



CITY OF  
MIAMI  
GARDENS

# FREIGHT MOBILITY IMPLEMENTATION PLAN

TRUCK PARKING ASSESSMENT REPORT  
FM NO. 439483-1-12-01

Prepared for

Carlos A. Castro  
District Freight Coordinator  
Modal Development Office, District 6

Prepared by

PE Consulting Engineering

Subconsultants

Renaissance Planning Group, Inc.

December 2019



# TABLE OF CONTENTS

**Introduction.....1**

**Purpose and Need.....3**

    Parking Demand.....3

    Safety Concerns.....4

**Literature Review.....5**

    Previous Truck Parking Studies..... 6

        Comprehensive Parking Study for Freight Transport in Miami-Dade County, Phase I..... 6

        Development of Truck parking Facilities in Miami-Dade County Phase II.....7

        Assessment for Potential Truck Parking Locations within Miami-Dade County.....7

    Golden Glades Interchange Multimodal Hub Project.....8

**Analytical Approach.....10**

    Screening Analysis..... 11

    Qualitative Assessment.....13

    Conceptual Facility Layouts.....14

    Capital Cost Estimate.....15

    Site Access.....15

**Considerations.....17**

    Industry Trends.....17

    Level of Amenities.....18

    Public/Private Partnerships.....18

**Conclusion.....19**

**APPENDICES**

Appendix A Miami Gardens Truck Parking Task Report

Appendix B Review of Candidate Site Properties

## TABLE OF FIGURES

Figure 1: Study Area.....2  
 Figure 2: Golden Glades Multimodal Transportation Facility Conceptual Design ..... 9  
 Figure 3: Golden Glades Multimodal Transportation Facility Conceptual Rendering..... 9  
 Figure 4: Locations of Candidate Truck Parking Sites.....11  
 Figure 5: Locations of Highly Rated Candidate Truck Parking Sites.....12  
 Figure 6: Locations of Highly Rated Candidate Truck Parking Sites.....12  
 Figure 7: Locations of Highly Rated Candidate Truck Parking Sites.....14  
 Figure 8: Locations of Highly Rated Candidate Truck Parking Sites.....14

## LIST OF TABLES

Table 1: Hours of Service Rules for Property-Carrying Drivers.....5  
 Table 2: Golden Glades Multimodal Transportation Facility Amenities .....10  
 Table 3: Roadway Characteristics for Access to Sites 1A and 1B.....16

## INTRODUCTION

Miami-Dade County is home to some of the Country's busiest international ports of entry. With facilities such as Miami International Airport (MIA) and PortMiami, the County handles significant freight volumes. According to previous studies, trucks move at least 75% of the total annual tonnage handled in the County (Cambridge Systematics, 2007). Therefore, trucks are a crucial component of the region's supply chain. This report focuses on supporting this mode of transportation by assessing different locations to determine their suitability for use as truck parking facilities.

Commercial truck drivers require safe, legal, convenient and accessible truck parking facilities to rest, refuel and meet Hours of Service (HOS) regulations. Inadequate supply of truck parking facilities creates a safety issue for all roadway users. Fatigued truck drivers not able to stop after long periods of travel have difficulty in finding locations of rest that are safe for other road users, secure for their safety and the valuable cargo they carry, legal based on their vehicle size, classification and weight, and convenient based on their travel path. Within Miami-Dade, the only full-service truck parking facility is located approximately 22 miles north in Broward County (595 Truck Stop in Davie). In 2010, the Miami-Dade County Transportation Planning Organization (TPO) estimate a deficit of over 11,700 truck parking spaces in the County<sup>1</sup>. As real estate prices boom, land uses such as truck parking do not provide a significant economical incentive to justify the opportunity cost of private investors, especially in an urban setting such as Miami. Given the known supply added by the private sector, this deficit is likely to be much greater.

This report supplements the Miami Gardens Freight Mobility Implementation Plan by tackling the issue of truck parking on a standalone basis given the scope of the need. This Miami Gardens Freight Mobility Implementation Plan looks at an area comprising the entirety of the City of Miami Gardens and Miami Lakes as well as the census-designated places of Country Club, Palm Springs North, and Ives Estates (see Error! Reference source not found.). This study explores this subarea in an effort to resolve the challenges hindering freight mobility and exploit the opportunities present in north-central Miami-Dade County. Part of a series of studies commissioned by the Florida Department of Transportation District 6 (FDOT), this study is the fifth installment which looks to implement the policies of the Florida Freight Mobility and Trade Plan in Miami-Dade County to achieve statewide goals through consistent application of freight strategies at the local level.

---

<sup>1</sup> Miami-Dade Transportation Planning Organization, Comprehensive Parking Study for Freight Transport in Miami-Dade County, (Miami, 2009), <http://miamidadetpo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf>



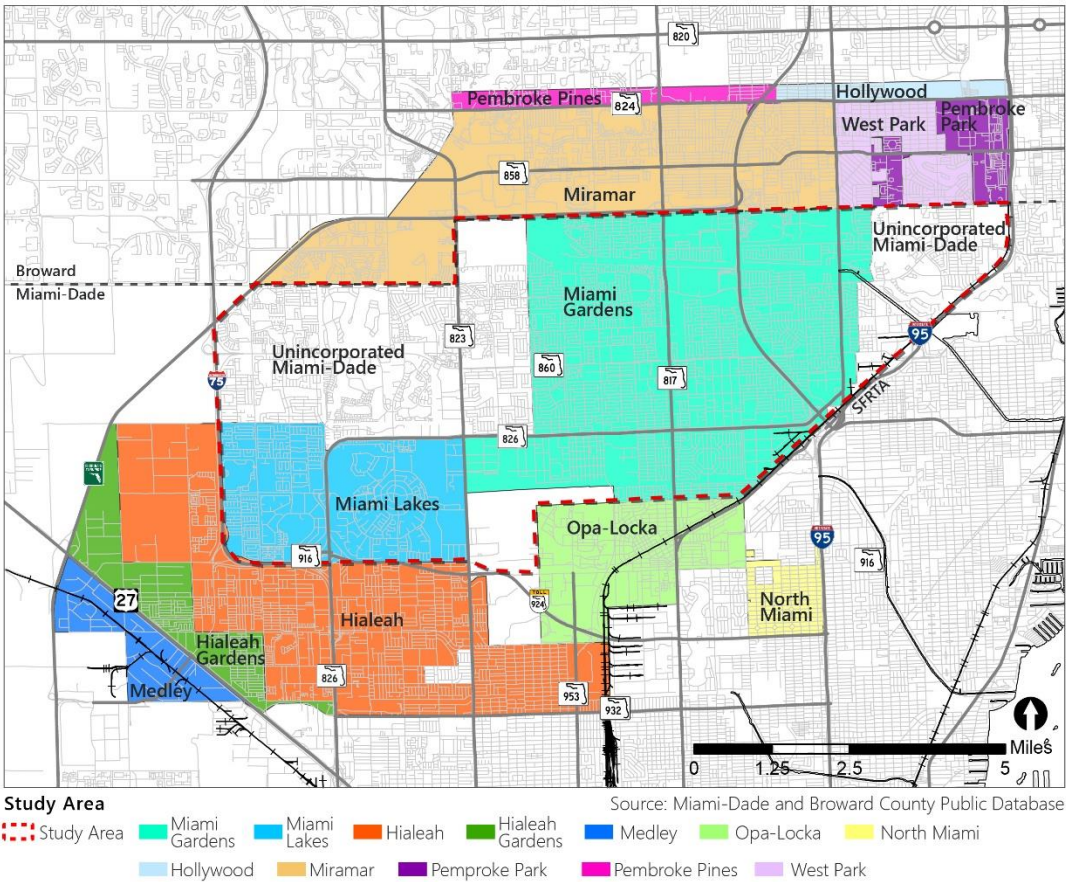


Figure 1: Study Area

This report assesses the feasibility of developing truck parking facilities in brownfield and greenfield as well as locations of previously proposed for development of freight villages/logistic centers – as identified by available studies. This report is divided in two (2) sections. The first section explores the methodology employed. The second section discusses the analysis used to complete the task; which includes quantifying the attractors and detractors to a truck parking site, the process of screening parcels using Geographic Information Systems (GIS) data and the qualitative analysis used to narrow down parking site selections.

## PURPOSE AND NEED

The purpose of this study is to identify as many feasible locations for the development of truck parking locations within the Study Area. The need for this study is twofold: parking demand and safety concerns.

### PARKING DEMAND

According to 2017 data estimates, the United States is home to 125.8 million households, nearly 7.7 million business establishments and 90,000 governmental units; all of which depend on the efficient movement of freight<sup>2</sup>. Population and economic activity have grown fastest in the southern and western states between 2000 and 2016, signifying an increase in demand for freight transportation<sup>3</sup>. In 2015, truck travel accounted for 81.0 percent of all national interstate shipments. In that same year, the State of Florida had the second highest share of interstate shipments by value (62.8 percent); this means that most of the goods (by value) are shipped by truck to another location within the state.

Today, the main freight movement within Miami-Dade County runs along an axis that extends from the PortMiami in the east to the rock quarries in the west. This east-west freight belt is comprised of the MIA, the Florida East Coast (FEC) Rail Yard, and major warehouse districts along the SR 836/Dolphin Expressway. This freight belt is further supported by major north-south roadways such as SR 9A/I-95, SR 821/Homestead Extension of Florida's Turnpike (HEFT), SR 826/Palmetto Expressway and SR 992/Krome Avenue that further distribute goods to adjacent counties and beyond.

As part of the freight belt, MIA and PortMiami are massive economic and employment generators. The cargo projections for these facilities estimates sustainable growth over the coming years. Port Miami's 2035 Master Plan projects that cruise passenger ridership will increase from 4.1 Million to 5.9 Million in the next 15 years. In that same time frame, cargo projections are expected to increase from 847,249 twenty-foot equivalent units (TEUs) to 1.7-3.3 million<sup>4</sup>.

---

<sup>2</sup> Bureau of Transportation Statistics (BTS), Freight Facts and Figures, (Washington, DC: U.S. Department of Transportation, 2017), 1-1.

<sup>3</sup> BTS, Freight Facts, 1-2.

<sup>4</sup> Port Miami, 2035 Master Plan, (Miami:2011), <http://www.miamidade.gov/portmiami/master-plan.asp>.

As these facilities grow, so will regional truck travel. To support this growth, the Miami-Dade Transportation Planning Organization (TPO) asserts that parking demand will be met through a combination of strategies which include the development of future inland distribution centers, innovative parking provisions near highway right of way and through public and private partnerships<sup>5</sup>.

## SAFETY CONCERNS

The MAP-21 legislation included Jason's Law. This law is named in honor of a truck driver who, in search of a place to rest, was murdered after parking in what he believed to be a safe location. Jason's Law requires the U.S. Department of Transportation (USDOT) to conduct a survey and comparative assessment in consultation with relevant state motor carrier representatives to:

1. Evaluate the capability of each state to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
2. Assess the volume of commercial motor vehicle traffic in each state; and
3. Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each state<sup>6</sup>.

In addition to Jason's Law, the Federal Motor Carrier Safety Administration (FMCA), regulates how and when large commercial motor vehicles<sup>7</sup> may drive, in order to keep fatigued drivers off the road and improve safety. **Table 1** summarizes the hours of service regulations for property-carrying drivers<sup>8</sup>.

---

<sup>5</sup> Miami-Dade TPO, 2040 Long Range Transportation Plan, (Miami: 2014), <http://www.miamidadetpo.org/library/plans/2040-long-range-transportation-plan-final-2014-10.pdf>.

<sup>6</sup> FHWA, Truck Parking, [https://ops.fhwa.dot.gov/Freight/infrastructure/truck\\_parking/index.htm](https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/index.htm).

<sup>7</sup> Commercial vehicles are defined as trucks, or truck-trailer whose load weigh more than 10,001 pounds or gross vehicle weight of 10,001 pounds or more, or that is transporting hazardous materials in quantities requiring placards.

<sup>8</sup> Federal Motor Carrier Safety Administration, Summary of Hours of Service Regulations, (Washington, DC: 2017), <https://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations>.

Table 1: Hours of Service Rules for Property-Carrying Drivers

Limitation	Description
11-Hour Driving Limit	May drive a maximum of 11 hours after 10 consecutive hours off duty.
14-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.
Rest Breaks	May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. Does not apply to drivers using either of the short-haul exceptions in 395.1(e). [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]
60/70-Hour 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 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two (2).

Both Jason's Law and the Hours of Service Rules, necessitate research on safe locations for commercial truck drivers to rest. Similar research has been conducted within Miami-Dade County.

## LITERATURE REVIEW

The FDOT has developed policies and investment strategies for freight transportation through collaboration with the public and private sectors and transportation stakeholders. Collaboration led to the production of the guiding documents, which include the 2060 Florida Transportation Plan (FTP), the Florida Strategic Intermodal System (SIS) Plan, and a subset of guiding documents specifically targeting freight movement including the Florida Freight Mobility Trade Plan (FMTP) Policy Element and the FMTP Implementation Guide. This report follows these guiding documents and practices at the local level to identify and advance projects that maintain mobility and foster growth of cargo movement and economic development.

The 2060 Transportation Plan is the over-arching guide that sets the stage for how Florida's Transportation System will evolve over the next 50 years. It defines transportation goals, objectives and strategies to make Florida's economy more competitive. The SIS Plan identifies Florida's high priority network of transportation facilities important to the State's economy. The purpose of the SIS is to focus the State's limited transportation resources on the facilities most significant for interregional, interstate and international travel and is the primary tool for implementing the FTP.

The system includes the State's most critical highways, airports, seaports, spaceports, railroads, waterways and select intermodal passenger and freight facilities. In 2013, the FMTP Policy Element was adopted. As a continuation of this effort, the FDOT and stakeholders developed a set of objectives and strategies to guide the process of making strategic investments in freight. The investment plan of the FMTP builds upon the Policy Element by identifying criteria for prioritizing investment and encouraging stakeholder input in the development of statewide investment priorities.

## PREVIOUS TRUCK PARKING STUDIES

In 2010, the Miami-Dade TPO commissioned a study to estimate the demand for truck parking in Miami-Dade County and develop recommendations for the implementation of a truck parking program. Later, in 2012 the TPO authored a guide to implementing truck parking; which built upon its previous parking study efforts. In support of these studies, the FDOT D6 conducted a thorough evaluation and screening of potential sites with the goal of presenting potential projects for construction. Summaries of each of these studies are listed herein:

### **Comprehensive Parking Study for Freight Transport in Miami-Dade County, Phase <sup>9</sup>**

Initiated by the Miami-Dade TPO, the parking demand and supply analyses conducted in this study proved that truck parking supply deficiencies existed within Miami-Dade County. The study analysis found that only 293 truck parking spaces existed for both local, independent operators and long-haul interstate drivers; while parking demand indicated the need for 12,000 additional spaces (1,177 acres). The parking supply satisfied less than 3% of total demand. Concurrent to this study, approximately 170 acres were approved for commercial vehicle storage via a land use amendment. This zoning amendment would potentially create nine (9) sites that could provide up to 1,700 truck parking spaces for local truck parking once constructed. This study recommended that an ideal size for truck parking would be at least ten acres. Using this metric, 74 vacant sites within the County, 13 of which were greater than ten acres. Additionally, the study recommended that direct involvement of the private sector would assist in the provision of truck parking in Miami-Dade County; which laid the foundation for the second phase of parking analysis.

---

<sup>9</sup> Miami-Dade Transportation Planning Organization, Comprehensive Parking Study for Freight Transport in Miami-Dade County, (Miami, 2009), <http://miamidadetpo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf>



### **Development of Truck parking Facilities in Miami-Dade County Phase II<sup>10</sup>**

As a continuation of the freight parking study conducted in 2010, the Miami-Dade TPO commissioned a second round of analysis to gain further detail on the previously identified sites and to identify additional parking sites. However, this study focused on the supply of overnight parking for interstate trucking. Additional parcels identified as part of the study included potential FDOT surplus property and other private property. The target audience for this effort were landowners and potential developers of truck parking facilities. Through a three-tiered screening processes, the study analyzed vacant parcels within the County. The study recommended 12 sites as feasible truck parking candidates and developed site prototypes including preferred amenities for some of these sites.

### **Assessment for Potential Truck Parking Locations within Miami-Dade County<sup>11</sup>**

Guided by the freight planning efforts of the Miami-Dade TPO, the FDOT D6 initiated a planning study to re-assess the previously identified sites, develop site specific conceptual layouts and create an inventory of site options for future analysis. Potential sites were evaluated in a three-tiered process. In Tier 1, a total of 11 sites were preliminarily evaluated, including eight sites identified through the TPO's Phase II study. Six (6) locations from the Tier 1 preliminary screening advanced to the Tier 2 site evaluation and screening. An additional ten sites were evaluated in this tier, totaling 16 sites including the Tier 2 analysis. Ultimately, eight sites were considered in Tier 3 for potential site conceptualization.

Of this final list, Site Q, located in Miami Gardens will be included in the analysis of the MG FIMP. The site is approximately six (6) acres with a potential parking for 60 trucks.

---

<sup>10</sup> Miami-Dade Transportation Planning Organization, Development of Truck parking Facilities in Miami-Dade County Phase II, (Miami, 2012), <http://miamidadetpo.org/library/studies/development-of-truck-parking-facilities-phase-ii-options-for-implementation-final-2012-08.pdf>

<sup>11</sup> Florida Department of Transportation -District Six, Golden Glades Multimodal Transportation Facility and Truck Travel Center PD&E Reevaluation, (Miami: 2016), <http://www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation>.

## GOLDEN GLADES INTERCHANGE MULTIMODAL HUB PROJECT

In addition to the subarea plans, the FDOT commissioned a reevaluation of the Golden Glades Multimodal Transportation Facility (GGMTF) Project Development and Environment (PD&E) study completed in 2006. The study area is in the southwest quadrant of the Golden Glades Interchange, within the current MG-FMIP study area boundaries. The site consists of two (2) FDOT owned Park and Ride (PNR) lots bordered by the South Florida Rail Corridor (SFRC) to the north, SR 9A (I-95) to the east, and NW 159 Street/Block to the south.

The existing Golden Glades Multimodal Transportation Facility (GGMTF) consisted of a PNR accommodating the following transportation modes: South Florida Regional Transportation Authority (SFRTA) commuter trains; Miami-Dade Department of Transportation and Public Works (DTPW)/Miami-Dade Transit (MDT) and Broward County Transit (BCT) express and local buses; Greyhound intercity buses; and carpool commuters. Long distances between the different modes (bus and train) resulted in inconvenient transfers and extensive walking/transfer times; which disincentivized public transit use. Also, the facility lacked amenities such as covered walkways, waiting areas, restrooms, drinking water, traveler's information systems, and upgraded security services.

In 2014, the FDOT completed a Conceptual Alternatives Evaluation for the GGMTF to review the original redevelopment concept recommended by the 2006 PD&E study to meet current requirements from Miami-Dade DTPW/MDT. The Conceptual Alternatives Evaluation also sought to address the acute need for commercial truck parking spaces in the County by identifying the east lot of the GGMTF as a location for a Truck Travel Center (TTC)<sup>12</sup>. Preliminary concepts were developed to serve as the basis for preparing a Design Build Criteria Package and reevaluation of the original PD&E Study prior to construction (**Figure 2**). The conceptual rendering (**Figure 3**) shows the potential project elements. In 2017, the FDOT signed a utilities agreement to allow construction to commence. The parking spaces and amenities provided by this facility will be considered in the findings of parking assessment task.

---

<sup>12</sup> Florida Department of Transportation -District Six, Golden Glades Multimodal Transportation Facility and Truck Travel Center PD&E Reevaluation, (Miami: 2016), <http://www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation>.

Project Location Map



Proposed Improvements



Figure 2: Golden Glades Multimodal Transportation Facility Conceptual Design



Figure 3: Golden Glades Multimodal Transportation Facility Conceptual Rendering

Table 2: Golden Glades Multimodal Transportation Facility Amenities

Facility	Amenities
Multimodal Transportation Facility	<ul style="list-style-type: none"> <li>• 1,748 Parking Spaces</li> <li>• 4,500 SF Transit Hub</li> <li>• 10,450 SF Retail Space</li> <li>• 945 SF Break Lounge</li> <li>• Bicycle Parking and Lockers</li> <li>• Upgraded Multi-Bay Bus Terminal Facility: including sidewalk, walkway, platform, bus bay improvements</li> </ul>
Truck Travel Center	<ul style="list-style-type: none"> <li>• 53 Truck Parking Spaces</li> <li>• Maintenance Facility with Static Scale</li> <li>• Truck Wash with Leaky Load Containment</li> <li>• FHP Emergency Management Area</li> <li>• Truck Electrification System</li> <li>• Vehicle and Diesel Fuel Pump</li> </ul>

## ANALYTICAL APPROACH

The identification of candidate truck parking sites included a comprehensive assessment of quantifiable indicators throughout the study area that would be indicative of site suitability. These indicators can be described as falling into one (1) of three (3) categories:

First, “pull factors” are indicators that make a site more attractive for truck parking, including:

- Existing and future land use compatibility, based on:
  - Low intensity development status based on presence of existing buildings and property value
  - Property already in public ownership or control
  - Contaminated sites where truck parking may be a relatively benign use at least in the interim
  - Proximity to emergency response stations
- Proximity to SIS arterials and limited access highway interchanges

Second, “push factors” are indicators that make a site less attractive for truck parking, including:

- Proximity to incompatible land uses such as residential or institutional uses such as schools, places of worship, cemeteries and parklands
- Wetlands and floodplains
- Other environmentally sensitive lands



Finally, qualitative considerations include elements that are not necessarily either positive or negative qualities for all potential sites but are rather customized to reflect the specific environment of each site. A notable consideration is related to current site ownership: potential and timing for higher and better uses for a site, including but not limited to truck parking.

## SCREENING ANALYSIS

The study team performed a screening analysis for candidate sites using an iterative approach to examine the patterns of each of the push and pull factors, with the results summarized in **Appendix A**. Through that process, the study team developed a preliminary listing of potential sites, blending the push factors, pull factors, and qualitative considerations. One of the qualitative considerations included the need to expand the boundaries of the truck parking task slightly beyond those associated with the rest of the Miami Gardens scope.

