevailing rates in Miami, annual cost of utilities and other items of maintenance. The annual cost to operate the recommended garages ranges from a low of \$34,900 for garage B-1, to a high of \$39,200 for Garage X.

Table 11 presents a summary of the annual operating expenses for the combined parking system. The cost of operating the surface parking facilities has been estimated on the basis of \$20 per meter per year. Also included is \$120,000 for the annual budget of the Department of Off-Street Parking. This includes all items of administration, repair and maintenance of the existing curb and off-street parking meters. The 1957-1958 budget for this purpose is approximately \$117,000.

Financial Summary

Table 12 presents a financial summary for the recommended parking program showing the proposed facilities together with the existing curb and off-street parking meters combined into one Parking System. The gross annual income shown totals \$756,576. From this has been deducted all items of annual operating expense, which total \$229,000. This provides a net income of \$527,576 which is available for the repayment of annual debt service.

Also shown in this table is the annual debt service required, based upon a 30 year revenue bond issue for equal annual payments at the interest rate of 5%, 5-1/4%, and 5-1/2%.

The net income therefore will provide an annual debt service coverage

TABLE 12
FINANCIAL SUMMARY
RECOMMENDED PROGRAM

GROSS ANNUAL INCOME

Existing Parking Meters	\$300,000	
Parking Garage Y	184,915	
Parking Garage B-1	117,305	
Parking Garage Z	154,356	
	\$756,576	\$756,576

ANNUAL OPERATING EXPENSES

Annual Budget-Dept. of Off Street Parking	\$120,000	
Parking Garage Y	38,800	
Parking Garage B-1	34,900	
Parking Garage Z	35,300	
	\$229,000	\$229,000

<u>NET INCOME AVAILABLE FOR DEBT SERVICE</u>	\$527,576
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ANNUAL DEBT SERVICE

30 year 5% Bonds	\$221,173
5-1/4% Bonds	\$227,515
5-1/2% Bonds	\$233,937

DEBT SERVICE COVERAGE

30 year 5% Bonds	2.38
5-1/4% Bonds	2.32
5-1/2% Bonds	2.25

of 238% for the 5% bonds, 232% for the 5-1/4% bonds, and 225% for the 5-1/2% bonds.

Current bond market conditions have been requiring the gross annual income from the existing meter revenue to be at least 100% of the annual debt service, and the net revenue from the recommended program, combined with the existing meter revenue, to be estimated at about 200% of an annual debt service.

The existing gross meter revenue will provide from 109% to 115% and the net revenues from the entire program will provide from 225% to 238% coverage of the debt service, depending upon the rate of interest at which the bonds are sold. Thus the recommended program appears to meet the current bond market requirements to make the necessary bond issue saleable.

A similar financial summary is presented in Table 13 for the alternate program. This program would provide a slightly higher coverage of the annual debt service, and is also financially feasible.

TABLE 13
FINANCIAL SUMMARY
ALTERNATE PARKING PROGRAM

GROSS ANNUAL INCOME

Existing Parking Meters	\$300,000	
Parking Garage Y	184,915	
Parking Garage B-1	117,305	
Alternate Parking Lot Z	11,102	
	<hr/>	
	\$613,322	\$613,322

ANNUAL OPERATING EXPENSES

Annual Budget- Dept of Off Street Parking	\$120,000	
Parking Garage Y	38,800	
Parking Garage B-1	34,900	
Alternate Parking Lot Z	1,040	
	<hr/>	
	\$194,740	\$194,740

<u>NET INCOME AVAILABLE FOR DEBT SERVICE</u>		<u>\$418,582</u>
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ANNUAL DEBT SERVICE