**Figure 4** shows the location of the initial sites which were identified and passed a basic screening test:

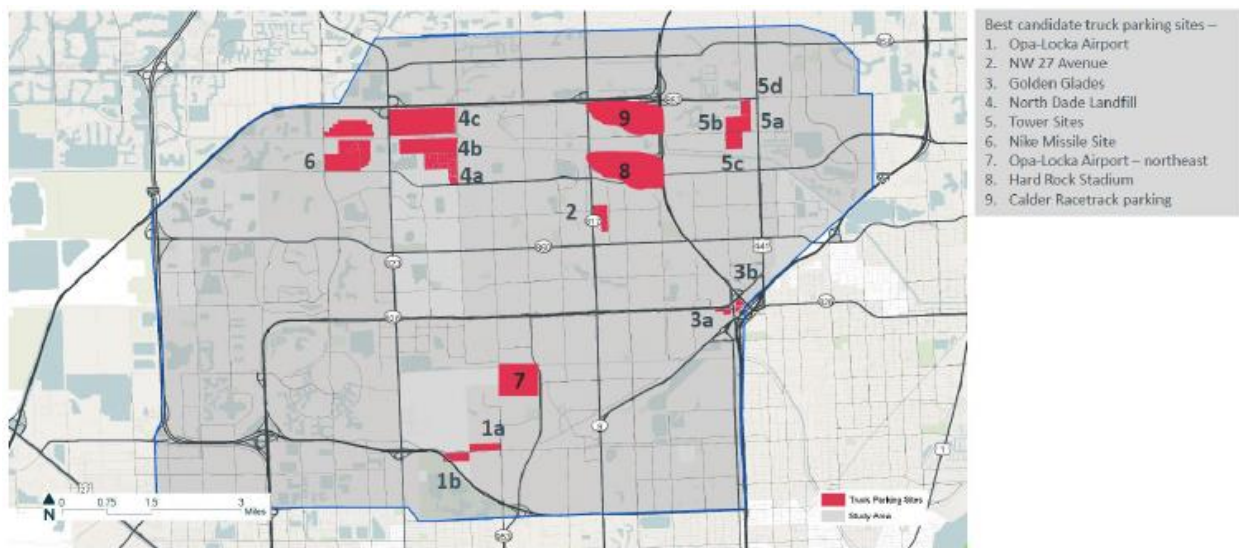


Figure 4: Locations of Candidate Truck Parking Sites



The study team then defined those qualitative factors that provided a good fit between all the candidate sites previously identified and developed a composite map of those factors shown in Figure 5. A key element of this assessment was the development of suitability scores for all parcels in the study area, regardless of their status as previously identified candidate sites. This approach minimized the importance of selecting a minimum parcel size. At the outset of the analysis, parcels of 20 acres, 10 acres, and 5 acres were all noted as potential minimum sites for different types of truck parking facilities. While a 20-acre site might be a desired minimum for a new publicly operated site with high levels of amenities, a 5-acre site with a more strategic location might be preferred for a smaller, or less formal, site. By identifying desired areas for truck parking, the opportunity might exist to seek parcel assemblage to develop a desired minimum parking facility size.

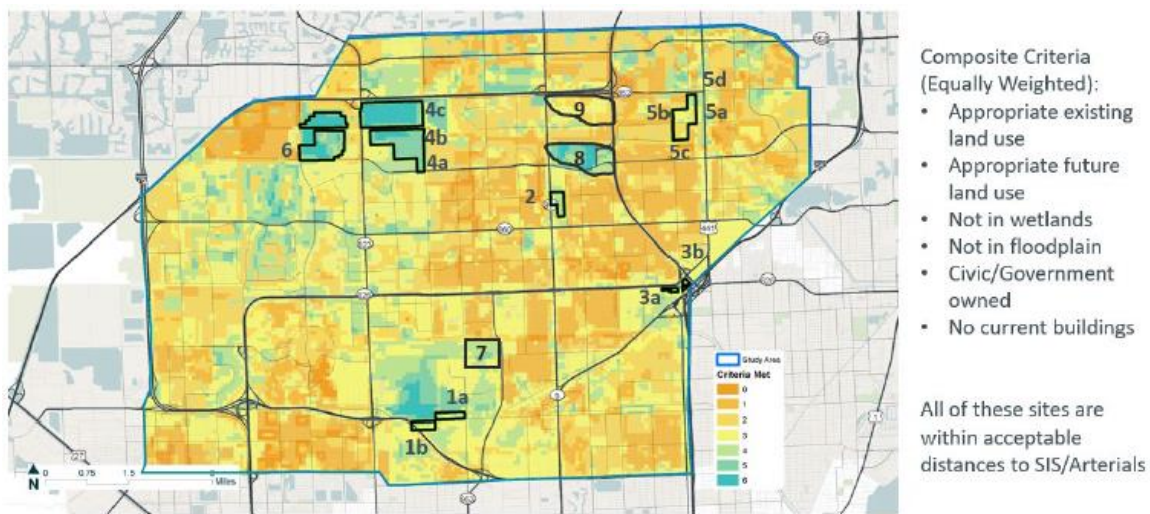


Figure 5: Locations of Highly Rated Candidate Truck Parking Sites

Site ID	Rough acreage	Description	Ownership	Site Land Use	Adjacent Land Use	Access	Operational Coordination
<b>Primary and Secondary Sites</b>							
1a	30	Opa Locka Airport - south (east)	Public	Vacant	Compatible	Good	None
1b	30	Opa Locka Airport - south (west)	Public	Vacant	Compatible	Good	None
2	40	City of Miami Gardens	Public	Proposed event site	Mixed (residential)	Moderate	None
3a	10	Golden Glades west	Public	Compatible	Compatible	Good	None
3b	10	Golden Glades interior	Public (ultimately)	Compatible	Compatible	Moderate	None
4a	160	Drivers Club	Public	Mixed (driver's club)	Compatible	Moderate	Driver's Club
4b	50	TIITF/HRS	Public	Compatible	Compatible	Moderate	Industry
4c	270	North Dade Landfill	Public	Mixed (landfill)	Compatible	Good	Landfill
5a	35	Radio tower site - east	Private	Compatible	Compatible	Good	Broadcasting
5b	20	Radio tower site - west	Private	Compatible	Mixed (residential)	Moderate	Broadcasting
5c	35	Radio tower site - south	Private	Mixed (dog park)	Mixed (residential)	Moderate	Broadcasting
5d	20	Radio tower site - north	Private	Compatible	Mixed (residential)	Good	Broadcasting
6	300	Nike Missile Site	Public (Federal)	Compatible	Compatible	Moderate	None
7	20	Opa Locka Airport - northeast	Public	Mixed (airport RPZ)	Compatible	Good	Airport airside
<b>Adaptive Use Sites (part time use only)</b>							
8	N/A	Hard Rock Stadium parking	Private	Mixed (parking)	Compatible	Excellent	Stadium
9	N/A	Calder Racetrack parking	Private	Mixed (parking)	Compatible	Good	Racetrack

Figure 6: Locations of Highly Rated Candidate Truck Parking Sites

## QUALITATIVE ASSESSMENT

**Figure 6** provides a summary of the strengths of the candidate sites. Only sites 1a and 1b scored highly across all the key discriminating criteria. **Appendix B** provides detailed information on parcel-level information including acreage, zoning, and current uses for all sites shown in **Figure 5** and **Figure 6**.

**Figure 6** organizes the sites into logical geographic groupings and uses color coding to highlight areas of greatest compatibility between site considerations and truck parking applicability. Additional considerations are summarized below, starting with sites that have the greatest potential to serve as publicly owned, full-service truck parking sites and moving towards those sites that would involve adaptive co-use or re-use of a variety of public and/or privately-owned sites. **Appendix B** provides additional detail on each site.

- Sites 1a and 1b are on the south-side of the Opa-Locka Airport; owned by the Miami-Dade County Aviation Department but outside the airport security perimeter. These sites are the best candidates for full service, publicly owned and operated truck parking.
- Site 2 is owned by the City of Miami Gardens directly north of the City's police department. The primary limitation to this site is that, despite public ownership, it is anticipated to be developed as a special event site.
- Sites 3a and 3b are associated with the Golden Glades interchange; Site 3a has been acquired by FDOT as construction staging for interchange improvements and Site 3b is interior to the interchange.
- Sites 4a through 4c are in the vicinity of the North Dade Landfill. These three (3) sites are currently publicly owned and highly compatible with truck parking, yet coordination would be required to retrofit for truck parking use with other active or contemplated on-site activities.
- Sites 5a through 5d are four (4) independent but contiguous radio broadcast tower sites in the northeastern portion of Miami Gardens. These sites are privately owned and with slightly poorer access than the prior sites yet would appear suitable for adaptive reuse for truck parking.
- Site 6 is the Nike Missile Site northwest of Miami Gardens and is highly suited for truck parking from a general compatibility perspective, although the federal property ownership (and potential historical significance of the site's prior use) make the site more institutionally complex than other publicly owned sites.
- Site 7 is another area on the Opa-Locka Airport that is part of the active airside operations, although it appears to have potential for multiple uses depending on airport operations or expansion plans.
- Sites 8 (Hard Rock Stadium) and 9 (Calder Racetrack) are both privately operated special events venues that could be considered for shared use.

### CONCEPTUAL FACILITY LAYOUTS

The project team developed conceptual layouts for the two (2) top-ranked candidate sites, 1a and 1b south of the Opa-Locka Airport. **Figure 7** and **Figure 8** show how the truck parking bays, access and circulation drives, administration and services building, and stormwater facilities might be laid out on sites 1a and 1b to provide up to 230 truck parking spaces at site 1a and up to 164 truck parking spaces on site 1b.

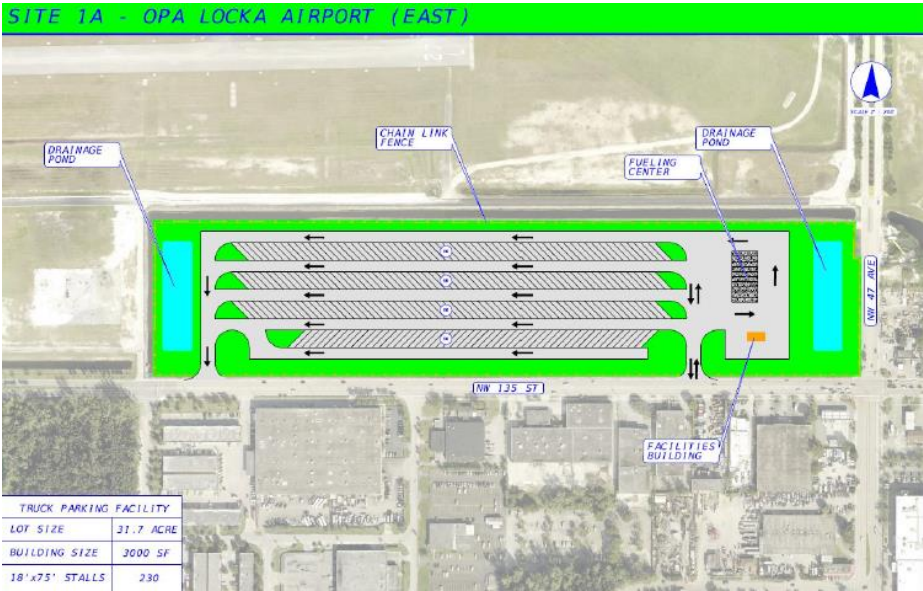


Figure 7: Locations of Highly Rated Candidate Truck Parking Sites

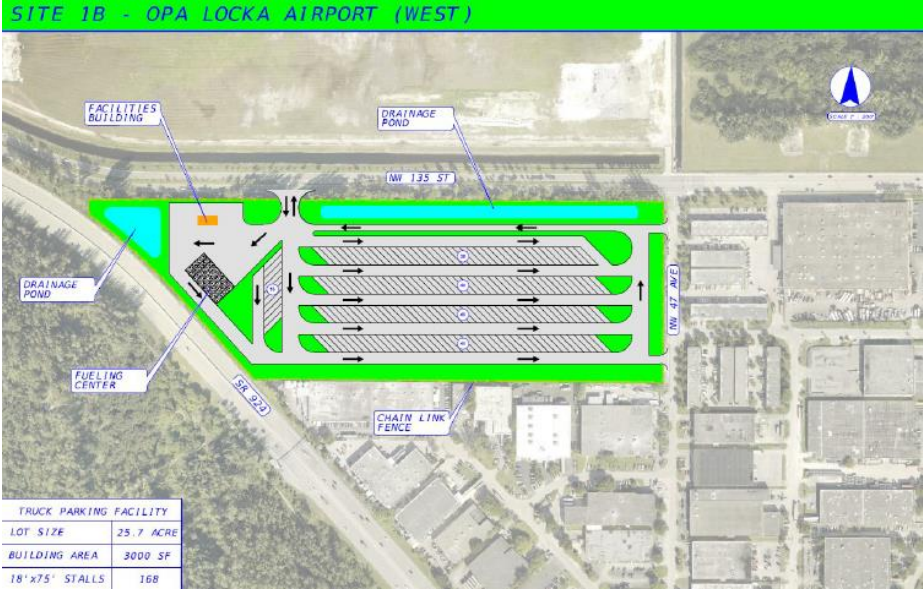


Figure 8: Locations of Highly Rated Candidate Truck Parking Sites



## CAPITAL COST ESTIMATE

A construction cost estimate was developed for both proposed sites 1A and 1B. The construction cost estimate for site 1A is \$13,397,990 and for site 1B \$11,789,757. These cost estimates do not include the cost of land since the proposed sites belong to Miami Dade County Aviation Department. For discussion purpose, the cost of land in the area can be assumed at a price of approximately \$1,000,000 per acre. This assumption would place the value of land for site 1A at \$30 million and at site 1B at \$25 million. As is typical for many urban settings, the value of the land exceeds the capital cost of the proposed improvements. The challenge with identifying sites for development for truck parking is that desirable locations are typically within the urban core. Additional details are included in **Appendix B**.

## SITE ACCESS

Sites 1A and 1B are located in areas that are generally favorable to heavy vehicle access based on the existing conditions analysis performed for the Miami Gardens Freight Mobility Improvement Plan, although that assessment has identified some localized congestion, or “hot spot”, locations that warrant potential improvements to improve traffic flow in general and such improvements would benefit truck access to and from Sites 1A and 1B.

The study team evaluated the likely truck access routes that would provide connectivity between Sites 1A and 1B and the region’s limited access roadway network. Sites 1A and 1B are both essentially adjacent to the Gratigny Parkway (SR 924) an east-west toll road providing access to the Palmetto Expressway (SR 826) and I-75 a mile to the west. The Palmetto Expressway also provides access to and from I-95 at the Golden Glades interchange via the north-south arterial roadways on either side of the Opa-Locka Airport.

From the perspective of community compatibility, the key access roadways, like the parking sites themselves, are well-situated to accommodate truck traffic. Nearby land uses are generally industrial in nature with limited noise-sensitive land uses.

**Table 3** describes the current operating characteristics of the arterial roadways connecting Sites 1A and 1B to the Gratigny Parkway and the Palmetto Expressway. Each of these roadway segments is four (4) to six (6) lanes, currently carrying a fair amount of truck traffic, and operating at LOS C or better from a segment perspective. The only segment carrying less than 5% trucks is the segment of SR 916/NW 135<sup>th</sup> Street that directly serves Sites 1A and 1B, and this is in part due to the fact that there are few other active land uses along this segment of SR 916/NW 135<sup>th</sup> Street.

Table 3: Roadway Characteristics for Access to Sites 1A and 1B

Roadway	Segment	Current AADT	Capacity	T-Factor	Posted Speed Limit	Level of Service
SR 916/ NW 135 <sup>th</sup> St.	From SR 823/NW 57 <sup>th</sup> Ave. to SR 953/NW 42 <sup>nd</sup> Ave.	26,500	39,800	8.7%	40	C or better
SR 916/ NW 135 <sup>th</sup> St.	From SR 953/NW 42 <sup>nd</sup> Ave. to NW 42 <sup>nd</sup> Avenue / NW 37 <sup>th</sup> Ave. Connector	21,000	39,800	4.7%	40	C or better
SR 823/ NW 57 <sup>th</sup> Ave.	From SR 826/Palmetto Expy. To SR 924/Gratigny Expy.	40,500	59,900	9.0%	45	C or better
NW 37 <sup>th</sup> Ave.	From SR 826/Palmetto Expy. To SR 916/NW 135 <sup>th</sup> St.	30,000	39,800	7.8%	40	C or better
NW 42 <sup>nd</sup> Ave. / NW 37 <sup>th</sup> Ave. Connector	From SR 916/NW 135 <sup>th</sup> St. to SR 953/NW 42 <sup>nd</sup> Ave.	30,000	39,800	7.1%	40	C or better

A review of truck parking facilities both within Florida and from other state DOTs suggests that for facilities serving a long-term parking need, the peak hour truck volumes (both entering and exiting) is approximately the same as the amount of filled truck parking spaces at peak occupancy (although peak volumes tend to occur generally during commuter peak periods and peak occupancy occurs during overnight hours). From a segment perspective, the arterial street system has available capacity to accommodate the ~150-200 peak hour trucks that would use either Site 1A or 1B.

The existing conditions analysis noted that there are some operational concerns at the SR 823/NW 57<sup>th</sup> Avenue junctions with both the SR 826/Palmetto Expressway and SR 924/Gratigny Parkway regardless of the status of the truck parking facility and these hot spots will be further examined in the future conditions phase of the study.



## CONSIDERATIONS

Three (3) considerations affected the review of truck parking supply in this analysis. Industry trends suggest the needs associated with truck parking are continually evolving due to both technological and societal trends. Literature scans indicate that while freight operator demand exists for a wide range of parking facility amenities there is parking demand for a wide range of facility types. Opportunities exist for a wide range of public-private partnerships in developing and operating truck parking. Each of these considerations suggests that FDOT should continue to pursue a wide range of truck parking implementation strategies with a focus on relatively low-cost, high return capital opportunities in the near term and a view towards accommodating shifting demands through increased emphasis on management and operations strategies.

## INDUSTRY TRENDS

Both societal and technological trends will shift the amount, type, and location of truck parking over time. The current need for truck parking is generated both by increased demand for goods movement in a strong economy and a current focus on roadway safety through regulations emanating from Jason's Law and similar initiatives. These initiatives are furthered through connected vehicle technologies, such as the automated tracking of vehicles, operators, and packaged goods that both help improve just-in-time deliveries and manage acceptable parameters for truck driver periods of performance and rest.

The development of autonomous vehicle technology is expected to be a game-changer for the entire transportation industry, including goods movement. The visions for fully autonomous vehicles (such as complete market penetration of level 5 vehicles) would mean that the driver log element of the need for truck parking would be removed entirely and concerns regarding other safety elements (such as some routine vehicle maintenance/service on highway shoulders rather than in separate service areas) could be significantly reduced. In a full level 5 environment, there may be no need for any truck parking in the sense that we understand it today.

However, the timeframe for full level 5 implementation is uncertain, and there will likely be many interim phases along the way as agents in the private market, including manufacturers, shippers, and vehicle operators react to incremental changes in both societal and technological evolutionary curves, as well as related public sector policies and programs such as value pricing strategies and more active management of streets and curb spaces.

The private sector market will be nimble in responding to change to maximize efficiency as it relates to their bottom line. The public sector needs to also be nimble in seeking solutions for today's challenges that have the highest level of transferability to meet tomorrow's challenges as well. In general, such solutions are those that leverage prior capital facilities investment.

## LEVEL OF AMENITIES

Goods movement operators have varying needs and interests in truck parking amenities, including basic safety and security (ranging from physical separation to fences and cameras), basic services such as food and fuel (whether diesel, electric, or other) to higher levels of amenities for quality of life such as showers. This range in needs will likely be retained for the foreseeable future; the demand for high levels of amenities will attract some operators to literally go the extra mile (as well as the figuratively equivalent of paying higher dollar) for high quality amenities while other operators (or often same operators with different demands on a particular day) will still seek no-amenity or ad-hoc parking opportunities.

## PUBLIC/PRIVATE PARTNERSHIPS

The provision of truck parking facilities and services is already being addressed jointly by the private sector in addition to the public sector (as an example, TravelCenters of America has been in operation since 1972). Shared parking is an emerging strategy for addressing land scarcity for auto parking by maximizing the utilization of parking real estate, whether it's through formal shared parking agreements for new urban developments or the establishment of sanctioned commuter park and ride lots on private parking areas designed for different parking peaking characteristics such as houses of worship. Such shared parking arrangements involve the resolution of institutional and legal liabilities for both public and private sector partners but can ultimately improve the delivery of services to the customer.

## CONCLUSION

Truck parking demand is continually increasing throughout District 6, influenced by trends towards increasing population growth, increased goods movement demand per capita, and greater management of goods movement operating and delivery schedules, including constraints on both loading zone capacity and driver operating schedules. Truck parking shortages affect both operator quality of life and goods movement costs for operators who adjust delivery paths to find out-of-the-way sanctioned parking spaces. An even greater concern is highway safety for all users based on goods movement operators who park on highway shoulders in lieu of diverting to available sanctioned parking areas.

At the same time, District 6 is challenged to find sufficient property to accommodate truck parking demand with publicly owned and operated full-service parking facilities. Most candidate properties that could accommodate truck parking are also attractive for other investments that would generally be considered a higher and better use of the land.

This analysis identified a dozen candidate sites within, or in the general vicinity of, the City of Miami Gardens. These sites passed a general screening process for property size, location, and neighborhood compatibility. The assessment of individual sites confirms the tradeoffs described above; the best candidate properties are generally attractive for a variety of uses whether public or private. The disposition of County land supporting charitable facilities to a driver's club examined as Site 4a provides an example of the fungibility of property ownership; any of the sites identified in this report as publicly owned could theoretically be leased or sold for private development unrelated to truck parking.

Given the review of candidate sites and considerations described in this document, the development of truck parking in the Miami Gardens vicinity should include three (3) concurrent initiatives:

- Identification and implementation of candidate sites for publicly owned and operated truck parking facilities, such as Sites 1a and 1b at the Opa-Locka Airport described in this report
- Continued evaluation of shared parking opportunities with other public or private partners, such as the concepts for adaptive use at the Hard Rock Stadium and Calder Racetrack and possible shared use facilities at the North Dade Landfill or Drivers Club sites.
- Consideration of innovative designs for "infill" truck parking sites that could include dispersed smaller sites that would mirror the no-frills approach to operators stopping on roadway shoulders but with some additional physical separation and signing/markings to improve safety.

Each of these initiatives would logically be paired with the screening process for any public land disposition; FDOT could include truck parking suitability (whether within the full service parking lot, adaptive or shared parking facility, or infill opportunity options described in the previous bullet list) as part of the review of real property disposition.

In summary, the development of facilities to address truck parking demand in the Miami Gardens vicinity will benefit from multiple approaches that address current needs while addressing anticipated trends. The development of Sites 1a and 1b should be pursued along with opportunities for shared parking at other candidate sites identified in this task report as well as smaller infill sites on other FDOT properties.

# **APPENDIX A**

## **Miami Gardens Truck Parking Task Report**



## APPENDIX A – AREAWIDE ANALYSIS OF TRUCK PARKING SUITABILITY

The following pages present the results of an areawide analysis of truck parking suitability:

- Page 2 identifies evaluation criteria considered
- Page 3 identifies the candidate sites that emerged from the analysis
- Pages 4 through 20 show the suitability of individual evaluation criteria overlaid on parcels throughout the study area
- Page 21 shows the composite map resulting from a blend of evaluation criteria that were judged appropriate based on both pre-analysis assessments as well as the degree to which the analysis outcome met analyst expectations.

# Evaluation Criteria

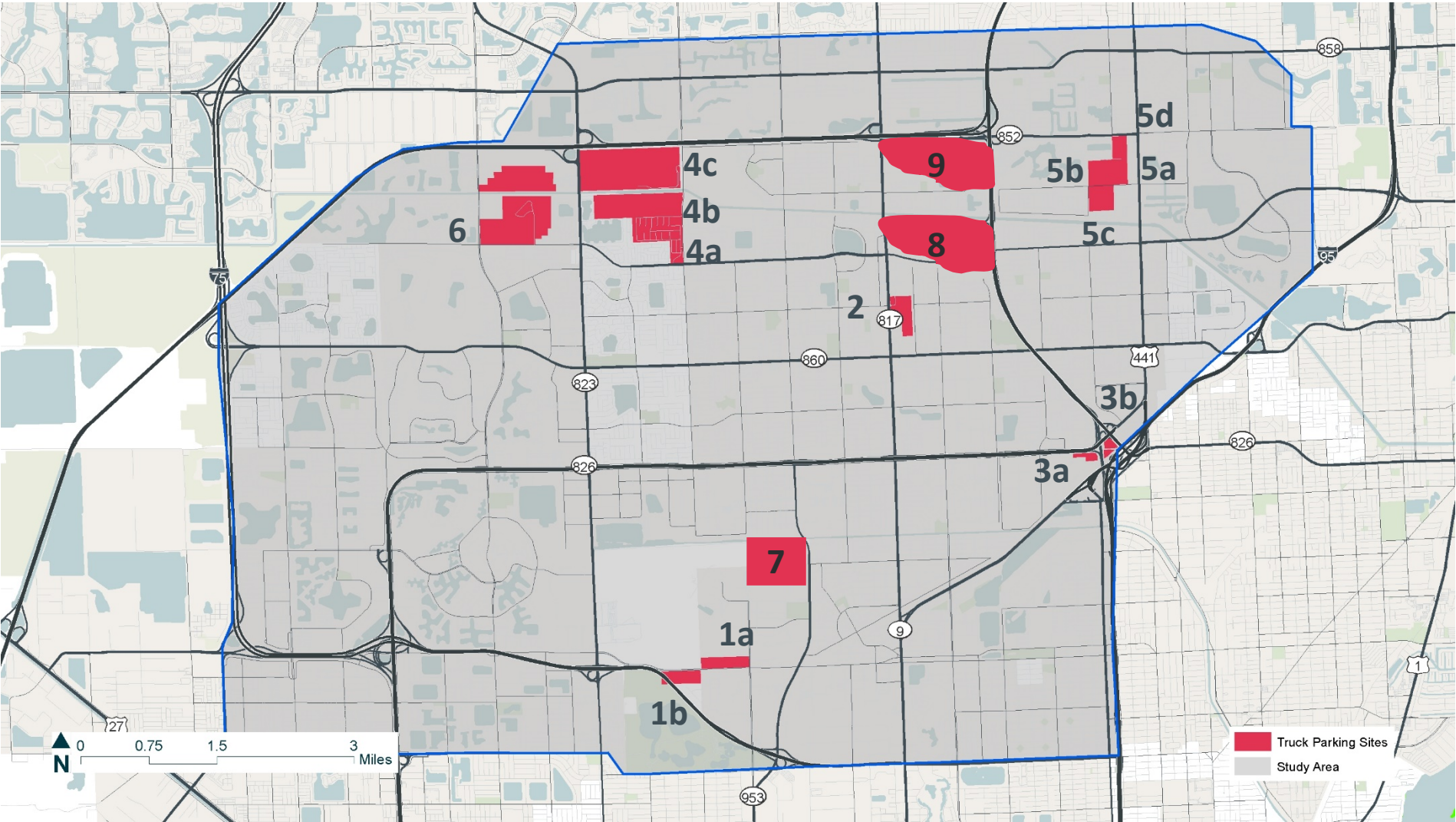
## Tier 1

- Existing land use designation
- Future land use designation
- Site developed (building footprints)
- Land value per useable area
- Improved value per total parcel value (land + improvement)
- Nearest driving distance to SIS facility
- Nearest driving distance to arterial

## Tier 2

- Impacts wetlands
- Located within floodplain
- Located within or nearby a contaminated site
- Located within a protected wildlife area
- Located within a protected habitat area
- Proximity to:
  - Education facility
  - Religious institution
  - Medical facility
  - Emergency response
  - Civic facility or governmental building
  - Cemetery
  - Parks
  - Historical site

# Candidate Sites



Best candidate truck parking sites –

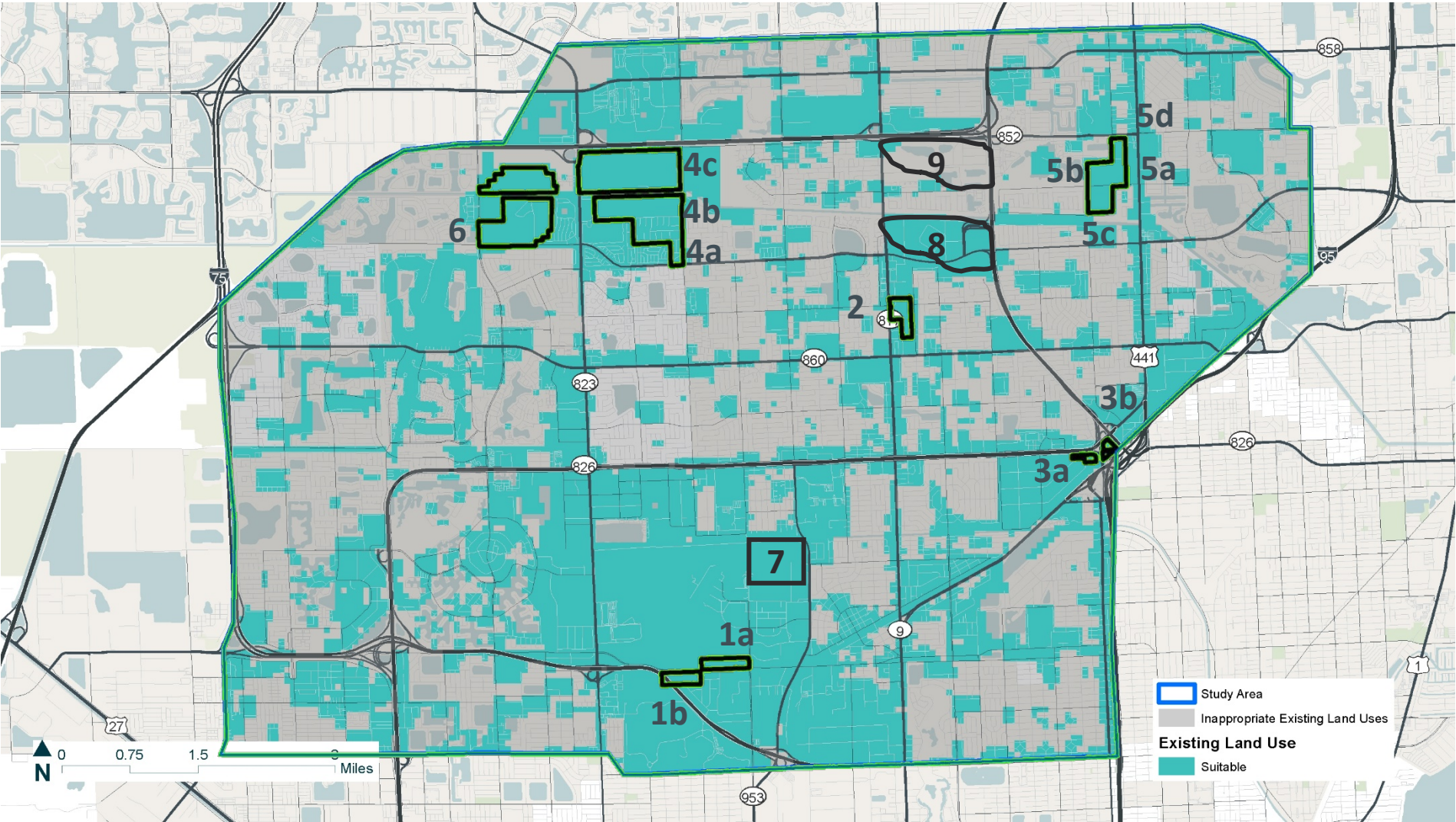
- 1. Opa-Locka Airport
- 2. NW 27 Avenue
- 3. Golden Glades
- 4. North Dade Landfill
- 5. Tower Sites
- 6. Nike Missile Site
- 7. Opa-Locka Airport – northeast
- 8. Hard Rock Stadium
- 9. Calder Racetrack parking

# Overlays

- The following maps show suitable areas flagged for different criteria, with a focus on suitable existing land uses



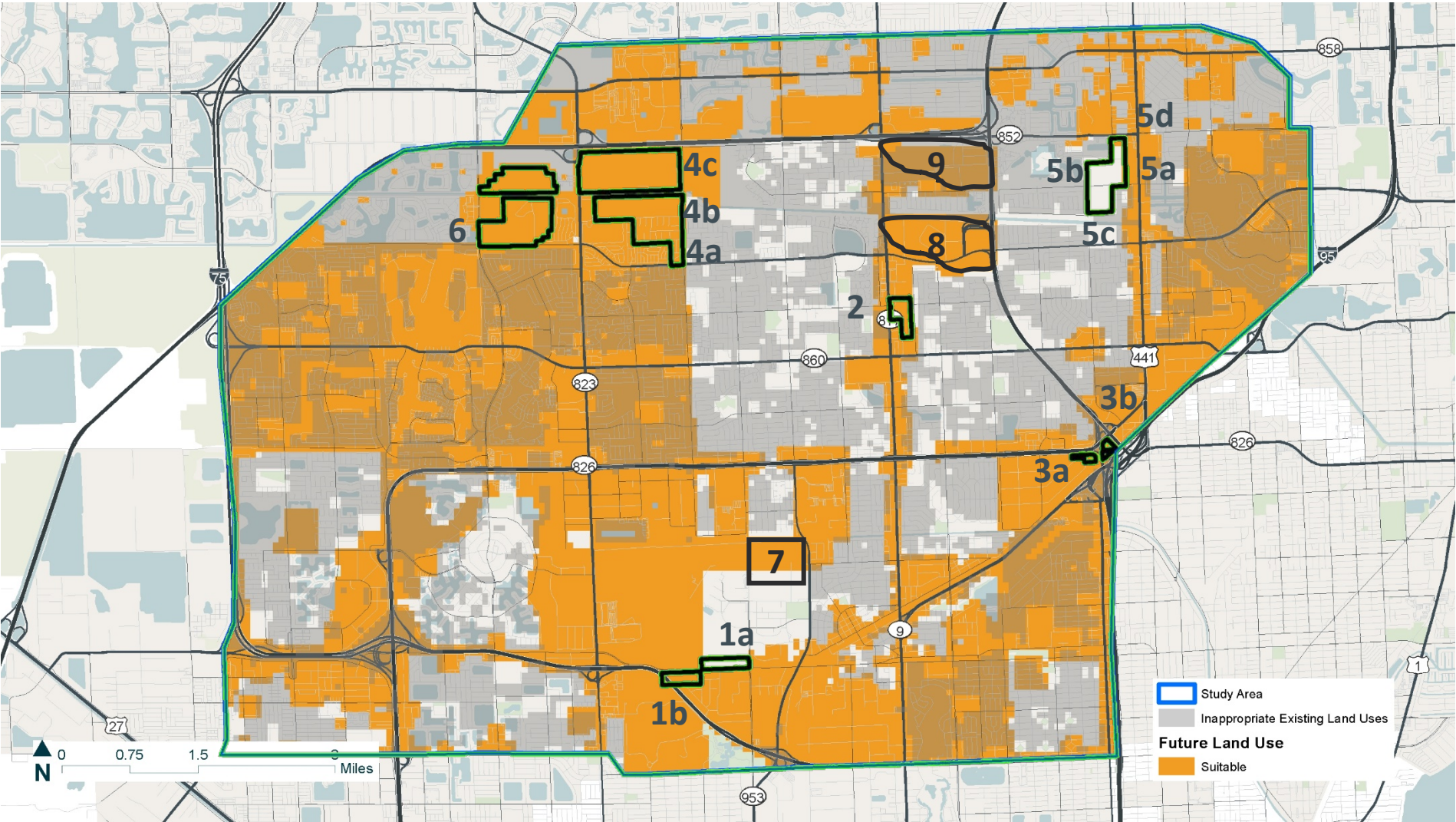
# Existing Land Use



- The study area was sub-divided into evenly distributed 100 foot by 100 foot squares (grid cells)
- This grid will be used similarly to a raster for the overlay analysis
- Existing land use suitability provides a first cut



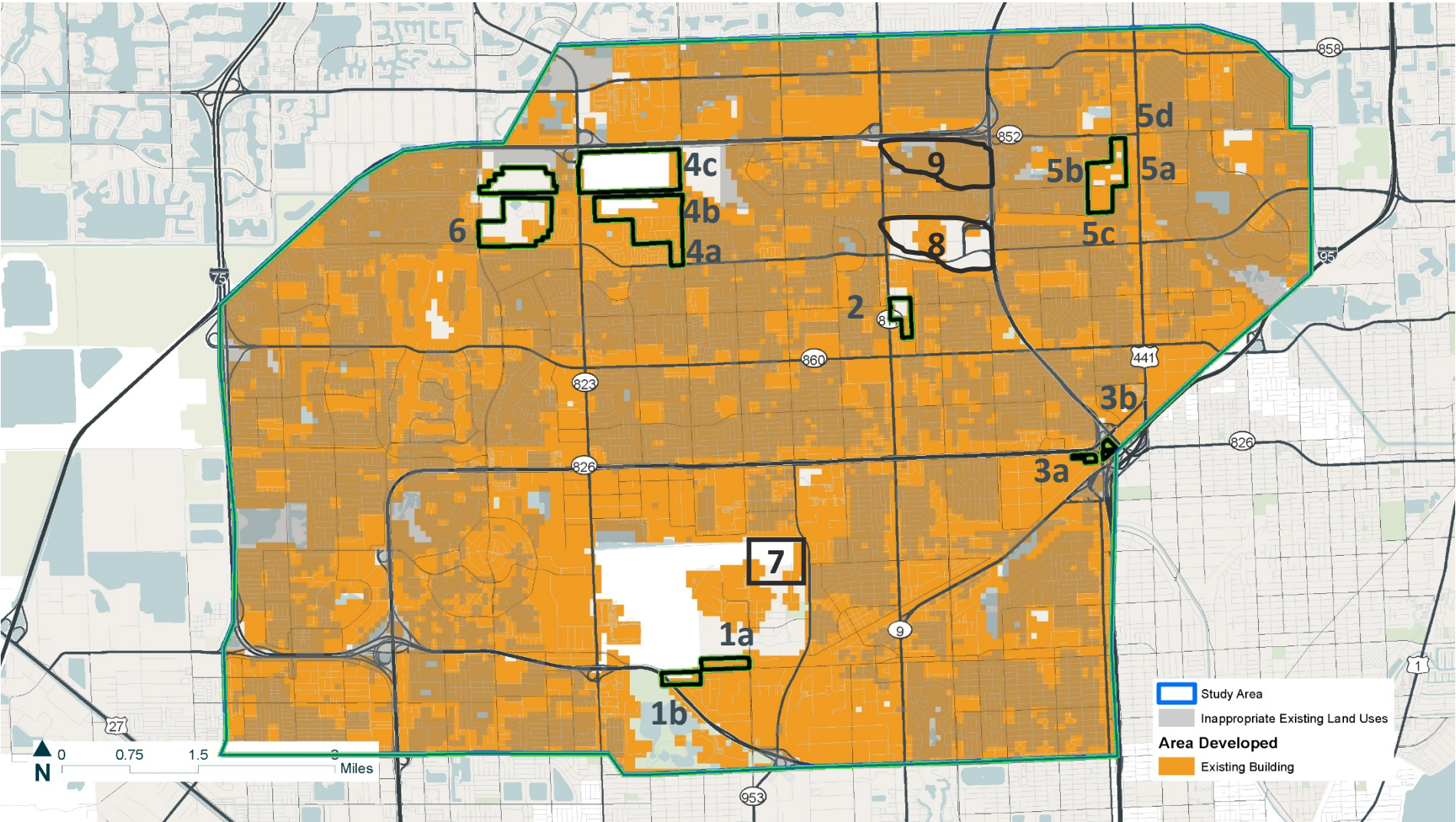
# Future Land Use



- Suitable future land uses include vacant, industrial, office, commercial, and utilities
- Unincorporated County future land use layers were not available through Miami Dade County and so these areas are currently designated as suitable in the northwest corner



# Site Developed

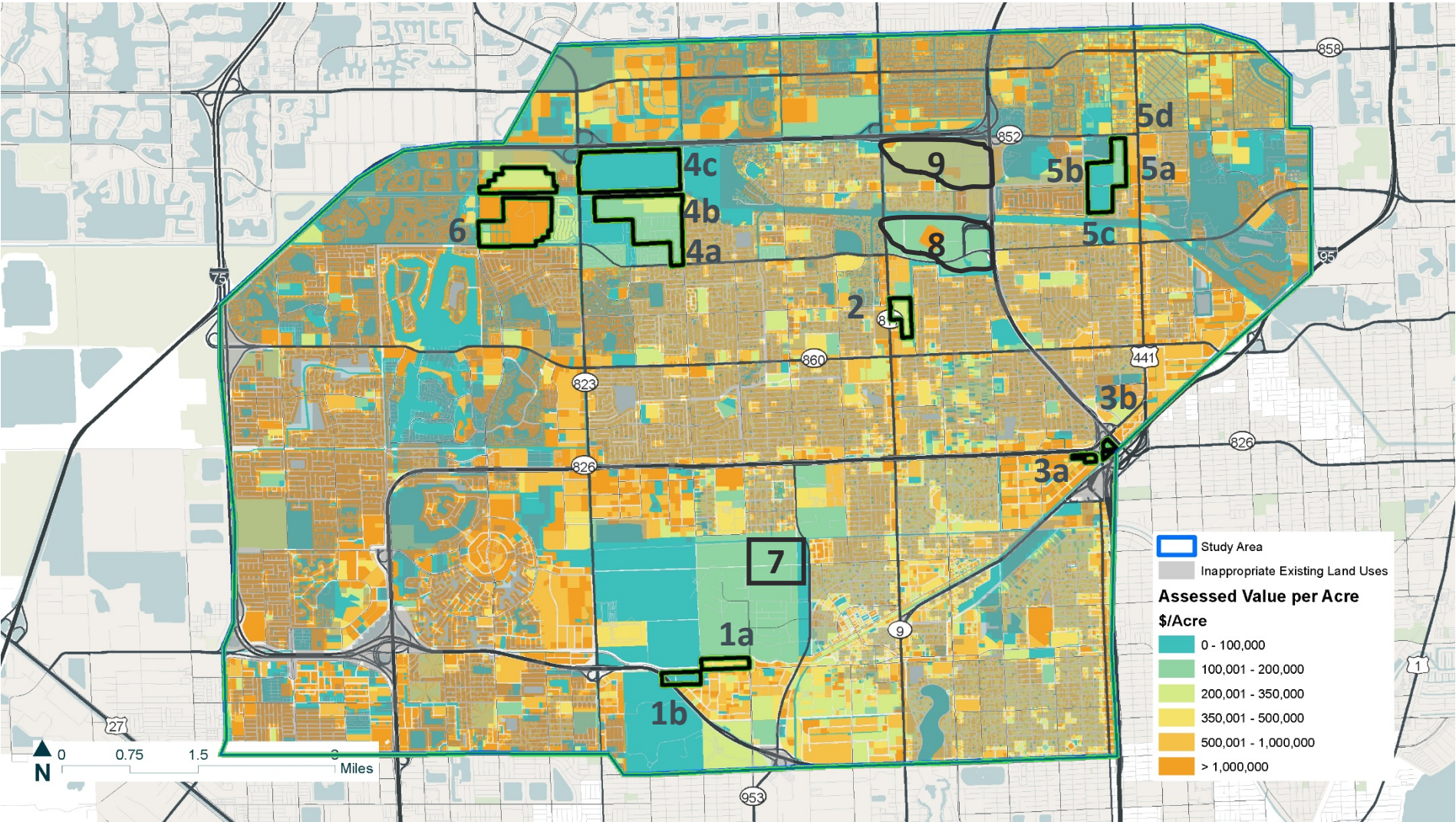


- Flagged where:
  - A building is within 100' in the Large building layer from Miami Dade County
  - Any cell within 200' of a Small building point layer from Miami Dade County
  - Review of parcels with buildings in tax rolls for Broward County