30 year 5% Bonds	\$170,303
5-1/4% Bonds	\$173,982
5-1/2% Bonds	\$178,793

DEBT SERVICE COVERAGE

30 year 5% Bonds	2.46
5-1/4% Bonds	2.40
5-1/2% Bonds	2.34

APPENDIX A
OFF-STREET INVENTORY
MIAMI, FLORIDA

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
1	C. J. Santucci	51 NW 6th St.	Public Lot	20	25¢ all day
1	C. J. Santucci	47 NW 6th St.	Private Lot	24	25¢ all day for Tip-Top
1	C. J. Santucci	11 NW 6th St.	Public Lot	98	25¢ all day
1	-	-	Private	4	Miscellaneous spaces
2	Long Office Supply Co.	17-25 NE 6th St.	Customer Lot	22	Customers only
2	H. L. McMurry Co.	45 NE 6th St.	Private Lot	20	Employees only
2	E. P. Scott	55 NE 6th St.	Public Lot	42	35¢ all day; \$6.00 per month
3	Southern Wholesale Co.	125 NE 6th St.	Private Lot	20	Employees and customers of the Southern Wholesale Co. only.
3	Park Lee	127 NE 6th St.	Customer Lot	40	Monthly customers at \$6.00 per month.
3	-	-	Private	3	Miscellaneous spaces
4	-	-	Private	4	Miscellaneous spaces
5	Tip-Top Super Market	25 NW 5th St.	Customer & Private Lot	28	For customers & employees of Tip-Top Super Market only.
5	Habana Market	30 NW 6th St.	Customer & Private Lot	20	Customers & employees only.
5	Grandon Wholesale Drug Co.	66 NW 6th St.	Customer Lot	29	Customers only
5	Grandon Wholesale Drug Co.	80 NW 6th St.	Private Lot	33	Employees only
5	Salvation Army	63 NW 5th St.	Private Lot	10	Parking for the activities of the Salvation Army only.
5	C. J. Santucci	526 N Miami Ave.	Public Lot	36	25¢ all day
5	-	-	Private	16	Miscellaneous spaces
6	B & W Electric plus other retail merchants	NE 5th St.	Private Lot	40	For merchants facing Miami Ave. only.
6	Central Baptist Church	NE 5th St.	Public Lot	203	35¢ all day, 24-hour parking, 50¢.
6	Miami Builders Exchange	NE 6th St.	Customer Lot	22	For Customers only
6	Central Baptist Church	NE 6th St.	Private Lot	20	Church Employees only
6	-	-	Private	4	Miscellaneous spaces
7	Florida State Employment Service	NE 1st Ave.	Private Lot	18	For employees only
7	Jewish Floridian Newspaper	NE 1st Ave.	Private Lot	18	Employees only

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
7	Armour Meat Packing	NW. 6th St.	Private Lot	21	Private for Armour trucks only.
7	M. H. Dawson	NE 5th St.	Public Lot	103	Minimum of 35¢, maximum of 75¢ for 24 hours; 35¢ for regular customers; 50¢ a day for others; \$2.00 per wk.
7	One Hour Valet Inc.	500 NE 2nd Ave.	Customer Lot	8	Customers only
7	-	-	Private	21	Miscellaneous spaces
8	Parkleigh House	Biscayne Blvd.	Customer & Private Lot	65	Customers of Hotel, plus six reserved spaces for tenants of rented offices in the building only.
8	Texaco Service Station	NE 6th St.	Public & Customer lot	21	25¢ 1st hour, 10¢ each add. hr; customers free.
8	-	-	Private	9	Miscellaneous spaces
9	Sinclair	100 NW 5th St.	Customer Lot	28	Customers only.
9	F. E. C. Railway Co.	NW 3rd St.	Private Lot	64	Parking exclusively for patrons of the F. E. C. Railway Co.
9	F. E. C. Railway Co.	NW 3rd St.	Private Lot	18	For patrons of F. E. C. Railway Co. only.
9	C. M. Bishop's Garage	122 NW 1st Ave.	Public Garage	20	25¢ 1st hr., 15¢ ea. add'l hr., \$3.00 per wk., \$15.00 per month.
9	-	-	Private	6	Miscellaneous Spaces
10	Department of Off-Street Parking, Miami	NW 5th St.	Public Lot	145	Metered spaces 5¢ per hour, open 24 hours a day.
10	G & O Lot	19 NW 4th St.	Public Lot	70	35¢ all day; \$2.00 per wk.; \$10.00 per month.
10	L. P. Porter	14 NW 5th St.	Private Lot	20	Parking for tenants of L. P. Porter properties only.
10	Walters Parking Service	418 N Miami Ave.	Public Lot	35	25¢ 1st hr., 10¢ ea. add'l hr; 75¢ all day; \$2.50 per week.
10	-	-	Private	3	Miscellaneous spaces
11	John Basila	426 NE 1st Ave.	Public Lot	25	25¢ 1st hr. or less; 10¢ ea. add'l hr; 50¢ all day; \$10.00 per month.
11	Sidmar Parking	NE 1st Ave.	Public Lot	93	25¢ 1st hr.; 15¢ ea. add'l hr. \$15.00 per month.
11	El Caso	NE 4th St.	Public Lot	40	25¢ 1st hr.; 10¢ ea. add'l hr. 50¢ all day; \$12.00 per month.
11	Dale's Parking Lot	33 NE 4th St.	Public Lot	52	15¢ for half hour; 25¢ for an hour; 10¢ ea. add'l hr; 50¢ per day; monthly rate \$10.00 to \$15.00.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
11	Rooming House	19 NE 4th St.	Private Lot	15	Tenants Only
11	Flamingo Hotel	28 NE 5th St.	Customer Lot	16	Hotel Guests only
11	-	-	Private	16	Miscellaneous Spaces
12	Detroit Hotel	NE 2nd Ave.	Customer Lot	14	Hotel Guests Only
12	Sheridan Hotel	153 NE 4th St.	Customer Lot	15	Hotel Guests Only
12	Trinity Methodist Church	NE 1st Ave.	Private Lot	17	Church patrons and Church employees only.
12	S & S Parking	NE 5th St.	Public Lot	35	25¢ for 2 hrs.; 50¢ for all day; \$2.50 per week
12	-	-	Private	12	Miscellaneous spaces
13	Ball-U-Drive Service	NE 5th St.	Public & Private Lot	72	35¢ 1st hr; 10¢ ea. add'l hr. \$1.50 overnight; \$9.00 per week; \$12.00 per month.
13	Al's Steak House	414 Biscayne Blvd.	Customer Lot	20	Customers only
13	Miami Diamond Center	NE 4th St.	Customer Lot	30	One hour free parking for customers only.
13	-	-	Private	32	Miscellaneous spaces
14	W. T. V. J.	35 NW 3rd St.	Private Lot	60	Used exclusively for employees of W. T. V. J.
14	W. T. V. J.	19 NW 3rd St.	Public Lot	25	25¢ 1st hr; 10¢ ea. add'l hr.
14	W. T. V. J.	49 NW 3rd St.	Private Lot	34	Employees only
14	-	-	Private	8	Miscellaneous spaces
15	Arthur E. Weiss, Parking Service	20 NE 4th St.	Public Lot	37	25¢ 1st hr; 35¢ one to two hrs. 50¢ over 2 hrs; \$10.00 per month.
15	Post Office & Government Parking	NE 3rd St.	Private Lot	25	Parking for Post Office & Government Officials only.
15	-	-	Private	9	Miscellaneous spaces
16	Buckeye Auto Park	125 NE 3rd St.	Public Lot	115	25¢ 1st hr; 10¢ ea. add'l hr. 50¢ all day
16	Postal Parking	144 NE 4th St.	Public Lot	175	25¢ 1st hr; 10¢ ea. add'l hr. 6 PM to 10 PM 25¢; overnight 50¢; Day rate on 4th St. side 50¢; day rate on 3rd St. side 60¢.
16	Cisco Parking	328 NE 2nd Ave.	Public Lot	30	2 hrs or less 25¢; 10¢ ea. add'l hr; all day 50¢; 6 PM to 8 AM \$.75; Day and night \$1.00; \$2.50 weekly; \$15.00 per month.
16	Rutherford Hotel	135 NE 3rd St.	Customer Lot	17	Hotel Guests only