Source: MDC, Florida Department of Revenue



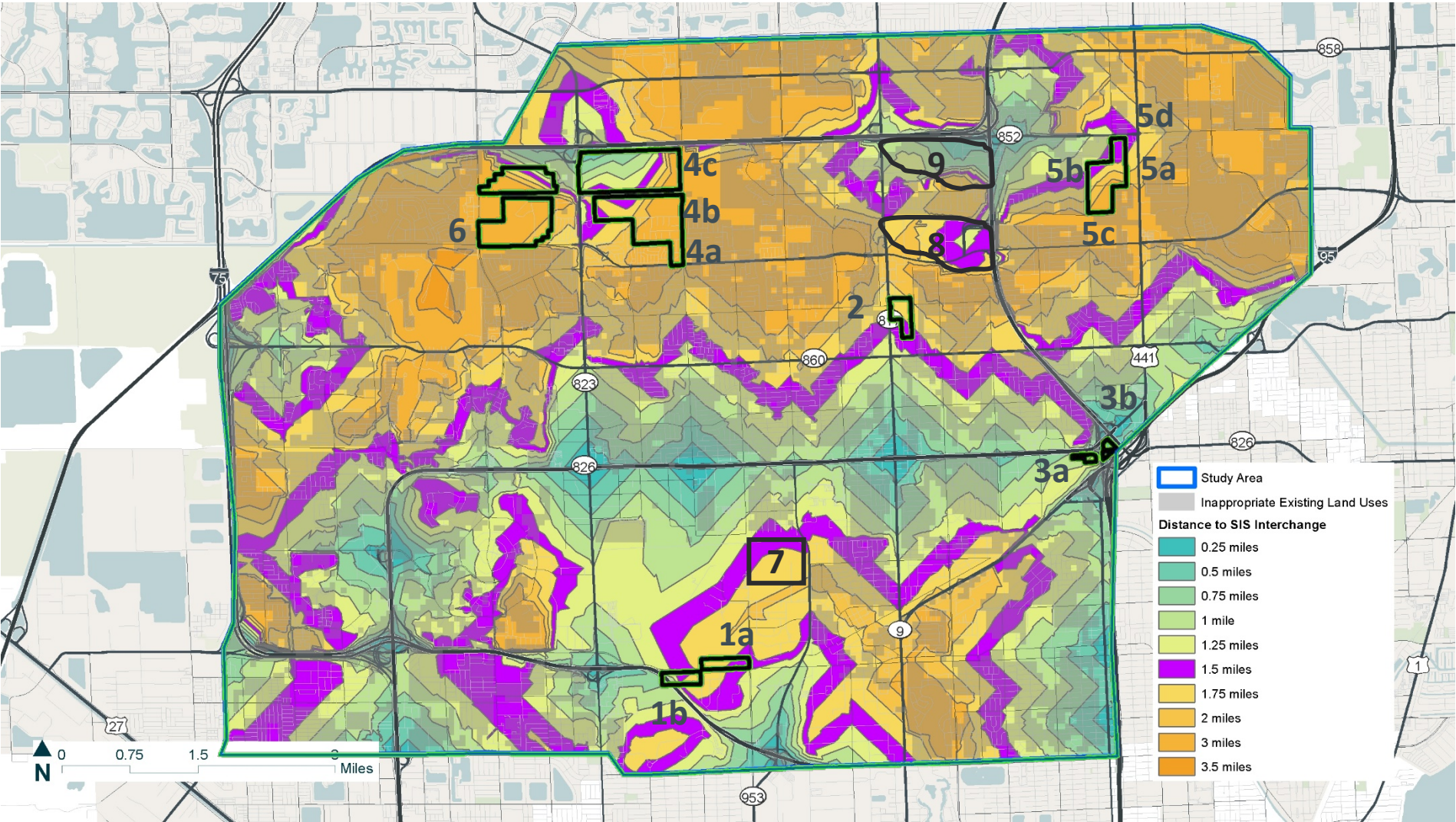
# Land Value Per Useable Area



Source: FL Dept. of Revenue



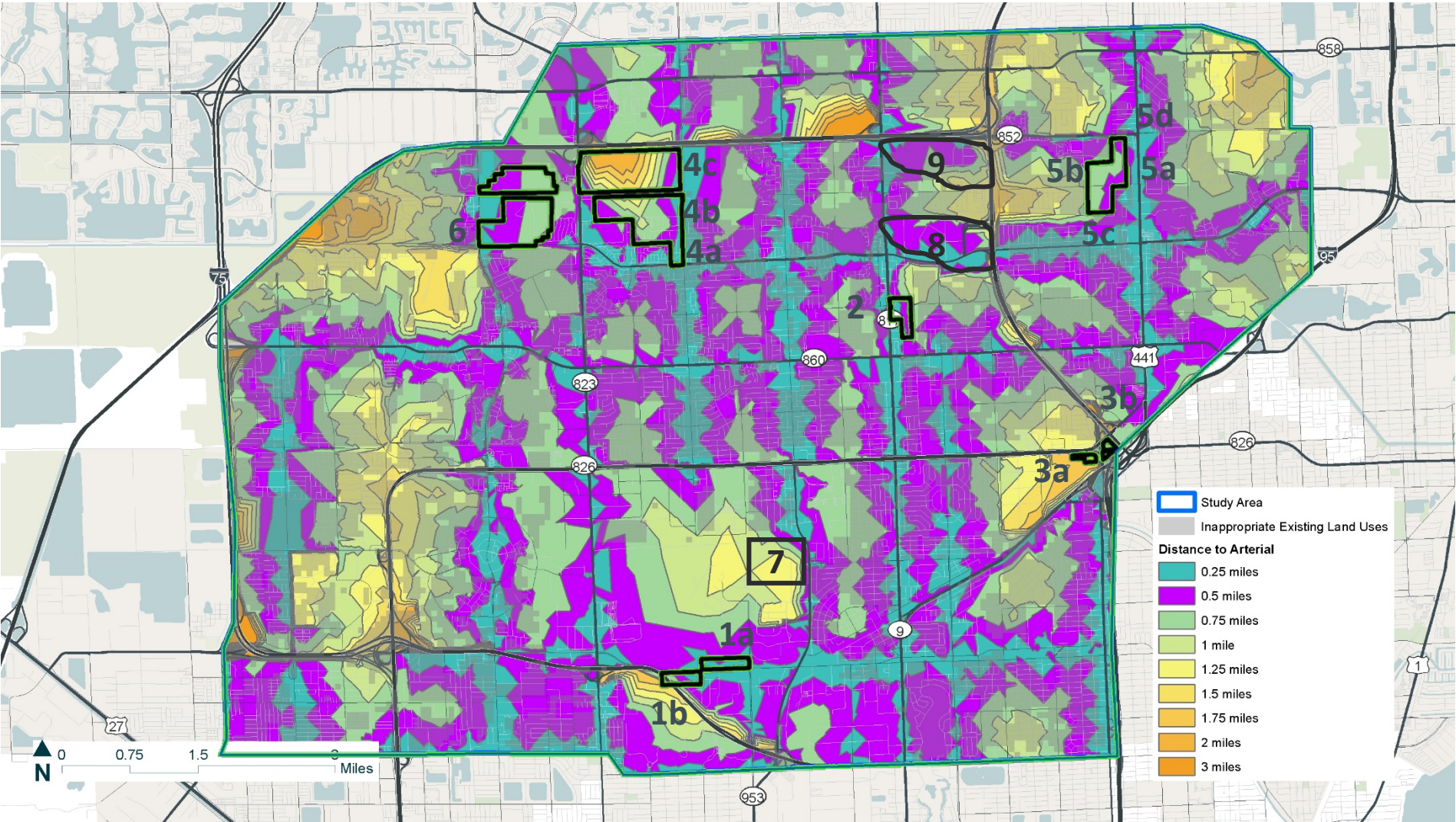
# Distance to Nearest SIS Interchange



Source: FDOT



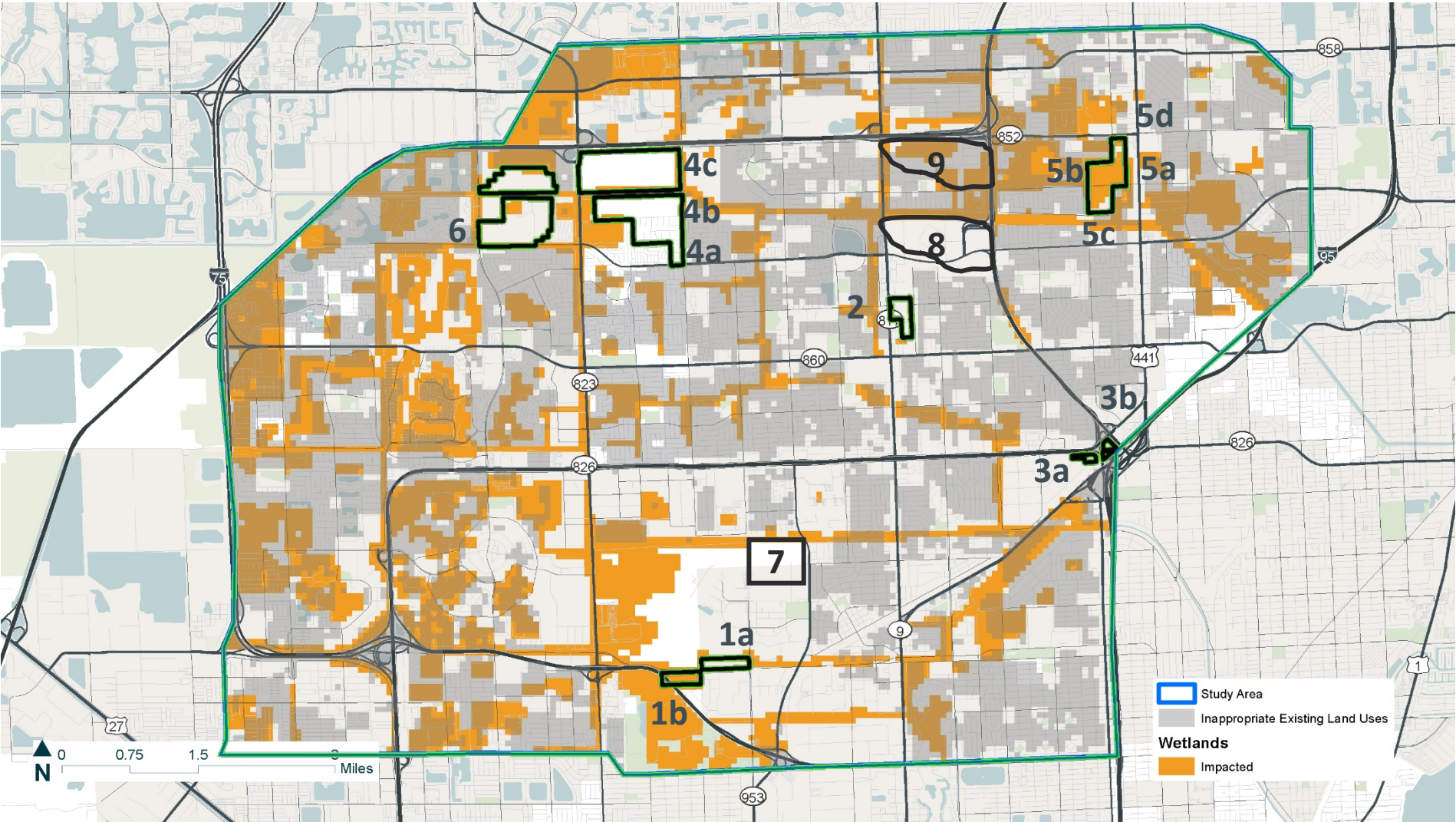
# Distance to Nearest Arterial



Source: FDOT



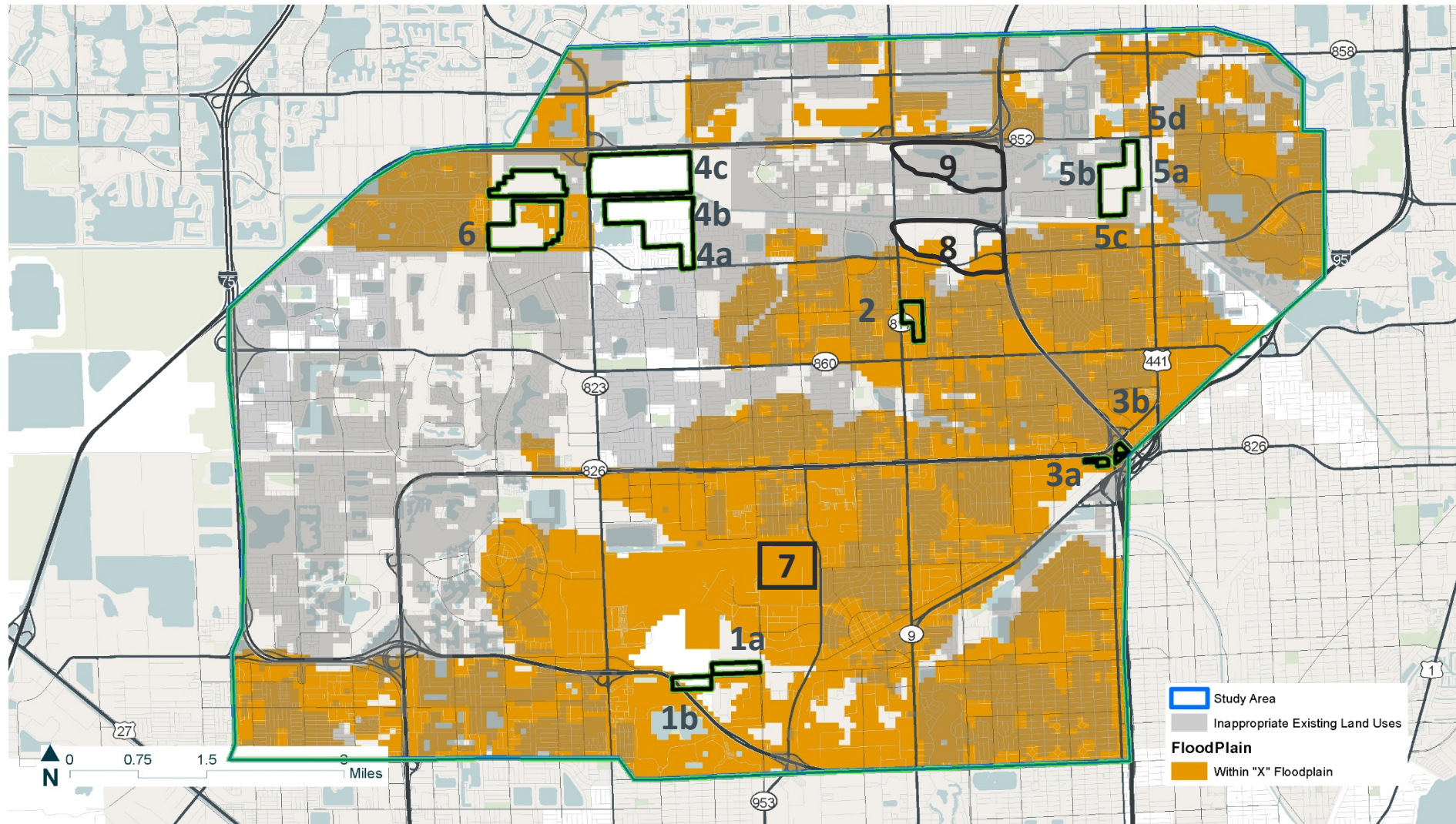
# Impacts Wetlands



Source: U.S. Fish and Wildlife Service



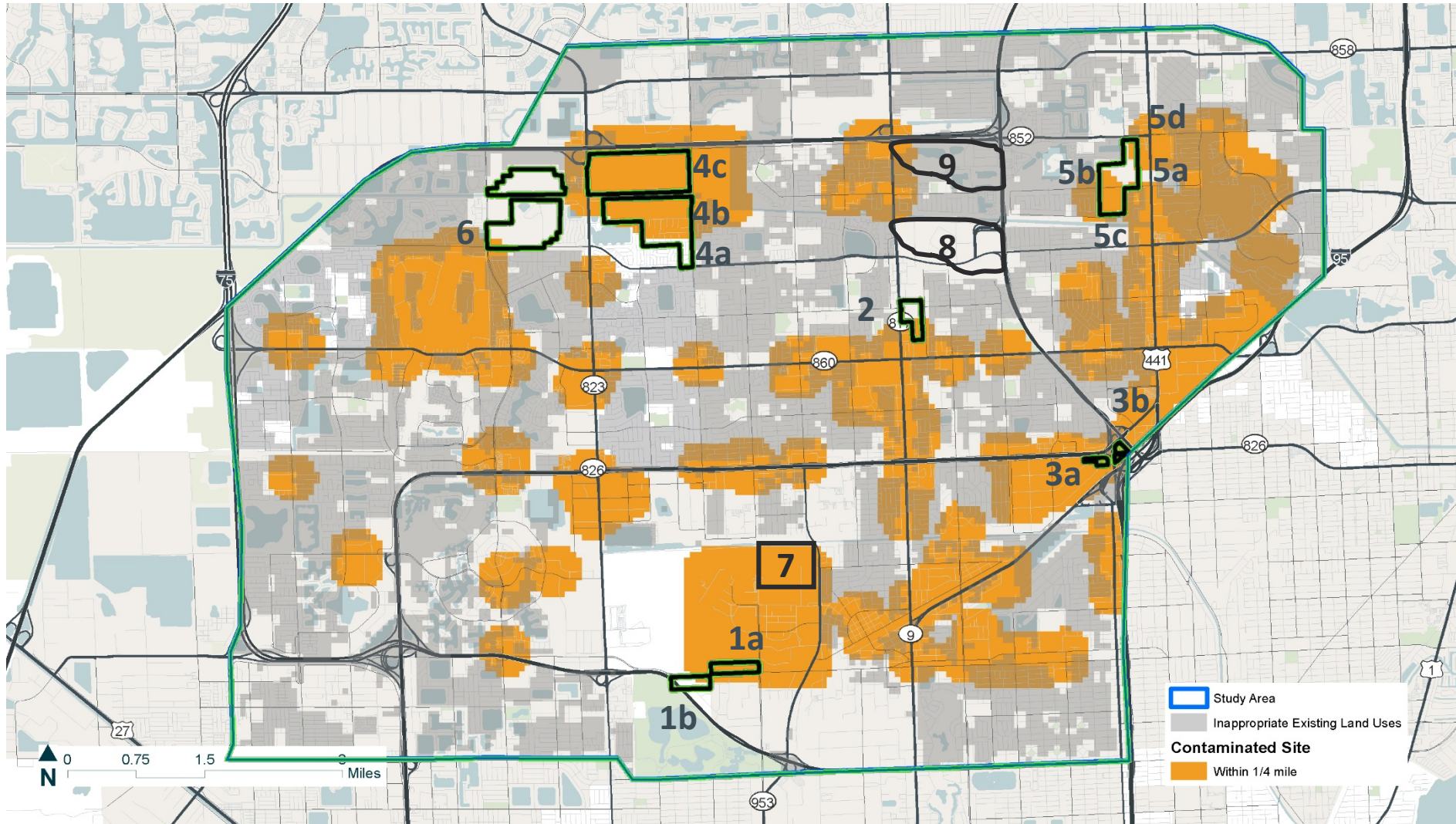
# Located within Floodplain



Source: FEMA



# Located within or nearby a contaminated site



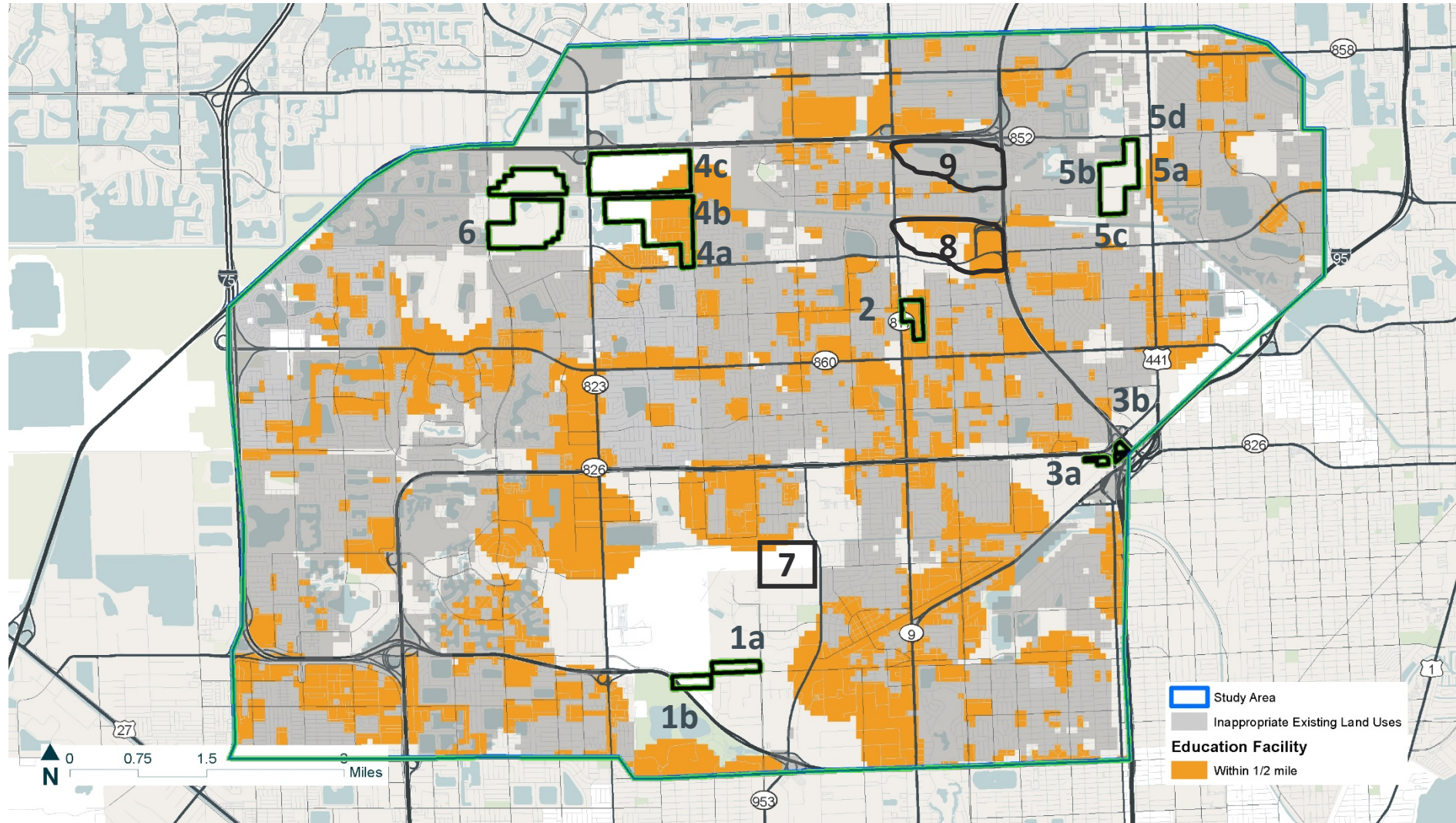
Source: EPA,  
Superfund Sites

# Environmentally Sensitive Lands

- Two layers were reviewed through the Miami Dade County Environmental Considerations Online Map
  - Critical Habitats
  - Environmentally Endangered Lands
- Within the study area, only the Maddens Hammock Environmentally Endangered Lands project is included.
  - This site is within a residential area and is already excluded from the potential sites.