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
16	Cortez Parking	301 NE 1st Ave.	Public and Customer Lot	68	1 hr. free parking for Metropolitan Bank and 25¢ first hr. 10¢ ea. add'l hr for customers from the Cortez Hotel.
16	-	-	Private	5	Miscellaneous spaces
17	Robert Neumann	NW 3rd St.	Public Lot	35	25¢ 1st hr; 10¢ ea. add'l hr. 60¢ all day; \$12.00 per month.
17	First Christian Church	NE 3rd St.	Private Lot	34	Church Members Only
17	Couture Rent-A-Car	NE 3rd St.	Public Lot	84	75¢ all day; \$1.50 overnight
17	Keyes Company	300 Biscayne Blvd.	Public Lot	50	35¢ 1st hr; 15¢ ea. add'l hr; \$1.50 all day; \$1.50 overnight.
17	Park Otel	249 NE 3rd St.	Public Lot	80	25¢ 1st hr; 15¢ ea. add'l hr; \$1.50 overnight; Monthly day rates \$15.00; monthly all night rates \$30.00.
17	-	-	Private	18	Miscellaneous spaces
18	W.S. Martin	219 NW 2nd Ave.	Public Lot	15	15¢ 1st half hour; 2hrs 25¢; all day 50¢; \$4.00 per month \$50.00 per year.
18	Railey-Milan	150 NW 3rd St.	Private Lot	30	\$2.00 per month for employees only
18	Miami Fashion Mart	250 NW 1st Court	Private Lot	35	Employees only @ 50¢/day
18	Rooming House Parking	145 NW 2nd St.	Private Lot	18	Tenants Only
18	-	-	Private	4	Miscellaneous spaces
19	Mrs. Kautzman	121 NW 2nd St.	Private Lot	20	-
19	Lebbie & Co.	119 NW 2nd St.	Private Lot	10	Employees only
19	-	-	Private	8	Miscellaneous spaces
20	Mason Rap Motors	50 NW 3rd St.	Public Lot	38	25¢ 1st hr; 10¢ ea. add'l hr.
20	Food Fair	30 NW 3rd St.	Customer Lot	50	Customers only
20	U.S. Parking Lot	49 NW 2nd St.	Public Lot	94	25¢ 1st hr; 15¢ ea. add'l hr; \$3.00 per week; \$15.00 per month.
20	-	-	Private	3	Miscellaneous spaces
21	Miami Laundry	NE 3rd St.	Private Lot	23	Employees only
21	Ott's Parking Lot	50 NE 3rd St.	Public Lot	38	25¢ 1st hr; 10¢ ea. add'l hr.
21	Merchants Facing NE 2nd St.	NE 2nd St.	Private Lot	23	Lot used strictly by merchants on NE 2nd St.
21	Jo's Parking Lot	35 NE 2nd St.	Public Lot	28	25¢ 1st half hour or less; 35¢ ea. hr; 15¢ ea. add'l hr.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
22	Shadow Auto Park	157 NE 2nd St.	Public Lot	42	25¢ 1st hr; 10¢ ea. add'l hr; \$1.00 all day; \$7.00 per week; \$20.00 per month.
22	Buckeye Parking Lot	NE 2nd St.	Public Lot	227	25¢ 1st hr; 35¢ 2 hrs; 50¢ 3rd hr; 60¢ 4th hr; over 4 hrs 65¢; \$18.00 per month.
22	Downtown Parking Inc.	158 NE 3rd St.	Public Lot	49	25¢ 1st hr; 10¢ ea. add'l hr. 60¢ all day
23	Dixie Sightseeing Lot	281 NE 2nd St.	Public Lot	36	50¢ 2hrs; 15¢ ea. add'l hr; \$7.00 per week; \$15.00 per month.
23	El Minerva	265 NE 2nd St.	Customer and Private Lot	13	Used for employees and customers of Restaurant only.
23	Frank's Parking Lot	255 NE 2nd St.	Public Lot	37	25¢ one half hour; 35¢ one hour; 10¢ ea. add'l hr; 35¢ after 6 PM; \$15.00 per month.
23	Elmer's Parking Lot	243 NE 2nd St.	Public Lot	38	25¢ one half hr; 35¢ one hour; 15¢ ea. add'l hr; overnight rate \$1.50; \$20.00 per month.
23	Keyes Co.	NE 2nd St.	Private Lot	10	Private parking for merchants facing NE 2nd St. & NE 2nd Ave.
23	Everglades Hotel	NE 3rd St.	Public Lot	72	25¢ 1st hr; 15¢ ea. add'l hr; \$1.50 overnight.
23	-	-	Private	32	Miscellaneous spaces
24	F. B. I.	133 NW 1st Court	Private Lot	14	Private parking for F. B. I. only.
24	Diamond Parking	149 NW 1st St.	Public Lot	200	2 hrs 25¢; 3 hrs 35¢; 4 hrs 45¢; all day 50¢; \$8.50 per month.
24	-	-	Private	23	Miscellaneous spaces