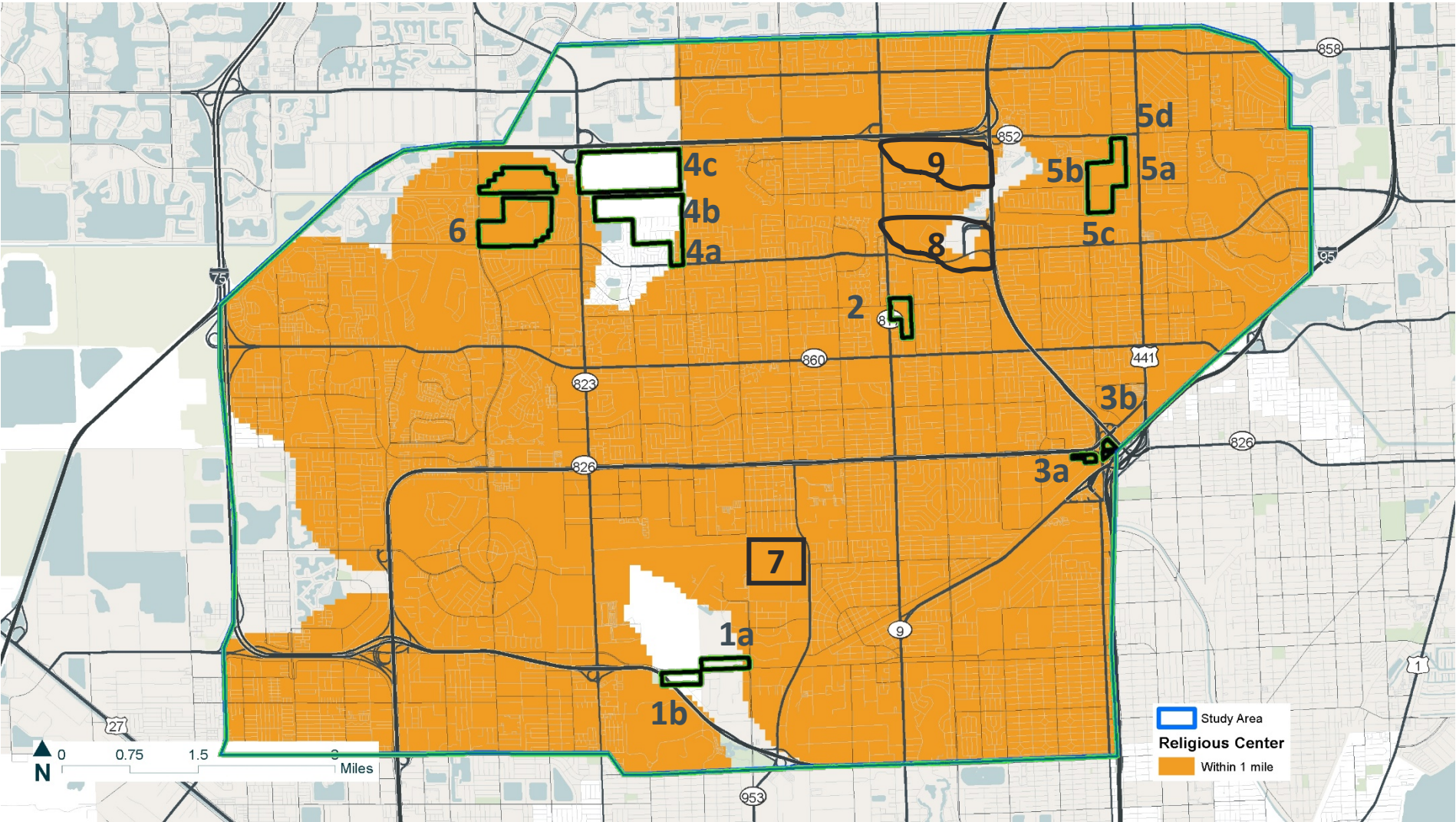
# Proximity to Education Facility



Source: MDC, Google



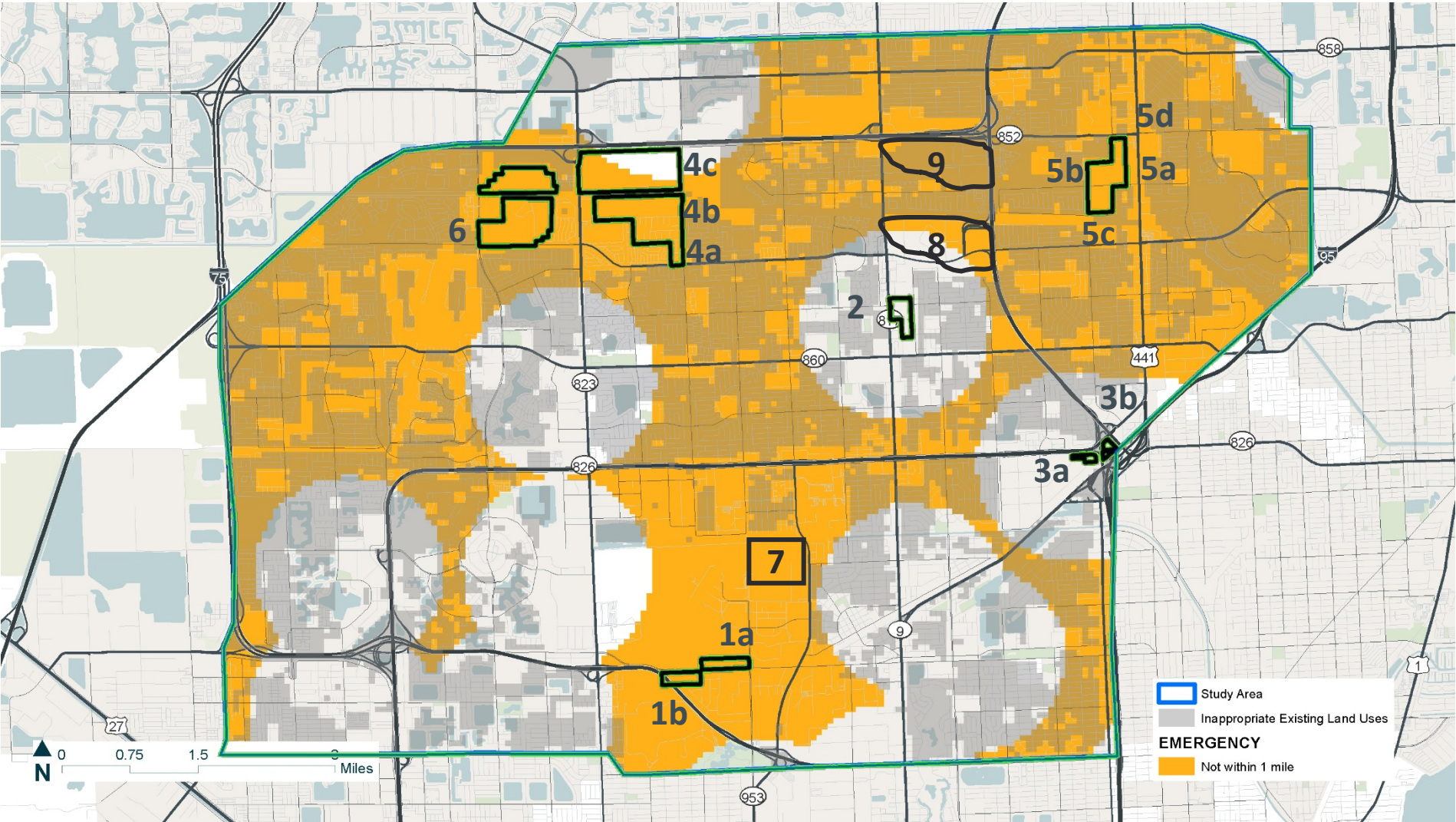
# Proximity to Religious Institution



Source: FL Dept. of Revenue



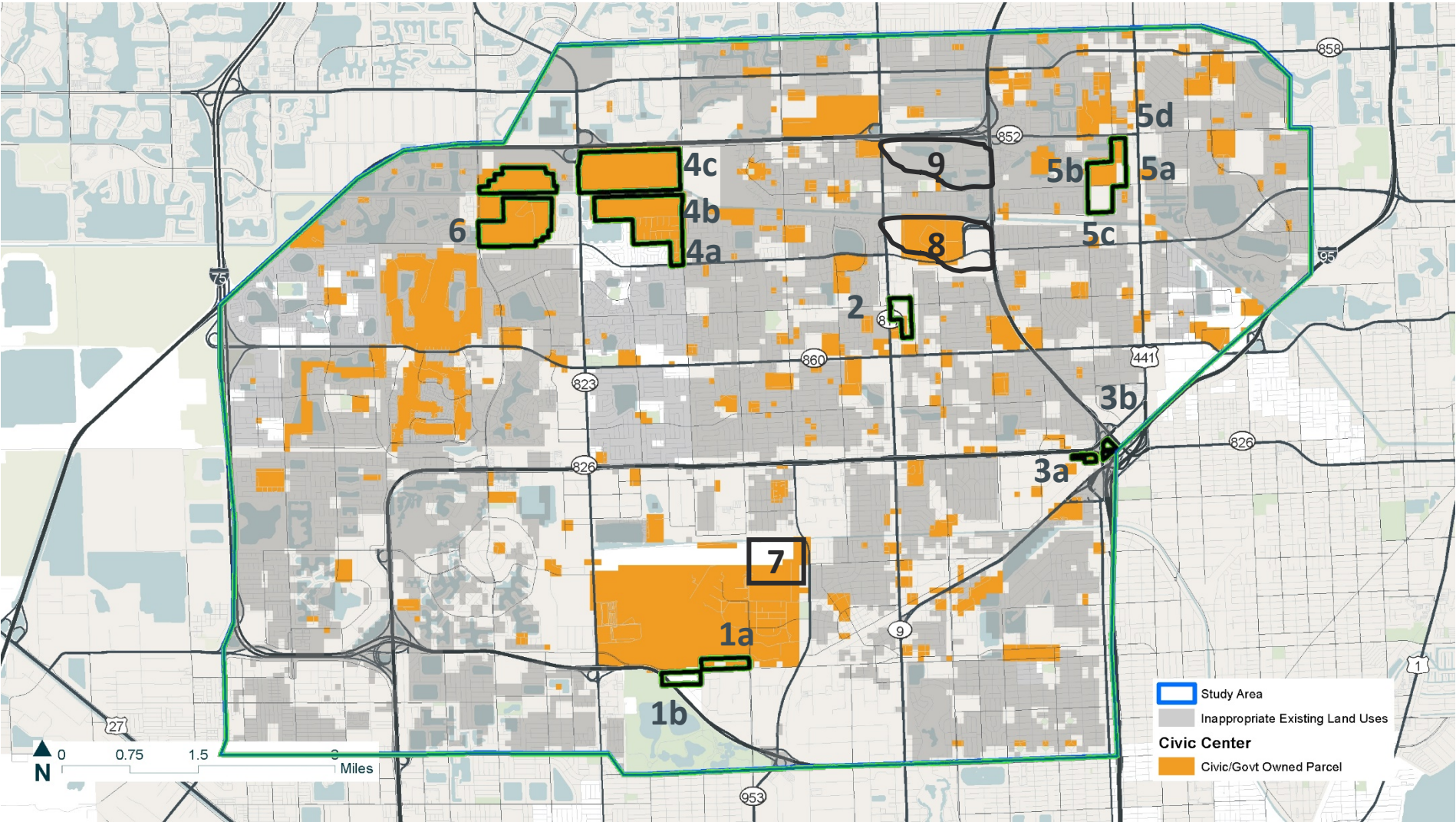
# Proximity to Emergency Response



Source: UF GeoPlan Center



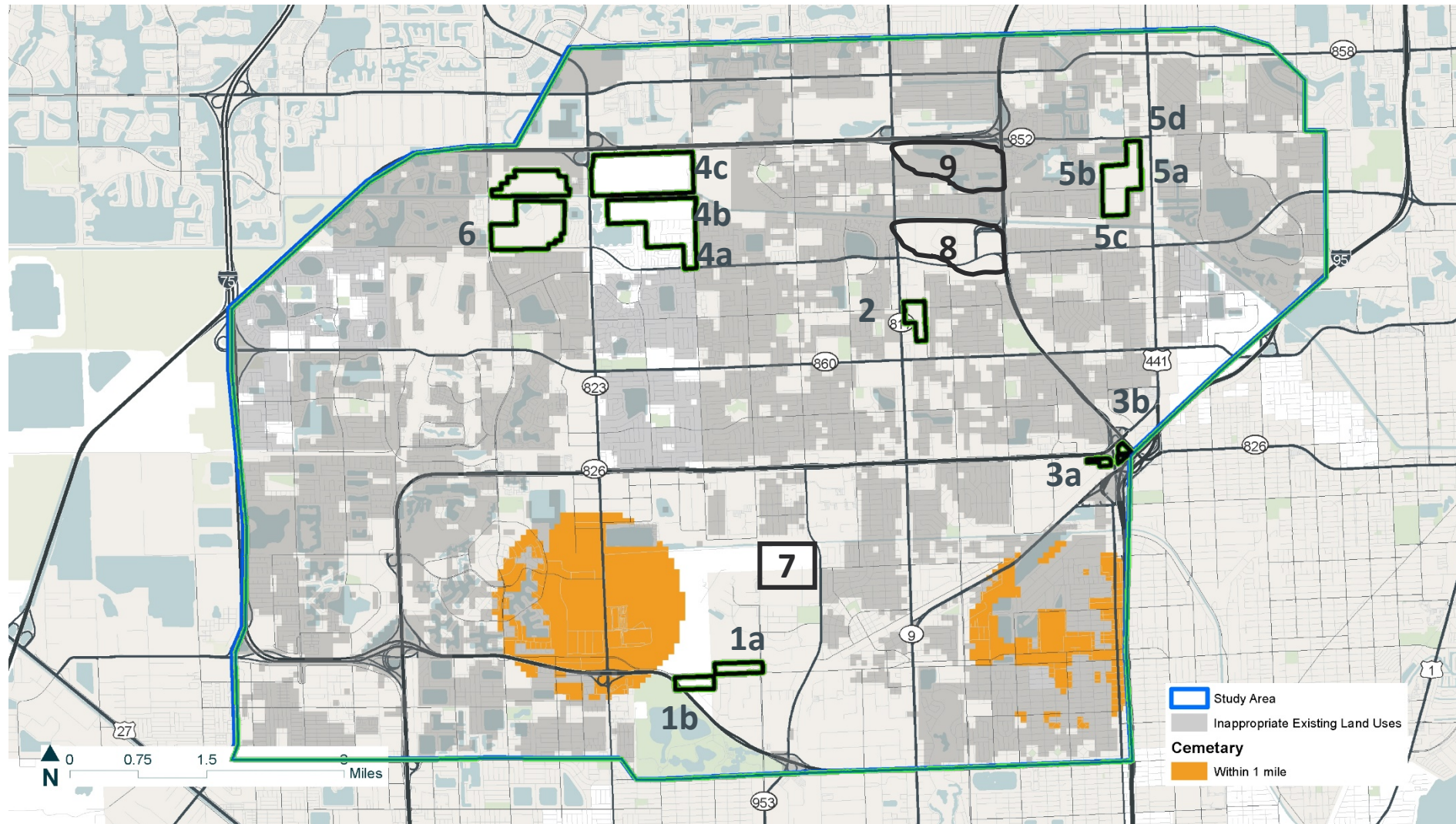
# Civic/Government Owned



Source: FL Dept. of Revenue



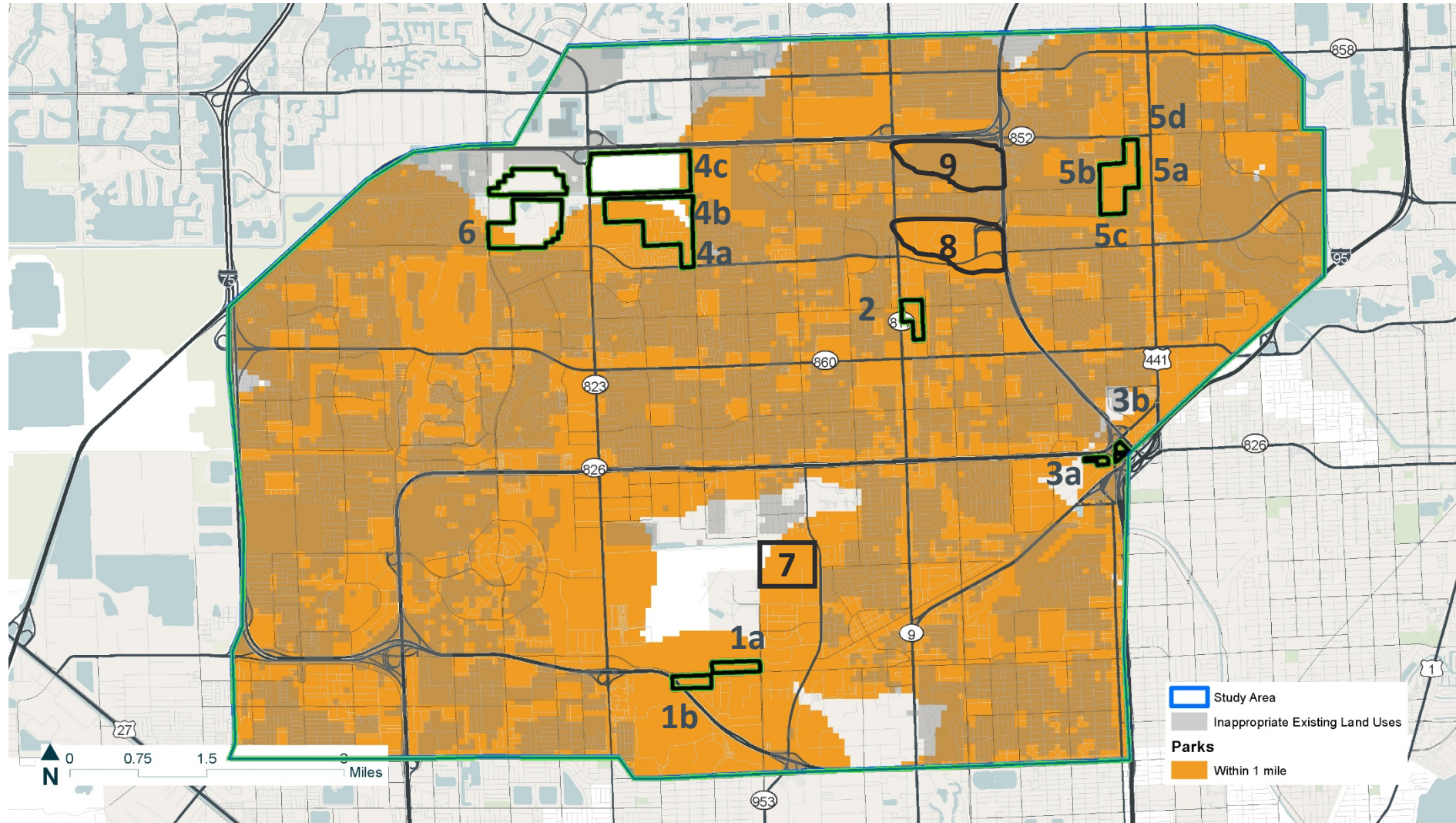
# Proximity to Cemetery



Source: MDC, Google



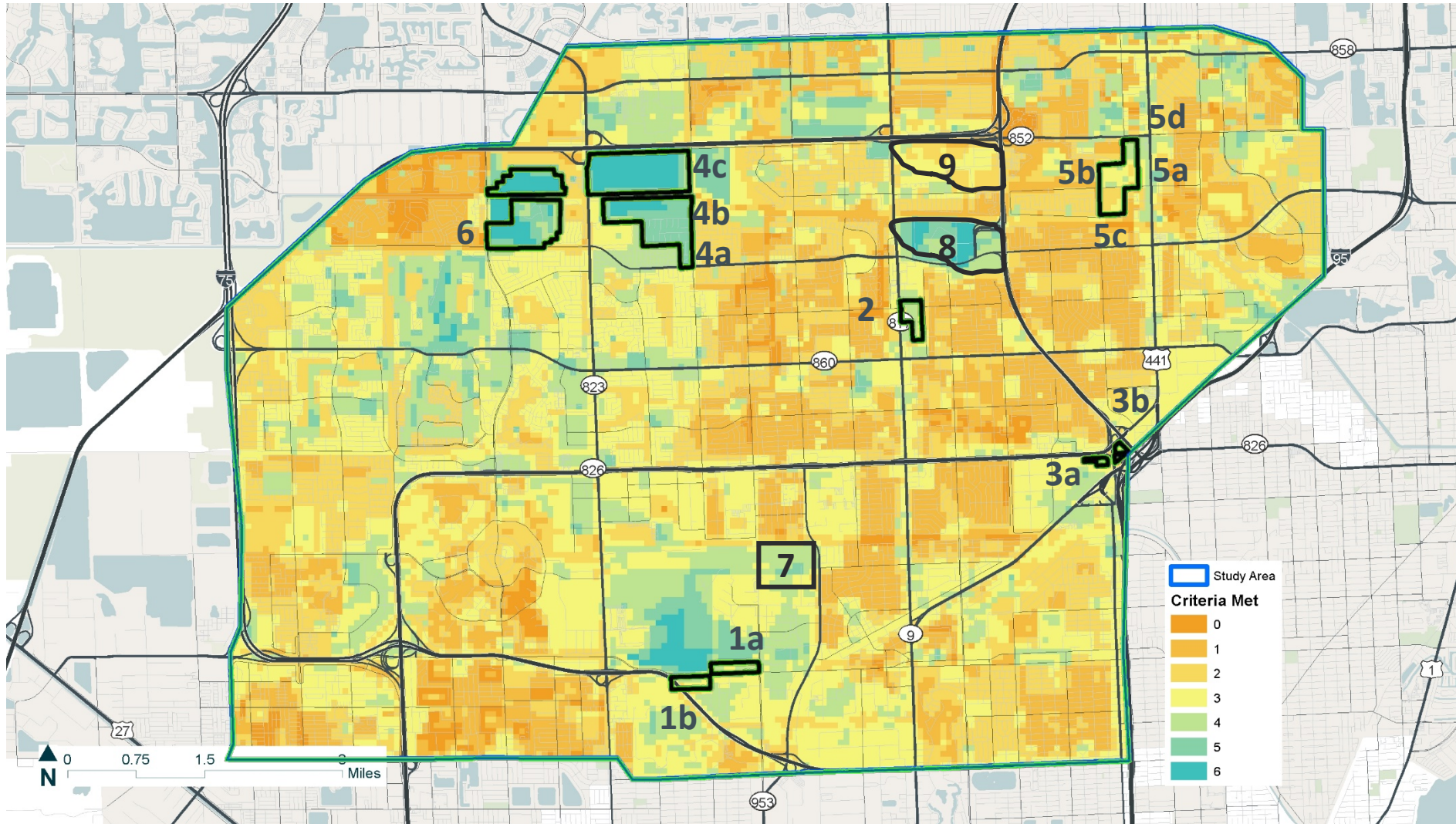
# Proximity to Parks



Source: MDC, Google



# Composite Map



## Composite Criteria (Equally Weighted):

- Appropriate existing land use
- Appropriate future land use
- Not in wetlands
- Not in floodplain
- Civic/Government owned
- No current buildings

All of these sites are within acceptable distances to SIS/Arterials

# **APPENDIX B**

## **Review of Candidate Site Properties**

***MIAMI GARDENS TRUCK PARKING TASK REPORT***

***APPENDIX B***  
***REVIEW OF CANDIDATE SITE PROPERTIES***



Appendix B summarizes the analysis of both quantitative and qualitative elements of candidate truck parking sites at the parcel level, including the following materials:

- The first two pages provide detailed costs estimates for Sites 1A and 1B
- The next five pages provide an executive summary of key considerations for each of the sites analyzed
- The next sixteen pages provide detailed parcel-level views of the sites and their constituent parcels and zoning.
- The final three pages provide a tabulation of parcel-level details for each site.