25	Chapman's Auto Park	107 NW 1st St.	Public Lot	185	25¢ 1st hr; 10¢ ea. add'l hr; 50¢ all day; \$8.50 per month.
26	Court House Lot	36 NW 2nd St.	Public Lot	103	25¢ 1st half hour; 35¢ half hour to one hour; 55¢ 1 hr. to 2 hrs; 75¢ 2 hrs to 3 hrs; 95¢ up to 4 hrs; \$1.15 up to 5 hrs; \$1.25 maximum per day. Free parking to Jefferson Store and Industrial National Bank.
26	Southern Parking	29 NW 1st St.	Public Lot	167	25¢ 1st half hr; 10¢ next half hour; 20¢ ea. add'l hr.
26	Allright Parking	121 NW 1st Ave.	Public Lot	25	15¢ 1st half hr; 25¢ for one hour; 10¢ ea. add'l hr.
27	First Federal Savings & Loan Association	54 NE 2nd St.	Public & Customer Lot	61	1 hr free parking for First Federal customers; 40¢ 1st hr; 20¢ ea. add'l hr. for public use.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
27	-	-	Private	4	Miscellaneous spaces
28	Gesu Catholic School	118 NE 2nd St.	Private Lot	24	Private parking for teachers & employees of school only.
28	Allright Auto Park	173 NE 1st St.	Public and Customer Garage	113	25¢ one half hr; 35¢ one hr; 20¢ ea. add'l hr; all day \$1.50; \$30.00 per month; one half hour free parking while doing business with Flagler Federal Savings; 90 minutes free parking for patrons of Town Restaurant.
28	Bedford Parking Lot	121 NE 1st St.	Public and Customer Lot	56	25¢ one half hour; 35¢ one hour; 25¢ ea. add'l hr; night rate after 5:30 PM 35¢ per hour; free parking for customers of Metropolitan Bank, Eastern Finance, Barnett's Office Supplies and Hobby Shop.
28	-	-	Private	2	Miscellaneous spaces
29	Safety Parking and Garages	236 NE 2nd St.	Public Garage	36	25¢ one half hour; 35¢ one hour; 15¢ ea. add'l hr; \$1.50 overnight; \$20.00 per month.
29	Main Park	261 NE 1st St.	Public and Customer Lot	150	25¢ one half hour; 35¢ one hour; 20¢ ea. add'l hr; \$1.50 for 24 hrs; \$10.00 per week; \$40.00 per month.
29	Congress Parking Lot	221 NE 1st St.	Public Lot	45	25¢ one half hr; 35¢ one hour; 20¢ ea. add'l hr; \$1.25 all day; 90 minutes free parking for Chuck's Restaurant after 5 PM.
29	-	-	Private	8	Miscellaneous spaces
30	Learnington Parking Lot	NE 3rd Ave.	Public Lot	45	25¢ one half hr; 35¢ one hour; 20¢ ea. add'l hr; \$1.50 all day.
30	Miami Colonial Hotel	Biscayne Blvd.	Customer Lot	15	Hotel Guests only.
30	-	-	Private	6	Miscellaneous spaces
31	Jay's Parking	160 NW 1st St.	Public Lot	76	15¢ 1st hr; 25¢ for 3 hrs; 40¢ for over 3 hrs; \$2.00 per week; \$8.00 per month.
31	Chapman's Parking	100 NW 1st St.	Public Lot	125	15¢ one half hour; 35¢ up to 3 hrs; 45¢ for 4 hrs; 50¢ all day; \$8.50 per month.
31	-	-	Private	13	Miscellaneous spaces
32	Dade County Court-house	NW Miami Court	Private Garage	38	All stalls assigned to County Employees only.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
35	Wilson Garage	170 NE 1st St.	Public Garage	300	50¢ for 2 hrs or less; 20¢ ea. add'l hr; 4 PM to 8 AM \$1.00, after 4 PM to 2 AM 50¢; \$1.50 for 24 hrs; one hour free parking for Florida National Bank and 90 minutes free parking for Chuck's Restaurant.
38	G. Ford	150 W. Flagler St.	Public Lot	48	25¢ 1st hr; 10¢ 2nd hr; 50¢ all day; \$10.00 per month.
38	Southern Park Service	140 W. Flagler St.	Public Lot	115	25¢ 1st hr; 35¢ for 2 hrs; 50¢ all day.
38	B. H. Mates	155 SW 1st St.	Public Lot	32	25¢ for 2 hrs; 35¢ for 3 hrs; 45¢ all day; 50¢ overnight.
38	-	-	Private	29	Miscellaneous spaces
39	City Fire Department	SW 1st Ave.	Private Lot	18	employees only
39	-	-	Private	9	Miscellaneous spaces
40	-	-	Private	5	Miscellaneous spaces
42	-	-	Private	6	Miscellaneous spaces
43	Pan American	2 Biscayne Blvd.	Customer and Private Lot	27	customers and employees only
43	Mayflower Restaurant	Biscayne Blvd.	Public and Customer Lot	34	Free parking to customers of Restaurant and \$1.00 for public for any part of an hour.
43	Royal Parking Lot	91 SE 3rd Ave.	Public Lot	84	20¢ one half hour; 30¢ one hour; 15¢ ea. add'l hr; night rate 30¢ one hour; 50¢ all evening; \$1.00 all day.
43	-	-	Private	8	Miscellaneous spaces
44	Mr. Klíner	131 SW 2nd Ave.	Public Lot	81	25¢ for 2 hrs; 35¢ all day; 50¢ overnight
44	Collin's Garage	120 SW 1st St.	Public Garage	89	30¢ per day
44	Mack Service	100 SW 1st St.	Public Lot	100	25¢ 1st hr; 10¢ ea. add'l hr; 50¢ all day; \$10.00 per month;
44	-	-	Private	5	Miscellaneous spaces
45	Shopper Parking Lot	72 SW 1st St.	Public Lot	80	15¢ per hour for first 4 hrs; 30¢ an hour thereafter; \$10.00 per month
45	Miami Parking Service	56 SW 1st St.	Public Lot	55	15¢ 1st half hour; 25¢ an hour; 15¢ ea. add'l hr; 75¢ all day.
45	Miami Parking Service	22 SW 1st St.	Public Lot	76	20¢ first half hour; 30¢ first hour; 25¢ ea. add'l hr; 1 hr. free parking for Triangle Paint Co., Kirby Tuttle Co., Miami Road Co., Wise Men's Shop and Schaefer's Jewelry.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
45	-	-	Private	3	Miscellaneous spaces
46	Downtown Parking center Watts Garage	26 SE 1st St.	Public Garage	3 87	15¢ 1st half hour; 10¢ ea. add'l half hour; 8 AM to 12 PM \$1.50; 6 PM to 12 PM \$1.00; 24 hour maximum of \$2.00; Monthly rates: outside \$12.50 or \$15.00; inside upper levels \$20.00; any other level \$25.00.
46	Hopkins Carter	SE 2nd St.	Customer and Private Lot	14	For Customers of Hopkins Carter and merchants facing S. Miami Ave.
47	Sunshine Parking Inc. Campbell Garage	126 SE 2nd Ave.	Public Garage	250	25¢ one half hour; 35¢ one hour; 10¢ ea. add'l hr; maximum day rate of \$1.00; night rate 2 hrs. 25¢; all evening 35¢; \$20.00 per month.
47	Allright Auto Parks	130 SE 1st St.	Public Lot	168	25¢ first half hour; 35¢ one hr; 20¢ ea. add'l hr; \$1.50 all day; 5 PM to 8 AM 35¢.
47	Abbott's Auto Parks	112 SE 1st St.	Public Lot	50	25¢ first half hour; 35¢ one hour 15¢ ea. add'l hr; \$1.50 all day; evenings 25¢.
48	Ingraham Parking Garage	226 SE 1st St.	Public Garage	7 50	35¢ 1st hr; 10¢ ea. add'l hr; \$1.00 all day; 25¢ one hour in the evening; 35¢ for three hours; 50¢ all evening; 6 PM to 9 AM \$1.00; 24 hours \$1.50; Monthly rate \$30.00.
49	Allright Auto Parks	360 SE 1st St.	Public Lot	82	25¢ 1st hr; 10¢ ea. add'l hr; 75¢ all day; After 5 PM 25¢ for first hr, 35¢ all evening.
49	Allright Auto Parks	173 SE 3rd Ave.	Public Lot	72	25¢ 1st hr; 10¢ ea. add'l hr; 75¢ all day; After 5 PM 25¢ for first hr, 35¢ all evening; \$15.00 per month.
50	Southern Parking Service	134 SW 2nd St.	Public Lot	301	35¢ all day
50	Mr. Long	201 SW 2nd Ave.	Public Lot	50	35¢ per day
50	Florida Power and Light Co.	181 SW 3rd St.	Private Lot	52	Employees only
50	W. P. McKinnon	259 SW 1st Court	Public Lot	63	25¢ a day; \$5.00 per month
51	Herald Parking Garage	220 S. Miami Ave.	Public Garage	800	15¢ first one half hour; 10¢ ea. add'l half hour; 10 AM to 4 PM 60¢; 6 PM to 6 AM \$1.50; 24 hrs. \$2.00; monthly rates as follows: \$8.00 on the lot, \$10.00 on the roof; \$15.00 on inside.