**CONCEPTUAL DEVELOPMENT OF TRUCK PARKING SITE 1A**

**CONCEPTUAL CAPITAL COST ESTIMATE CALCULATION SHEET**

Pay Item	UNIT	Unit Price	Quantity		Item Subtotal
<b>SITWORK</b>					
CLEAR & GRUB	ACRE	\$ 5,000.00	25.00		\$ 125,000.00
EARTHWORK FOR PONDS	CY	\$ 7.00	4000		\$ 28,000.00
TYPE B STABILIZATION	SY	\$ 5.00	120000		\$ 600,000.00
LIMEROCK BASE	SY	\$ 15.00	120000		\$ 1,800,000.00
ASPHALT PAVEMENT	TON	\$ 100.00	10000		\$ 1,000,000.00
CONCRETE PAVEMENT	SY	\$ 75.00	300		\$ 22,500.00
CONCRETE CURB	LF	\$ 25.00	2225		\$ 55,625.00
DRAINAGE INLETS	EA	\$ 4,500.00	120		\$ 540,000.00
SOLID PIPE 18"	LF	\$ 55.00	3000		\$ 165,000.00
FENCING	LF	\$ 15.00	5000		\$ 75,000.00
PERFORMANCE TURF, SOD	SY	\$ 17.00	3000		\$ 51,000.00
<b>Subtotal SiteWork</b>					<b>\$ 4,462,125.00</b>
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
SIGNING & PAVEMENT MARKINGS	LS	\$ 223,107.00	1	5%	\$ 223,107.00
<b>LIGHTING</b>					
LIGHTING	LS	\$ 669,319.00	1	15%	\$ 669,319.00
<b>LANDSCAPE &amp; IRRIGATION</b>					
LANDSCAPE	LS	\$ 133,864.00	1	3%	\$ 133,864.00
IRRIGATION	LS	\$ 89,243.00	1	2%	\$ 89,243.00
<b>EROSION CONTROL</b>					
EROSION CONTROL	LS	\$ 44,622.00	1	1%	\$ 44,622.00
<b>SITE FEATURES</b>					
FACILITY BLDG & FUELING CENTER	LS	\$ 2,000,000.00	1		\$ 2,000,000.00
MONUMENT SIGN	EA	\$ 5,000.00	1		\$ 5,000.00
REAL TIME SIGNAGE	EA	\$ 30,000.00	2		\$ 60,000.00
TICKET VENDING MACHINES	EA	\$ 20,000.00	2		\$ 40,000.00
<b>Subtotal Site Features</b>					<b>\$ 2,258,889.00</b>
<b>Const. Cost Subtotal =</b>					<b>\$ 7,881,169.00</b>
Mobilization (10% of const. cost Subtotal)				10%	\$ 788,117.00
Preliminary Engineering/Final Design (10% of const. cost Subtotal)				10%	\$ 788,117.00
Project Management and Construction Admin (10% of const. cost Subtotal)				10%	\$ 788,117.00
Legal/Permitting/Insurance/Review Fees (1.5% of const. cost Subtotal )				2%	\$ 118,218.00
Survey/Geotech/Other (3% of const. cost Subtotal)				3%	\$ 236,436.00
Public Art Allowance (1.5% of const. cost Subtotal)				1.5%	\$ 118,218.00
Land Acquisition/Legal Fees			*	0%	\$ -
<b>Construction Cost =</b>					<b>\$ 10,718,392.00</b>
Contingency (25% of total cost)				25%	\$ 2,679,598.00

**TOTAL ESTIMATED COST=**

**\$ 13,397,990.00**

Note: Unit prices obtained from FDOT and Miami-Dade Average Unit Cost Data

**CONCEPTUAL DEVELOPMENT OF TRUCK PARKING SITE 1B**

**CONCEPTUAL CAPITAL COST ESTIMATE CALCULATION SHEET**

Pay Item	UNIT	Unit Price	Quantity		Item Subtotal
<b>SITWORK</b>					
CLEAR & GRUB	ACRE	\$ 5,000.00	23.00		\$ 115,000.00
EARTHWORK FOR PONDS	CY	\$ 7.00	3000		\$ 21,000.00
TYPE B STABILIZATION	SY	\$ 5.00	100000		\$ 500,000.00
LIMEROCK BASE	SY	\$ 15.00	100000		\$ 1,500,000.00
ASPHALT PAVEMENT	TON	\$ 100.00	8500		\$ 850,000.00
CONCRETE PAVEMENT	SY	\$ 75.00	300		\$ 22,500.00
CONCRETE CURB	LF	\$ 25.00	2000		\$ 50,000.00
DRAINAGE INLETS	EA	\$ 4,500.00	100		\$ 450,000.00
SOLID PIPE 18"	LF	\$ 55.00	2700		\$ 148,500.00
FENCING	LF	\$ 15.00	4000		\$ 60,000.00
PERFORMANCE TURF, SOD	SY	\$ 17.00	2000		\$ 34,000.00
<b>Subtotal SiteWork</b>					<b>\$ 3,751,000.00</b>
<b>SIGNING &amp; PAVEMENT MARKINGS</b>					
SIGNING & PAVEMENT MARKINGS	LS	\$ 187,550.00	1	5%	\$ 187,550.00
<b>LIGHTING</b>					
LIGHTING	LS	\$ 562,650.00	1	15%	\$ 562,650.00
<b>LANDSCAPE &amp; IRRIGATION</b>					
LANDSCAPE	LS	\$ 112,530.00	1	3%	\$ 112,530.00
IRRIGATION	LS	\$ 75,020.00	1	2%	\$ 75,020.00
<b>EROSION CONTROL</b>					
EROSION CONTROL	LS	\$ 37,510.00	1	1%	\$ 37,510.00
<b>SITE FEATURES</b>					
FACILITY BLDG & FUELING CENTER	LS	\$ 2,000,000.00	1		\$ 2,000,000.00
MONUMENT SIGN	EA	\$ 5,000.00	1		\$ 5,000.00
REAL TIME SIGNAGE	EA	\$ 30,000.00	1		\$ 30,000.00
TICKET VENDING MACHINES	EA	\$ 20,000.00	1		\$ 20,000.00
<b>Subtotal Site Features</b>					<b>\$ 2,208,889.00</b>
<b>Const. Cost Subtotal =</b>					<b>\$ 6,935,149.00</b>
Mobilization (10% of const. cost Subtotal)				10%	\$ 693,515.00
Preliminary Engineering/Final Design (10% of const. cost Subtotal)				10%	\$ 693,515.00
Project Management and Construction Admin (10% of const. cost Subtotal)				10%	\$ 693,515.00
Legal/Permitting/Insurance/Review Fees (1.5% of const. cost Subtotal )				2%	\$ 104,028.00
Survey/Geotech/Other (3% of const. cost Subtotal)				3%	\$ 208,055.00
Public Art Allowance (1.5% of const. cost Subtotal)				1.5%	\$ 104,028.00
Land Acquisition/Legal Fees			*	0%	\$ -
<b>Construction Cost =</b>					<b>\$ 9,431,805.00</b>
Contingency (25% of total cost)				25%	\$ 2,357,952.00

**TOTAL ESTIMATED COST=**

**\$ 11,789,757.00**

Note: Unit prices obtained from FDOT and Miami-Dade Average Unit Cost Data



## Miami Gardens Truck Parking – Executive Summary

1	<b>Opa-Locka Airport Area Sites</b>
1a	<p><b>Opa-Locka Airport – South side (east assemblage)</b></p> <ul style="list-style-type: none"> <li>• Located along the north side of NW 135<sup>th</sup> Street, south side of Opa-Locka Airport.</li> <li>• Owned by Miami-Dade County, c/o Aviation Department.</li> <li>• Within the City of Opa-Locka boundaries, zoned “Civic” (as is the entire east portion of the airport).</li> <li>• No development directly adjacent. Airport to the north and industrial to the south.</li> <li>• Site is approximately 32.5 acres. Rectangular in shape.</li> <li>• Mostly cleared with some overgrowth.</li> <li>• Negative indications: none noted.</li> </ul>
1b	<p><b>Opa-Locka Airport - South side (west assemblage)</b></p> <ul style="list-style-type: none"> <li>• Located along the south side of NW 135<sup>th</sup> Street and Opa-Locka Airport, directly east of the Gratigny Expressway.</li> <li>• Owned by Miami-Dade County, c/o Aviation Department.</li> <li>• Mostly (25 ac) within the City of Opa-Locka, zoned “Civic”. Balance zoned “GP” (Government Property) Unincorporated Miami-Dade County.</li> <li>• Only development adjacent is industrial to the east and south.</li> <li>• Site is approximately 30 acres. Half-trapezoid in shape.</li> <li>• Mostly overgrown.</li> <li>• Negative indications: only overgrowth; none other.</li> </ul>
2	<p><b>City of Miami Gardens – NW 27<sup>th</sup> Avenue</b></p> <ul style="list-style-type: none"> <li>• Located on east side of NW 27<sup>th</sup> Avenue, south of the stadium and race track.</li> <li>• Owned by the City of Miami Gardens.</li> <li>• Zoned PCD – EO (Planned Corridor Development, Entertainment Overlay District).</li> <li>• Development to the east is SF residential, multi-family to the west and commercial to the north and south.</li> <li>• Site is approximately 40 acres, irregular in shape.</li> <li>• Site is fully cleared and graded.</li> <li>• Negative indications: surrounding residential development; planned for commercial development and entertainment uses.</li> </ul>
3	<b>Golden Glades Interchange Area Sites</b>
3a	<p><b>Golden Glades – West assemblage (FDOT)</b></p> <ul style="list-style-type: none"> <li>• Located along the south side of the Palmetto Expressway (SR 826), on the west side of the junction with the Fla Turnpike Exit Ramp onto I-95 (SB).</li> <li>• Owned by the State of Florida DOT.</li> <li>• Zoned I-1 (Light Industrial) within the City of Miami Gardens.</li> <li>• Development to the south and west is industrial (distribution); none other.</li> <li>• Site is approximately 8 acres, “L-shaped”.</li> <li>• Site is fully cleared and graded (by the DOT).</li> </ul>

	<ul style="list-style-type: none"> <li>Negative indications: Being used for staging by FDOT; none other.</li> </ul>
3b	<p><b>Golden Glades – Interior assemblage (FDOT)</b></p> <ul style="list-style-type: none"> <li>Located within the “bowl” of the Golden Glades Interchange (south clover’s leaf), bounded by the exit ramp from SR 826 east to Beaches and the FEC Railroad Tracks.</li> <li>Total site is slightly over 12.5± Acres with the south 2.8± acres and 9,300± SF building under the private ownership of Lucius &amp; Mary Whatley Trust.</li> <li>Site is entirely surrounded by ramps and rail with no adjacent development.</li> <li>Site is a half-trapezoid in shape.</li> <li>Zoned I-1 (Light Industrial) within the City of Miami Gardens.</li> <li>Site is cleared and graded with the exception of the 9,300± SF structure.</li> <li>Negative indications: Scheduled for staging use during cloverleaf construction; limited access capabilities.</li> </ul>
4	<b>North Dade Landfill Area Sites</b>
4a	<p><b>Drivers Club – Possible co-use</b> (Westerly portion of site and possible co-use with Drivers’ Club Miami)</p> <ul style="list-style-type: none"> <li>Located south of the HEFT, between the North Dade Landfill and Honey Hill Drive, along the west side of NW 47 Ave.</li> <li>Owned by Miami-Dade County; 140 acres recently leased to The Drivers’ Club Miami.</li> <li>Zoned AU (Agricultural/ Residential), Unincorporated Miami-Dade County.</li> <li>Development to the west is mobile homes, to the north is vacant State-owned land and the North Dade Landfill.</li> <li>Site size is approximately 165 acres, shape is irregular.</li> <li>Site is generally overgrown.</li> <li>Negative indications: recent lease to a private entity; mobile homes adjacent to the south and west of portions that might be available; overgrown and raw condition.</li> </ul>
4b	<p><b>TIITF / HRS - West portion</b> (Westerly and other portions of the site, subject to lease to private entity. <u>Research required</u> re status of leasehold surrounding ±337k SF building and possible transfer of property from State of Florida to Miami-Dade County.)</p> <ul style="list-style-type: none"> <li>Owned by the TIITF (Trustees of the Internal Improvement Trust Fund) of Florida.</li> <li>Zoned AU (Agricultural / Residential) and IU-1 (Light Industrial), Unincorporated Miami-Dade County.</li> <li>Development to the west is mobile homes; north is the canal and landfill.</li> <li>Site size is approximately 55 acres and includes a leased 337,784 SF Butler-style bldg.</li> <li>Site condition is mostly overgrown.</li> <li>Negative indications: Unknown terms of lease already in place with private entity; overgrown and raw nature of western portion of property; mobile homes adjacent to south and western borders.</li> </ul>

4c	<p><b>North Dade Landfill – Western/NW area</b></p> <ul style="list-style-type: none"> <li>• Located directly south of the HEFT, between NW 57<sup>th</sup> Avenue (Red Road) and NW 47<sup>th</sup> Avenue.</li> <li>• Owned by Miami-Dade County, Solid Waste Management, subject to operational lease.</li> <li>• Zoned GU (General/Government Use, Interim District), Unincorporated Miami-Dade County.</li> <li>• Development to the west is multi-family and to the east is industrial distribution; none adjacent.</li> <li>• Site size is approximately 270 total acres, rectangular in shape.</li> <li>• Site condition is cleared.</li> <li>• Negative indications: Unknown terms of underlying lease and use contract; anticipated reluctance by both County and operator to combine unrelated uses.</li> </ul>
5	<p><b>Radio Tower Sites</b></p>
5a	<p><b>Radio Tower Site –West</b></p> <ul style="list-style-type: none"> <li>• Located within the SWQ of SR 7/ US 441 and County Line Road (NW 215 St/ SR 852), furthest west of four tower sites, between NW 207<sup>th</sup> and NW 210<sup>th</sup> Streets.</li> <li>• Owned by Miami Tower, LLC (private firm).</li> <li>• Zoned R-1 (Single Family Dwelling Residential), City of Miami Gardens.</li> <li>• Developments adjacent are generally low-to-medium density residential.</li> <li>• Site size is approximately 35 acres, square in shape.</li> <li>• Site condition is mostly cleared with substantial tower and transmitting station.</li> <li>• Negative indications: Zoning is low density R-1; access only via residential roadways; impression of providing neighborhood greenspace.</li> </ul>
5b	<p><b>Radio Tower Site –East</b></p> <ul style="list-style-type: none"> <li>• Located within the SWQ of SR 7/ US 441 and County Line Road (NW 215 St/ SR 852), furthest east of four tower sites, between NW 207<sup>th</sup> and NW 210<sup>th</sup> Streets.</li> <li>• Owned by Towercom, Ltd (private firm).</li> <li>• Zoned R-15 (Multiple-Family Dwelling Residential), City of Miami Gardens.</li> <li>• Development adjacent to the south is single-family residential, however to the east are auto dealerships and reconditioning facilities, and to the north and west are other towers.</li> <li>• Site size is approximately 21 acres, rectangular in shape.</li> <li>• Site condition is mostly overgrown with substantial tower and transmitting station; possible submerged areas.</li> <li>• Negative indications: Zoning is medium density R-15; access will be challenging and may require easements through existing businesses to the east; and property condition needs to be verified.</li> </ul>
5c	<p><b>Radio Tower Site – South</b></p> <ul style="list-style-type: none"> <li>• Located within the SWQ of SR 7/ US 441 and County Line Road (NW 215 St/ SR 852), furthest south of four tower sites, between NW 207<sup>th</sup> and NW 203<sup>rd</sup> Streets.</li> </ul>

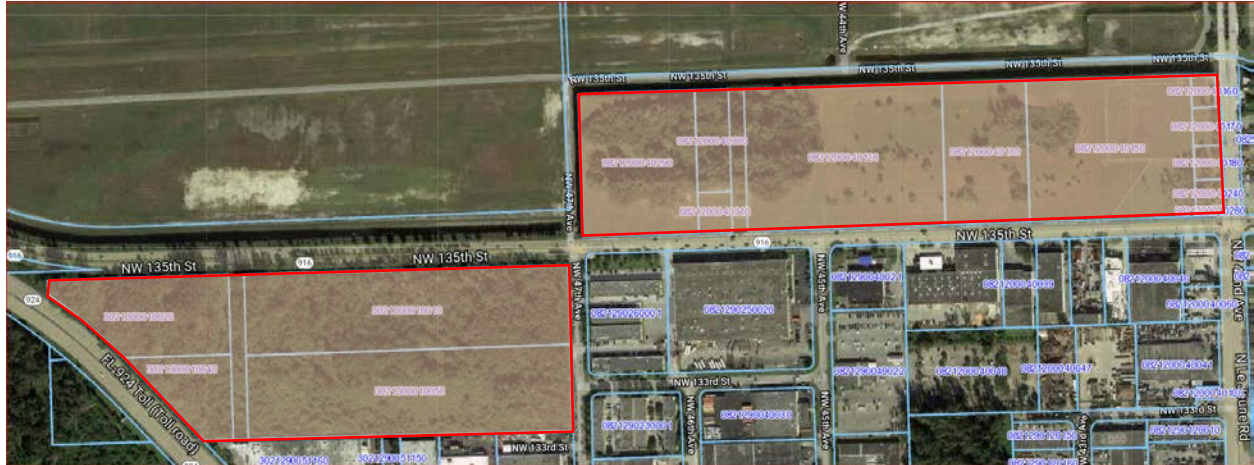


	<ul style="list-style-type: none"> <li>Owned by Vista Lago, LLC (private firm).</li> <li>Zoned AU (Agricultural &amp; Utilities), City of Miami Gardens.</li> <li>Developments adjacent to the east, south and west are all single-family and low-density residential; site includes a sizable (<math>\pm 14</math> acres) dog park.</li> <li>Site size is approximately 20.7 acres, square in shape.</li> <li>Site condition is approximately one-third cleared, two-thirds overgrown.</li> <li>Negative indications: Zoning is agricultural; access only via residential roadways; property is currently providing neighborhood greenspace; impression is that this proposed use will be incompatible.</li> </ul>
5d	<p><b>Radio Tower Site – North</b> (Best among Radio Tower Sites)</p> <ul style="list-style-type: none"> <li>Located along NW 215<sup>th</sup> Street (SR 852), just west of the intersection with SR 7 (NW 2<sup>nd</sup> Ave).</li> <li>Owned by Miami Gardens Tower, LLC (private firm).</li> <li>Zoned RM-25 (Multi-Family Dwelling Residential), City of Miami Gardens (High density)</li> <li>Development adjacent to the east is auto dealerships and reconditioning, to the west is multi-family, south is another tower.</li> <li>Site size is approximately 20.7 acres, rectangular in shape.</li> <li>Site condition is mostly cleared, used for farming and high density auto storage (SEQ)</li> <li>Negative indications: Possible resistance from multi-family unit residents to the west who are presently looking out onto trees and plantings.</li> </ul>
6	<p><b>Nike Missile Site – North &amp; South</b></p> <ul style="list-style-type: none"> <li>Located along the south side of the HEFT, both north and south side of the Snake Creek Canal (C9), along the east side of NW 67 Ave (Ludlam Rd) west of NW 57 Ave.</li> <li>Owned by the US Government/ GSA and US Department of the Interior.</li> <li>Zoned RL (Rural District), City of Miramar, Broward County (D-4)</li> <li>Development to the north is multi-family mixed with retail/commercial; south is generally insulated.</li> <li>Site size is approximately 309 acres in three sections (<math>\pm 107</math> acres GSA to the north, <math>\pm 155</math> acres GSA to the south, and <math>\pm 46</math> acres Dept of Interior to the SW); irregular.</li> <li>Site condition is generally cleared and graded.</li> <li>Negative indications: Will require persistent efforts and legislative assistance; site is being partially used for Navy and National Guard training; multiple developers have pursued; site is within the boundaries of Broward County (D6).</li> </ul>
7	<p><b>Opa-Locka Airport – Northeast corner</b></p> <ul style="list-style-type: none"> <li>Located along the west side of NW 37<sup>th</sup> Avenue (Douglas Rd), north side of Opa-Locka Airport.</li> <li>Owned by Miami-Dade County, c/o Aviation Department.</li> <li>Zoned “GP” (Government Property), Unincorporated Miami-Dade County.</li> </ul>

	<ul style="list-style-type: none"> <li>• Development to the north, buffered by canal, is SF (single family) residential. Development to the east is industrial. New 840k SF Amazon fulfillment center is further south.</li> <li>• Site is part of a much larger parcel and includes a 10k SF [airfield facilities] building.</li> <li>• Site is fully cleared.</li> <li>• Negative indications: Residential property to the north; possibly within the RPZ (Runway Protection Zone) of the airport.</li> </ul>
<b>Adaptive &amp; Interim Use Sites (Parking Lots)</b>	
<b>8</b>	<p><b>Calder Race Course – West Lot</b></p> <ul style="list-style-type: none"> <li>• Located along the east side of NW 27<sup>th</sup> Avenue, south of County Line Road and the HEFT (west side of Calder Race Course property).</li> <li>• Owned by Calder Race Course, Inc (private firm).</li> <li>• Zoned “AU/EO” (Agriculture &amp; Utilities, Entertainment Overlay), City of Miami Gardens.</li> <li>• Development across NW 27<sup>th</sup> Ave is residential, however there is no adjacent development.</li> <li>• Site is part of a much larger ±170 acre parcel.</li> <li>• Site is fully paved for vehicular parking.</li> <li>• Negative indications: Owner’s anticipated concerns about liability.</li> </ul>
<b>9</b>	<p><b>Hard Rock Stadium – West Lot</b></p> <ul style="list-style-type: none"> <li>• Located along the west side of the HEFT and the east side of NW 27<sup>th</sup> Avenue, between NW 199<sup>th</sup> and NW 203<sup>rd</sup> Streets.</li> <li>• Westerly portion owned by County Line South Properties (Huizenga Holdings), and central portion owned by Miami-Dade County ISD R/E Management.</li> <li>• Zoned “PCD/ EO” (Planned Corridor Development, Entertainment Overlay), City of Miami Gardens.</li> <li>• Development across NW 27<sup>th</sup> Ave is residential, however there is no adjacent development.</li> <li>• Combined sites make up a ±180 acre assemblage.</li> <li>• Site is fully cleared, graded and mostly paved for vehicular parking.</li> <li>• Negative indications: Owner’s anticipated concerns about liability and possible conflict with events.</li> </ul>

Note: Sites 8 (Hard Rock Stadium) and 9 (Calder Racetrack) are listed in reverse order in Appendix B in this October 14 draft submission . The Appendix B labelling will be reconciled in the final submission.