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
51	Ralph's Parking Lot	70 SW 2nd St.	Public Lot	1 40	25¢ 1st 2 hours; 35¢ 3 hrs; 45¢ all day; \$2.00 per week.
51	F. E. C. Railway Co.	SW 1st Ave.	Private Lot	57	Employees only
51	-	-	Private	8	Miscellaneous spaces
52	Miami Parking Service	26 SE 2nd St.	Public Lot	74	15¢ first half hour; 25¢ first hour; 15¢ ea. add'l hr; \$12.50 per month.
52	-	-	Private	11	Miscellaneous spaces
53	Allright Auto Parks	240 SE 1st Ave.	Public Lot	96	15¢ first half hour; 25¢ one hr; 10¢ ea. add'l hr; 55¢ all day; Night rate after 5 PM, 2 hrs. 25¢, all evening 35¢.
53	Fort-Dallas Parking Garage	51 SE 3rd St.	Public Garage	120	35¢ 1st 2 hrs; 10¢ ea. add'l hr; overnight \$1.25; \$20.00 per month; \$30.00 per month for 24-hour customers.
53	-	-	Private	20	Miscellaneous spaces
54	Ray's Parking Lot	118 SE 2nd St.	Public Lot	65	20¢ first half hour; 30¢ one hour; 15¢ ea. add'l hr; \$15.00 per month; in winter; \$12.50 in the summer.
54	Hall Bldg.	148 SE 2nd St.	Private Lot	22	Employees only
54	Howard Johnson	210 SE 2nd Ave.	Customer Lot	28	One hour free parking; 50¢ ea. add'l hr; for customers only.
54	Miami Lincoln Mercury	220 SE 2nd Ave.	Customer Lot	12	Customers only
54	-	-	Private	14	Miscellaneous spaces
55	Olmstead Estate	149 SE 3rd St.	Private Lot	17	Private parking for residents of the Olmstead only. (6 spaces reserved for Doctors at \$10.00 per month.
55	-	-	Private	22	Miscellaneous spaces
56	Sunshine Auto Park	200 SE 3rd Ave.	Public Lot	2 86	25¢ 1st hr; 10¢ ea. add'l hr; all day 60¢
57	DuPont Plaza Parking	201 SE 3rd Ave.	Public Lot	482	45¢ all day; 25¢ after 5 PM
58	South Florida Liquor Distributors	63 SW 3rd St.	Private Lot	22	Employees only
58	F. E. C. Railway Co.	50 SW 4th St.	Private Lot	15	Employees only
58	Hertz Rent-A-Car	29 SW 4th St.	Private Lot	133	Employees only

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
59	Commercial Parking Lot	317 S. Miami Ave.	Public Lot	95	15¢ first half hour; 25¢ one half to 2 hrs; 35¢ 2 to 4 hrs; 40¢ all day.
59	Allright Auto Parks	55 SE 4th St.	Public Lot	105	15¢ first half hour; 25¢ up to 2 hrs; 35¢ 2 to 4 hrs; 40¢ all day; \$10.00 per month.
60	Cleveland Apartments Hotel	319 SE 1st Ave.	Private Lot	14	Hotel Patrons Only
60	Pool Parking	SE 1st Court	Customer Lot	27	Patrons of Robert Clay Hotel only.
60	Robert Clay Parking	SE 1st Place	Customer Lot	53	Patrons of Robert Clay Hotel only.
61	Banyan Parking Lot	300 SE 3rd Ave.	Public Lot	440	40¢ all day
62	Allright Auto Parks		Public Lot	407	40¢ all day
63	Allright Auto Parks	30 SW 4th St.	Public Lot	400	25¢ all day; \$6.00 per month.
64	Fortuna Parking Lotq	140 SE 4th St.	Public Lot	78	25¢ 1st hr; 35¢ 4 hrs; \$1.00 24 hrs; \$6.00 per week; \$25.00 per month.
64	Kenyon Parking Lot	64 SE 4th St.	Public Lot	73	25¢ 1st 2 hrs; 35¢ 4 hrs; 45¢ all day; \$5.00 per week; \$18.00 per month.
64	Allright Auto Parks	21 SE 4th St.	Public Lot	48	35¢ all day
64	Riverview Parking Lot	401 S. Miami Ave.	Public Lot	175	15¢ first half hour; 25¢ one half to 3 hrs; 35¢ all day.
P1	Prinz Valdeman	Municipal Piers	Private Lot	96	Lot used for fishing boat captains \$2.00 for a license tag, plus a \$5.00 monthly fee.
P1	City of Miami	Municipal Piers	Public Lot	94	Metered parking - maximum of 9 hrs parking, 7 AM to 6 PM nickels only, 5¢ per hour
P1	City of Miami	Municipal Piers	Public Lot	64	Metered parking - maximum of 4 hrs; 7 AM to 6 PM nickels only 5¢ per hour
P1	City of Miami	Municipal Piers	Public Lot	14	Metered parking - maximum of 4 hrs; 7 AM to 6 PM nickels only 5¢ per hour
P1	City of Miami	Municipal Piers	Private Lot	31	Parking restricted for fire and police dept. and also City yacht basin employees.
p1	City of Miami	Municipal Piers	Public Lot	203	"63" 12-hr. meters, 7 AM to 7 PM 5¢ per hr; "134" 5 hr. meters 7 AM to 7 PM 5¢ per hr; "6" 1-hr meters 7 AM to 6 PM 5¢ per hour