# 1. Opa-Locka Airport Area (South)



(a) North Side of NW 135<sup>th</sup> Street



(b) South Side of NW 135<sup>th</sup> Street

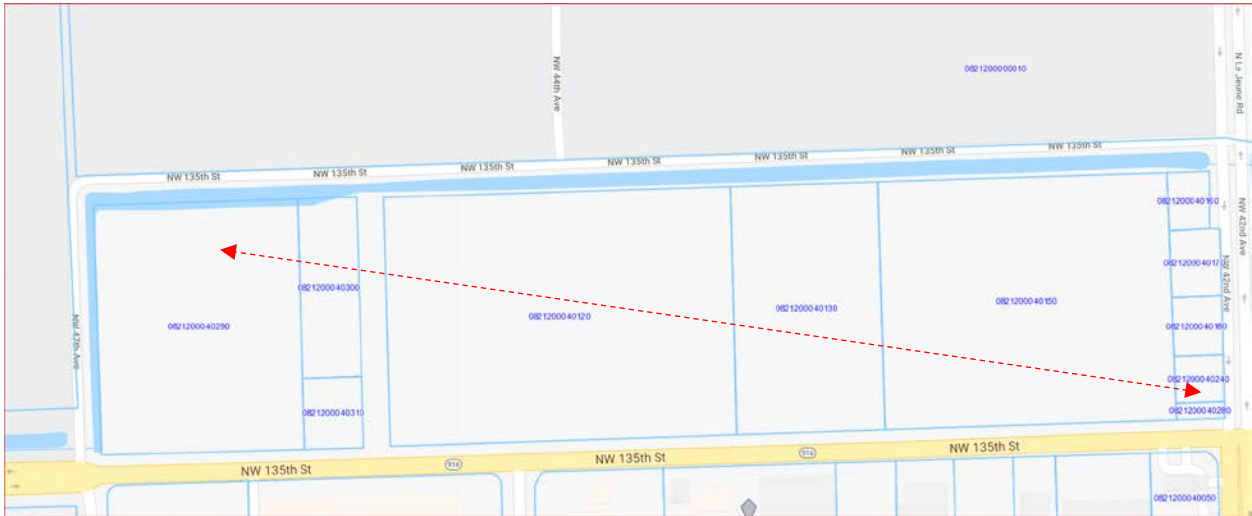




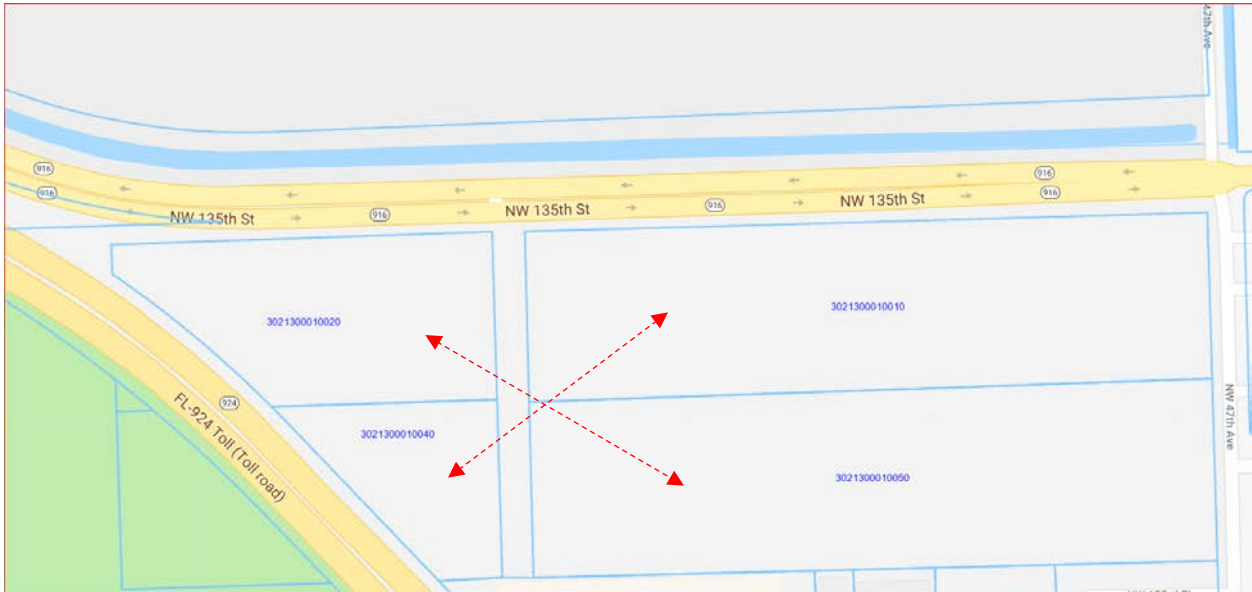
# 1. Opa-Locka Airport Area



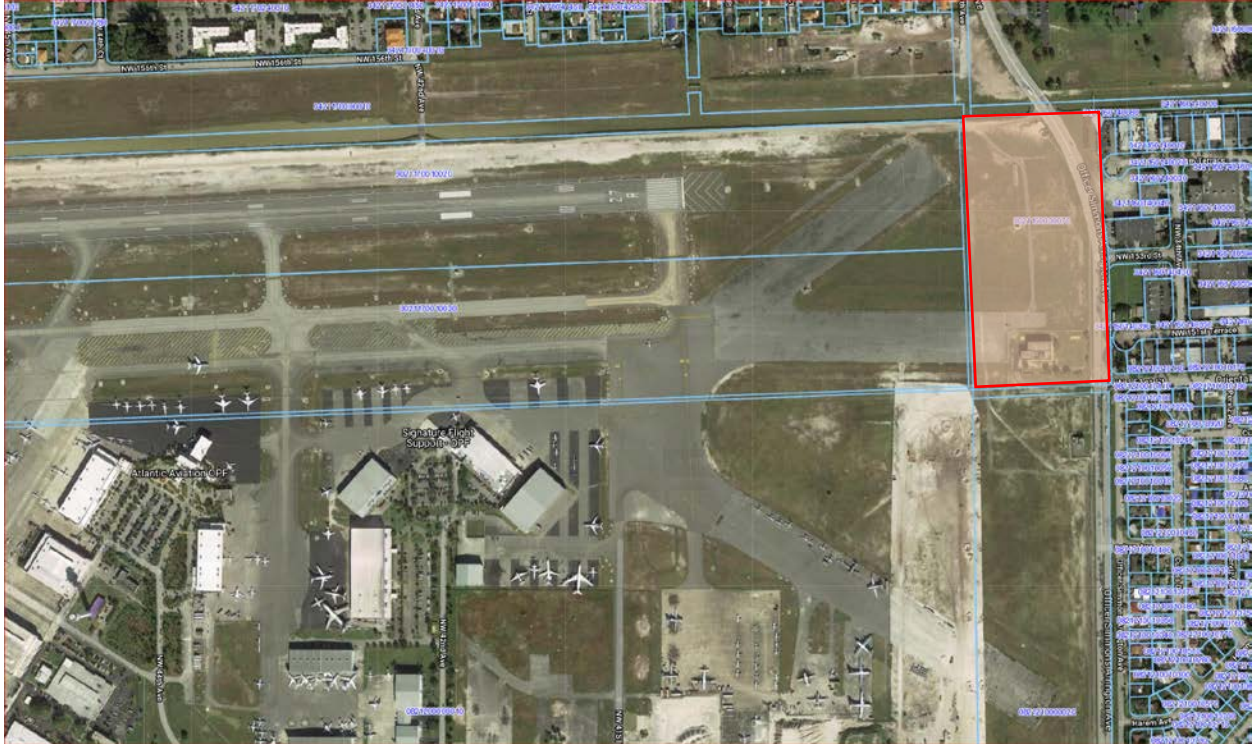
(a) North side fo NW 135<sup>th</sup> Street



(b) South Side of NW 135<sup>th</sup> Street



NE Area of Opa-Locka Airport – Out View (Site 7)

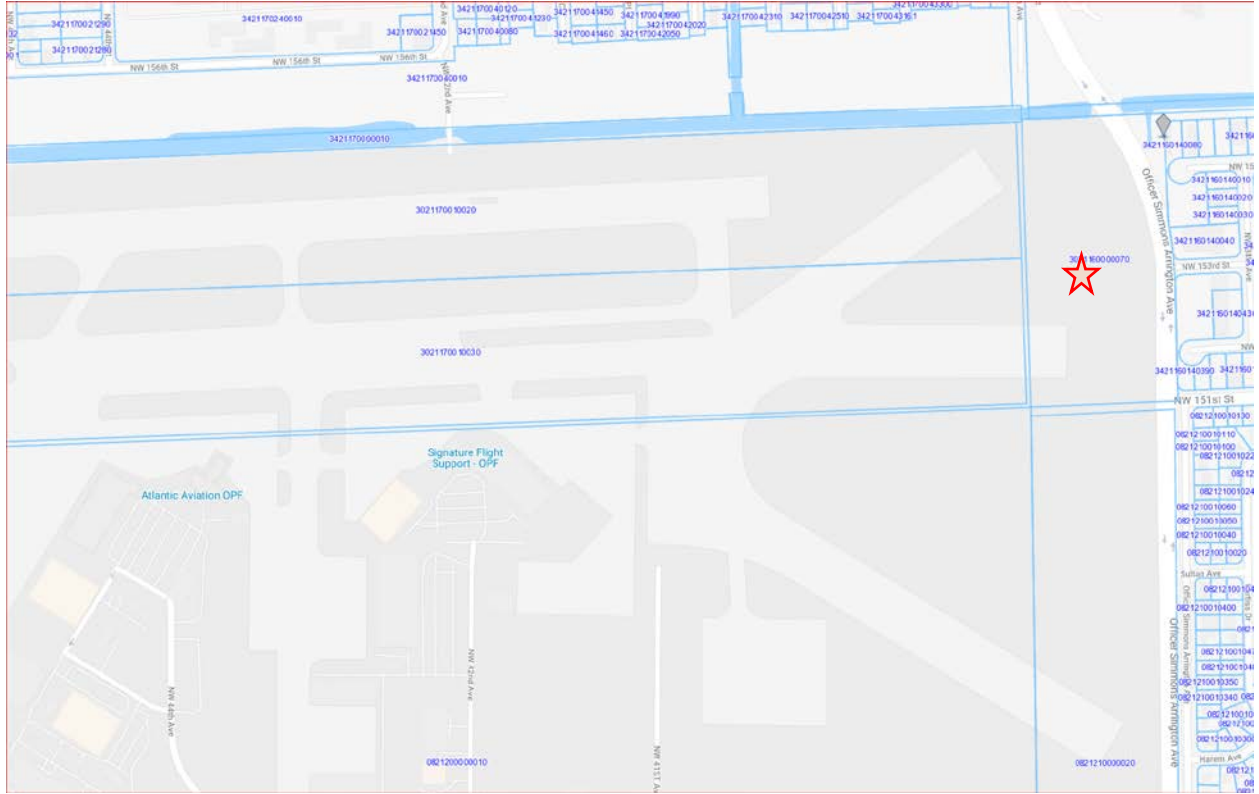


NE Corner of Opa-Locka Airport – Close View (Site 7)





### NE Area of Opa-Locka Airport – Out View (Site 7)



### NE Corner of Opa-Locka Airport – Close View (Site 7)











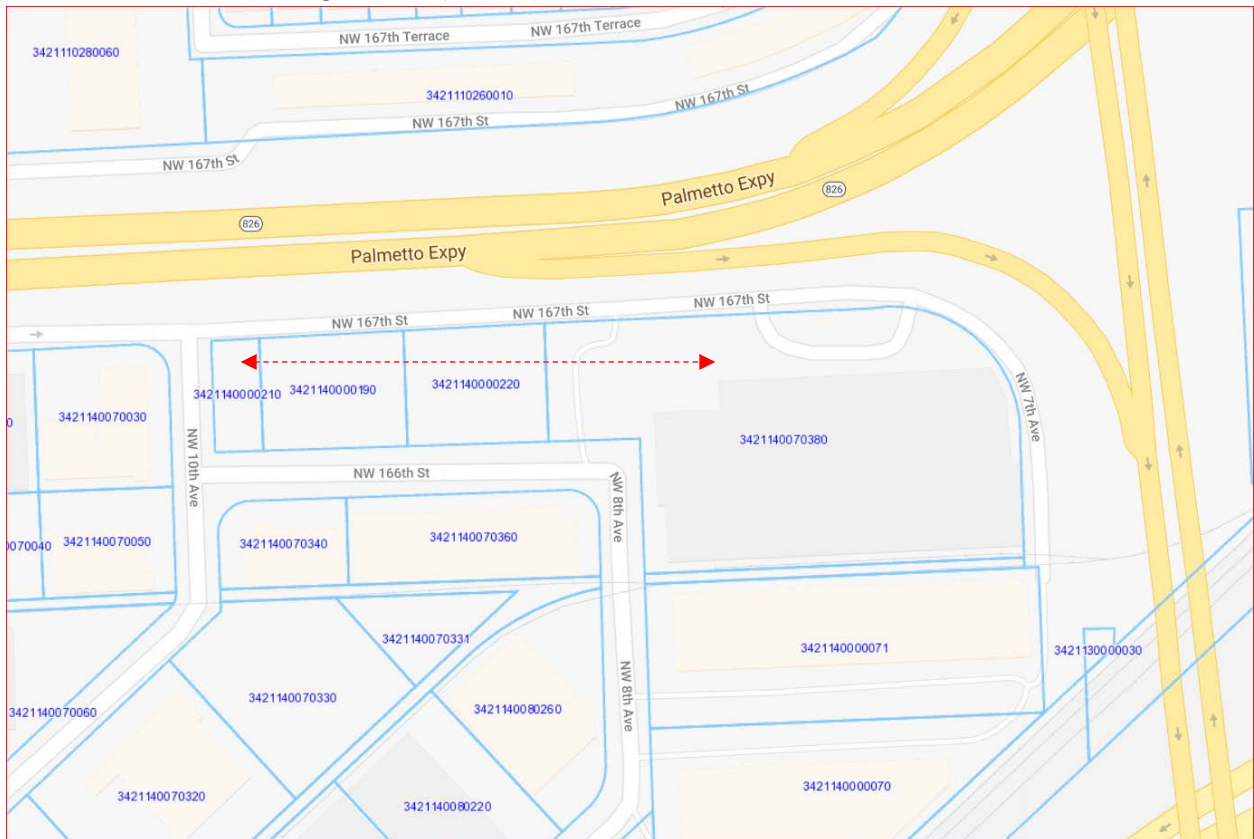




### Golden Glades Interchange – East (Site 3a)

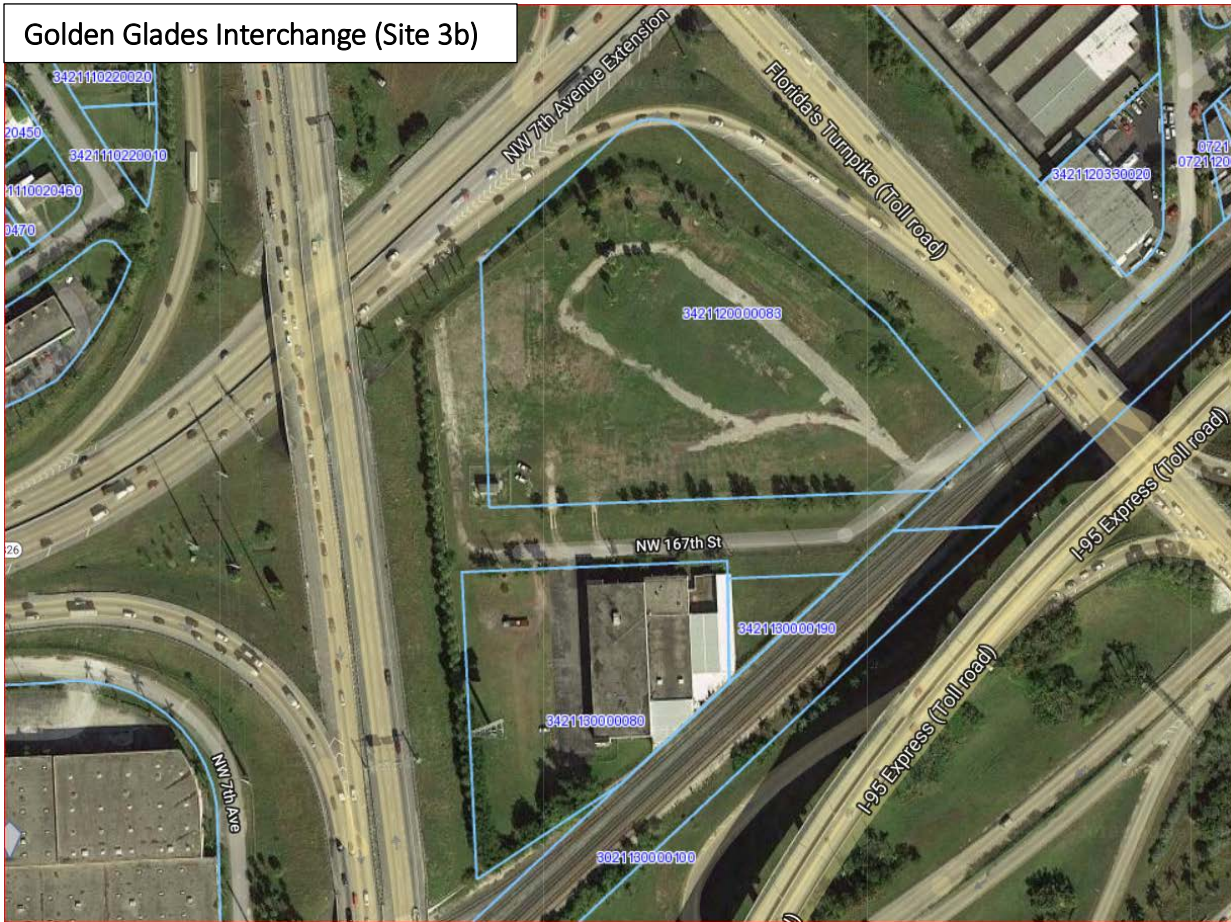


### Golden Glades Interchange – East (Site 3a)

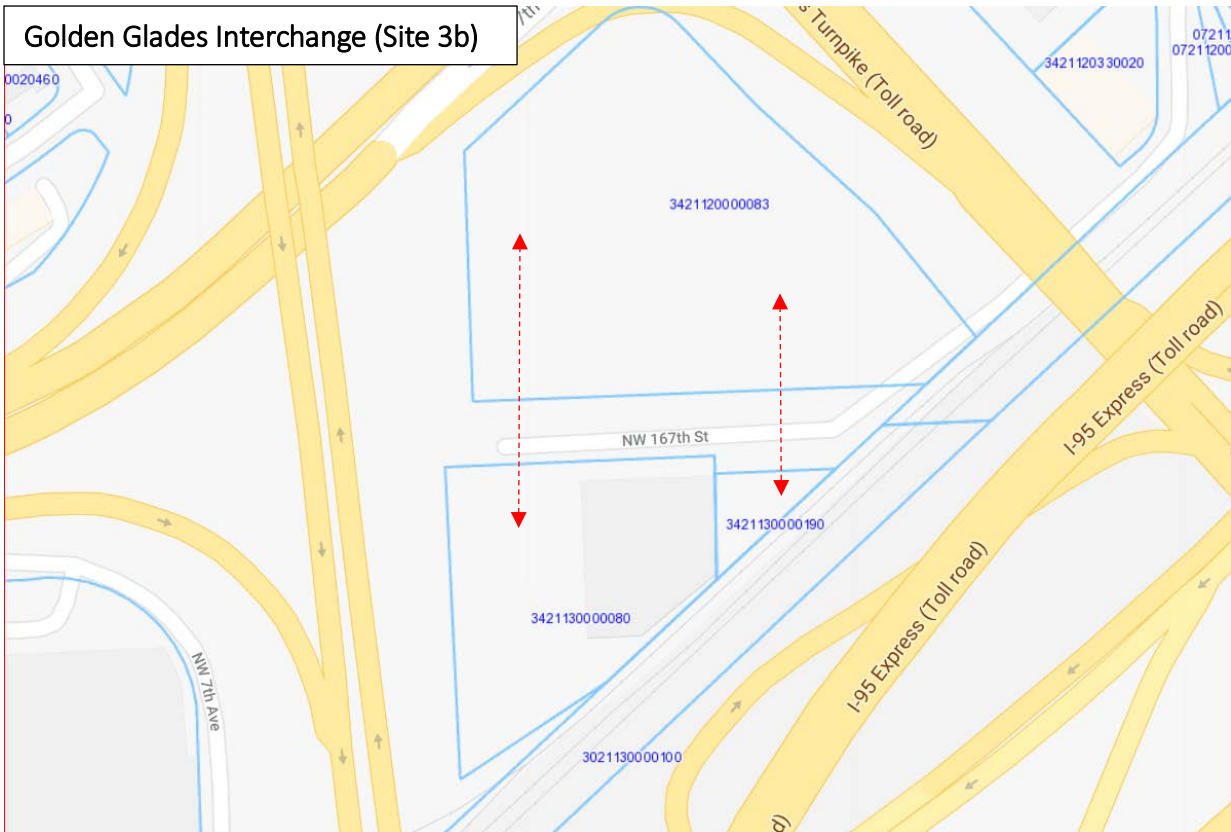




Golden Glades Interchange (Site 3b)