APPENDIX A
(Continued)

<u>Zone Number</u>	<u>Name of Facility</u>	<u>Location of Facility</u>	<u>Type of Facility</u>	<u>Capacity</u>	<u>Remarks</u>
P1	-	-	Private	5	Miscellaneous spaces
P2	-	-	Private	22	Miscellaneous spaces
P3	Allright Auto Parks	400 SE 2nd St.	Public Lot	1,420	35¢ for any part or all day, and 25¢ after 5 PM.
P4	City of Miami	SE 2nd St.	Public Lot	91	Metered Parking, 5 hour maximum 7 AM to 6 PM, nickels, dimes or quarters at 5¢ per hour.

APPENDIX B
TABLE I
OPERATING EARNINGS - GARAGE B-1
Capacity - 313 Spaces

	<u>Hours Parked</u>	<u>Days Per Year</u>	<u>No. Parked Per Day</u>	<u>Parking Rate</u>	<u>No. Parked Per Year</u>	<u>Gross Income</u>
<u>MONTHLY PARKERS</u>	All Day	252	120	\$15.00	30,240	\$ 21,600
(Roof Level & 1/2 Level - 120 Spaces)						
<u>TRANSIENT PARKERS</u>						
Average Day		252	190	.25	47,880	\$ 11,970
	1		135	.45	34,020	15,309
	2		70	.65	17,640	11,466
	3		20	.85	5,040	4,284
	4		15	1.05	3,780	3,969
	5		15	1.25	3,780	4,725
	6		10	1.45	2,520	3,654
	7		20	1.50	5,040	7,560
	Over 8		<u>475</u>		<u>119,700</u>	<u>\$ 62,937</u>
			<u>595</u>		<u>149,940</u>	<u>\$ 84,537</u>
Saturday	2	50	313	.45	15,650	\$ 7,042
Evenings	All Evening	350	75	.50	22,875	\$ 11,438
					<u>188,465</u>	<u>\$103,017</u>

PARKING LOT B-1

42 Spaces, 6 Paid Hours, 252 days
per year

42 x 6 x \$.225 x 252 = \$ 14,288

APPENDIX B
TABLE 2
OPERATING EARNINGS - GARAGE Y
Capacity - 426 Spaces

	Hours Parked	Days Per Year	No. Parked Per Day	Parking Rate	No. Parked Per Year	Gross Income
<u>MONTHLY PARKERS</u>						
(Roof Level - 114 Spaces)	All Day	252	114	\$20.00 mo.	28,728	\$ 27,360
<u>TRANSIENT PARKING</u>						
Average Days		252				
	1		190	.25	47,880	\$ 11,970
	2		220	.45	55,440	24,948
	3		75	.65	18,900	12,285
	4		60	.85	15,120	12,852
	5		20	1.05	5,040	5,292
	6		15	1.25	3,780	4,725
	7		15	1.45	3,780	5,481
	Over 8		35	1.50	8,820	13,230
			<u>630</u>		<u>158,760</u>	<u>90,783</u>
			744		187,488	\$118,143
Saturdays	2	50	426	.45	21,300	9,585
Evenings	All Evening	305	75	.50	22,875	11,437
Overnight	Overnight	305	150	\$ 1.00	45,750	\$ 45,750
				TOTALS	277,413	\$184,915

APPENDIX B
TABLE 3
OPERATING EARNINGS - GARAGE Z
Capacity - 397 Spaces

	<u>Hours Parked</u>	<u>Days Per Year</u>	<u>No. Parked Per Day</u>	<u>Parking Rate</u>	<u>No. Parked Per Year</u>	<u>Gross Income</u>
<u>MONTHLY PARKERS</u>	All Day	252	98	\$20.00	24,696	\$ 23,520
<u>(Roof Level - 98 Spaces)</u>						
<u>TRANSIENT PARKERS (299)</u>	1	252	210	\$.25	52,920	\$ 13,230
<u>Average Days</u>	2		180	.45	45,360	20,412
	3		105	.65	26,460	17,199
	4		30	.85	7,560	6,426
	5		18	1.05	4,536	4,768
	6		18	1.25	4,536	5,670
	7		15	1.45	3,780	5,481
	Over 8		24	1.50	6,048	9,072
			<u>600</u>		<u>151,200</u>	<u>\$ 82,253</u>
			698		175,896	\$105,773
Saturday	2	50	397	.45	19,850	\$ 8,933
Evenings	All Evening	305	60	.50	18,300	\$ 9,150
Overnite	Overnite	305	100	1.00	30,500	\$ 30,500
				<u>TOTALS</u>	244,546	\$ 154,356

ALTERNATE PARKING LOT Z

52 Spaces, 7 Paid Hours, 305 days
per year

52 x 7 x \$.10 x 305 = \$ 11,102

APPENDIX C
PARKING METER INCOME
CITY OF MIAMI, FLORIDA

<u>*FISCAL YEAR</u>	<u>AVERAGE NO. OF METERS</u>	<u>GROSS REVENUE</u>
1952-53	2, 147	\$188, 552
1953-54	2, 067	195, 108
1954-55	2, 479	211, 825

MONTHLY GROSS REVENUE
CALENDAR YEARS 1955, 56 & 57

	<u>1955</u>	<u>1956</u>	<u>1957</u>
January	\$ 19, 283	\$ 19, 847	\$31, 536
February	18, 373	21, 037	29, 203
March	23, 225	21, 914	27, 193
April	18, 249	19, 498	27, 550
May	17, 104	20, 797	28, 213
June	21, 264	17, 855	24, 429
July	16, 865	16, 617	26, 615
August	17, 613	23, 850	27, 901
September	15, 810	19, 352	26, 946
October	16, 183	24, 010	26, 591
November	17, 955	23, 714	
December	21, 792	18, 529	
Total:	<u>\$223, 716</u>	<u>\$247, 020</u>	

*July to June