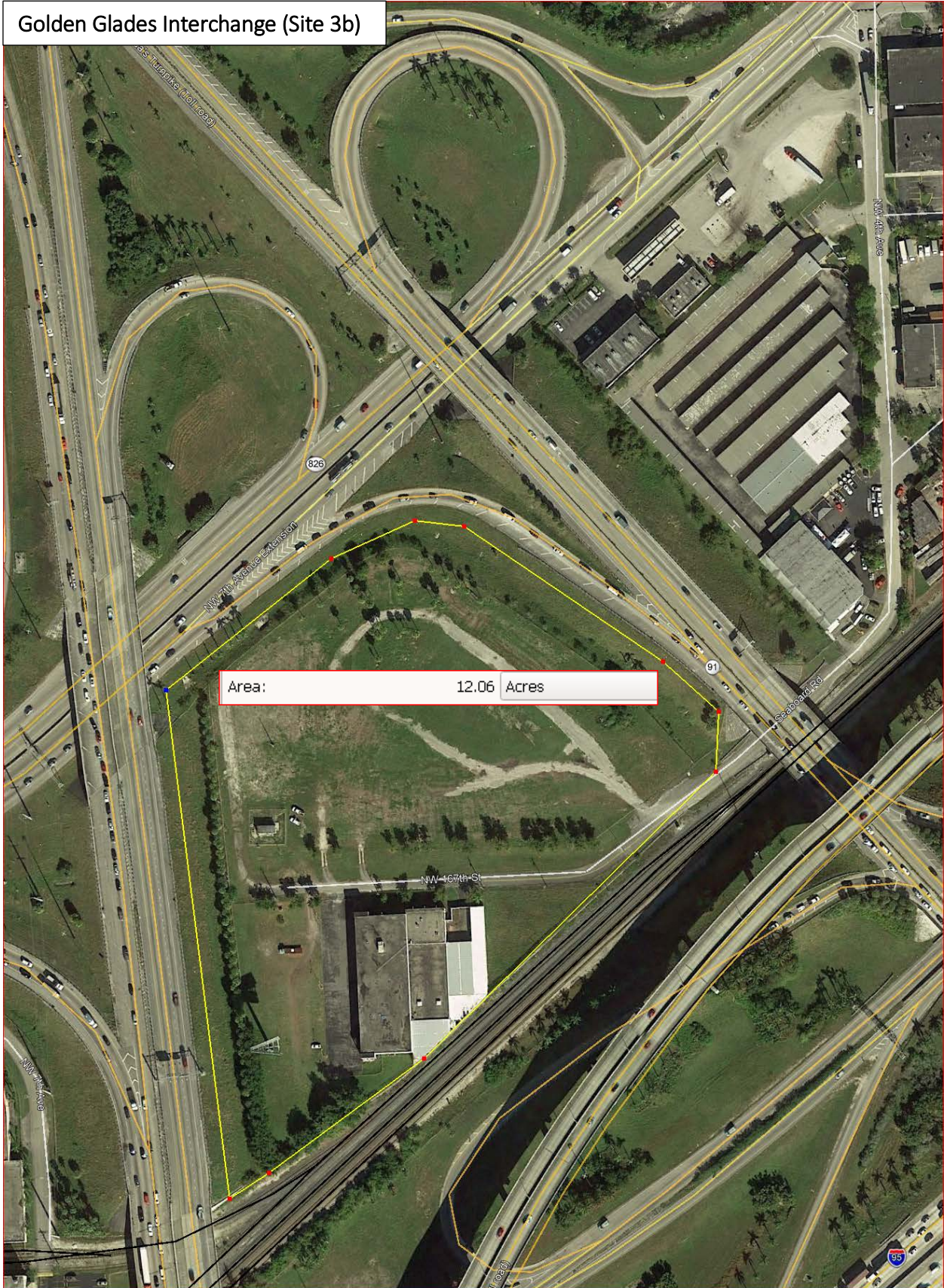


Golden Glades Interchange (Site 3b)





Golden Glades Interchange (Site 3b)





North Dade Landfill Area (Sites 4a & 4b)

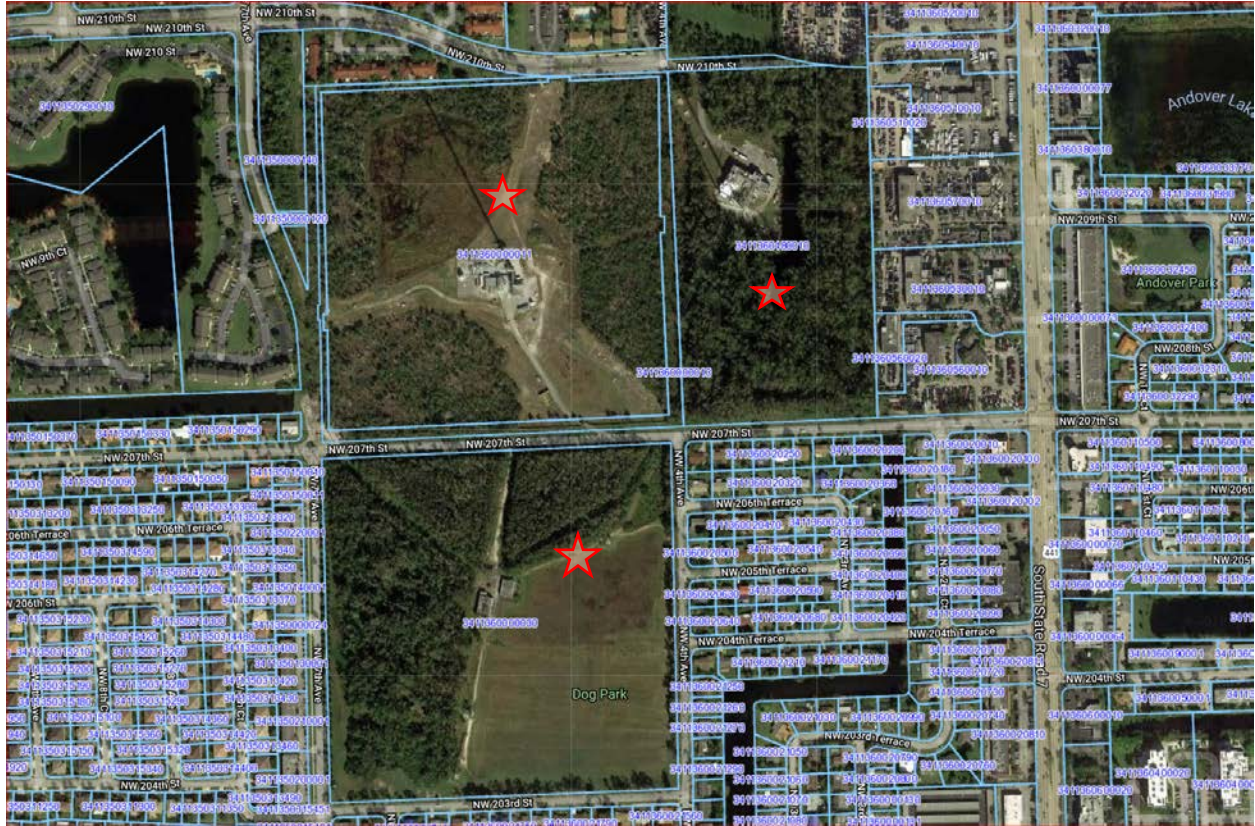


North Dade Landfill Area – Sites 4a & 4b





### Tower Sites (5a, 5b, and 5c)

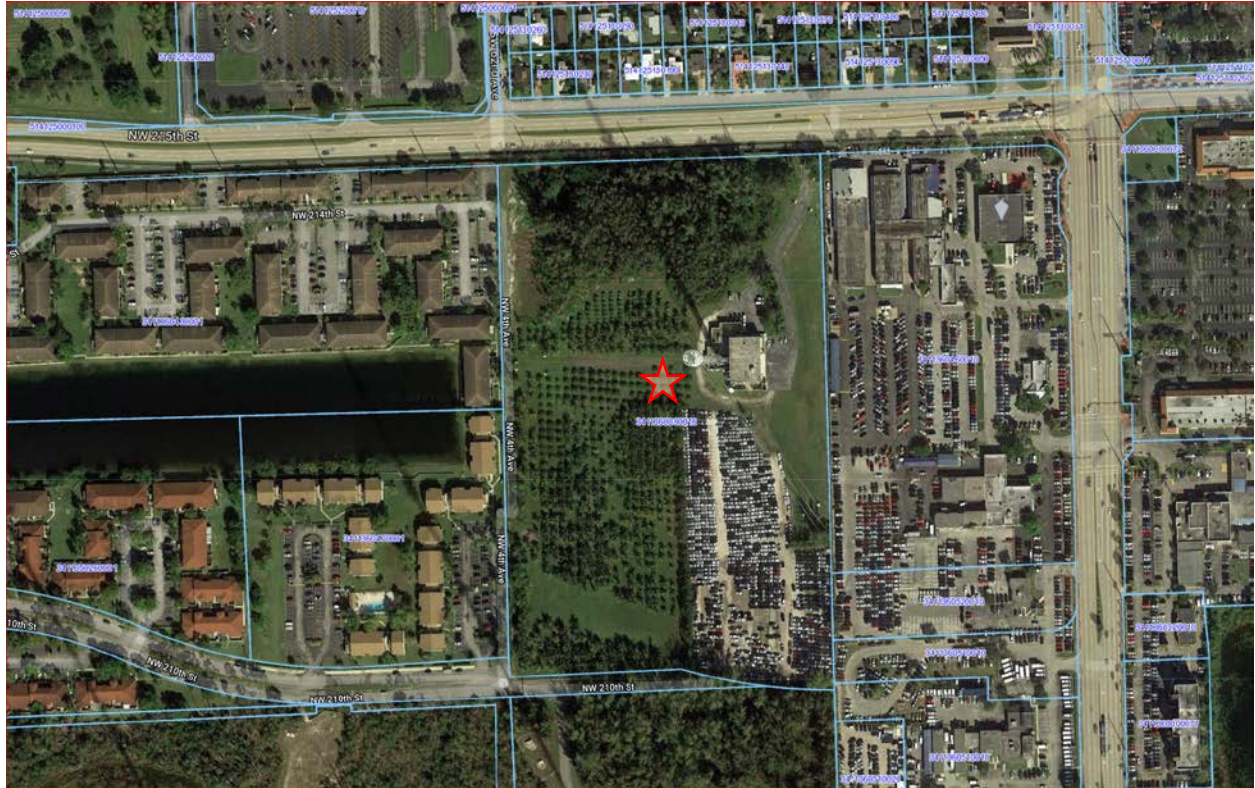


### Tower Sites (5a, 5b, and 5c)

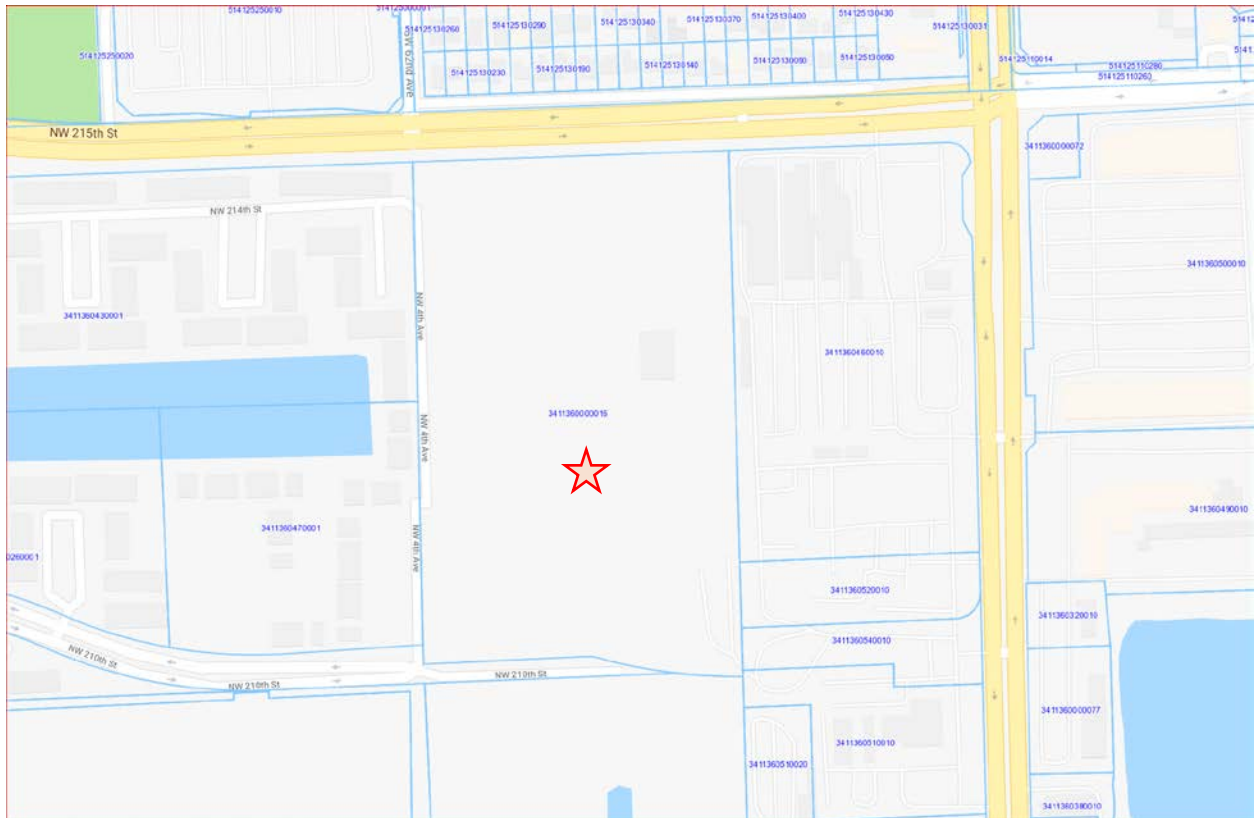




Tower Site (5d)



Tower Site (5d)

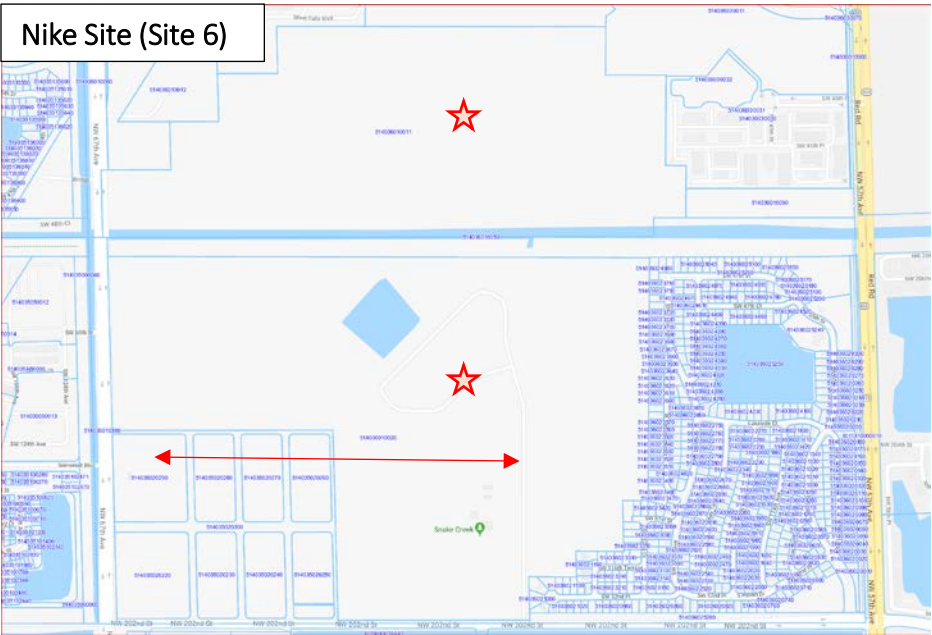




Nike Site (Site 6)



Nike Site (Site 6)

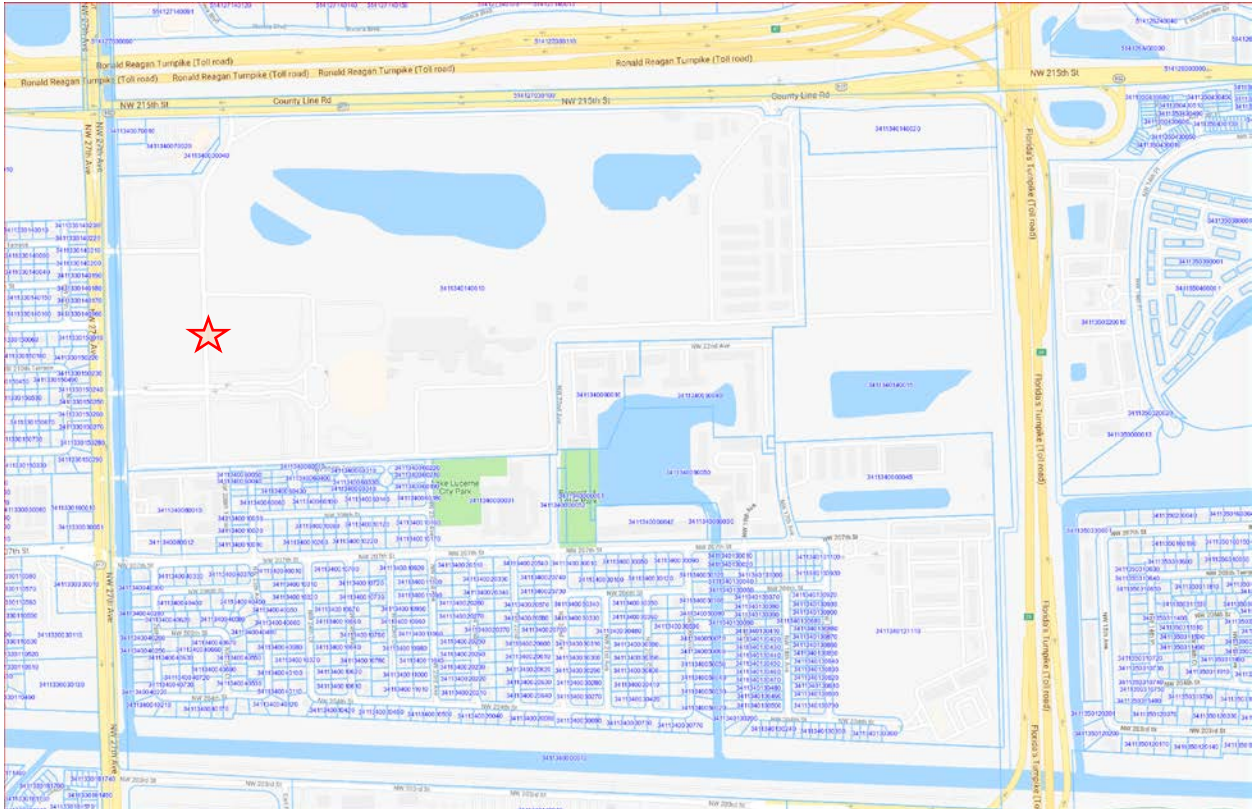




### Calder Race Course (Site 8)

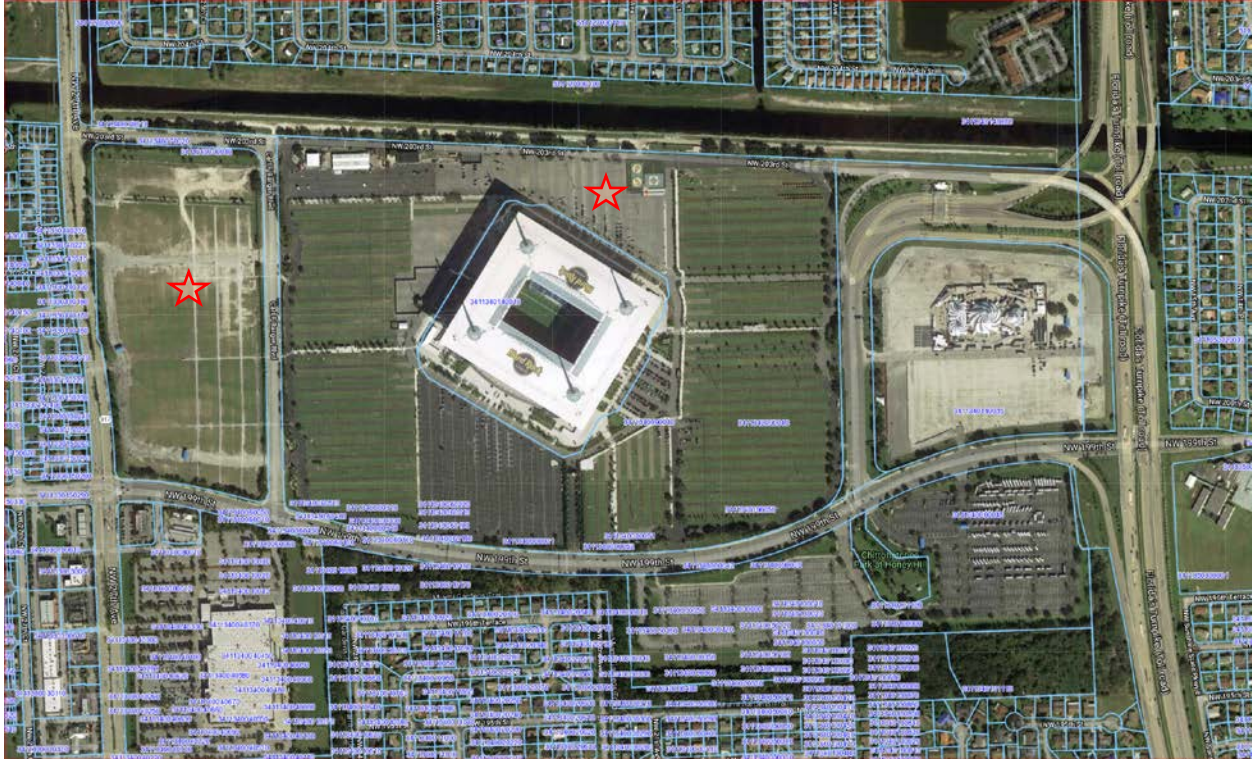


### Calder Race Course (Site 8)

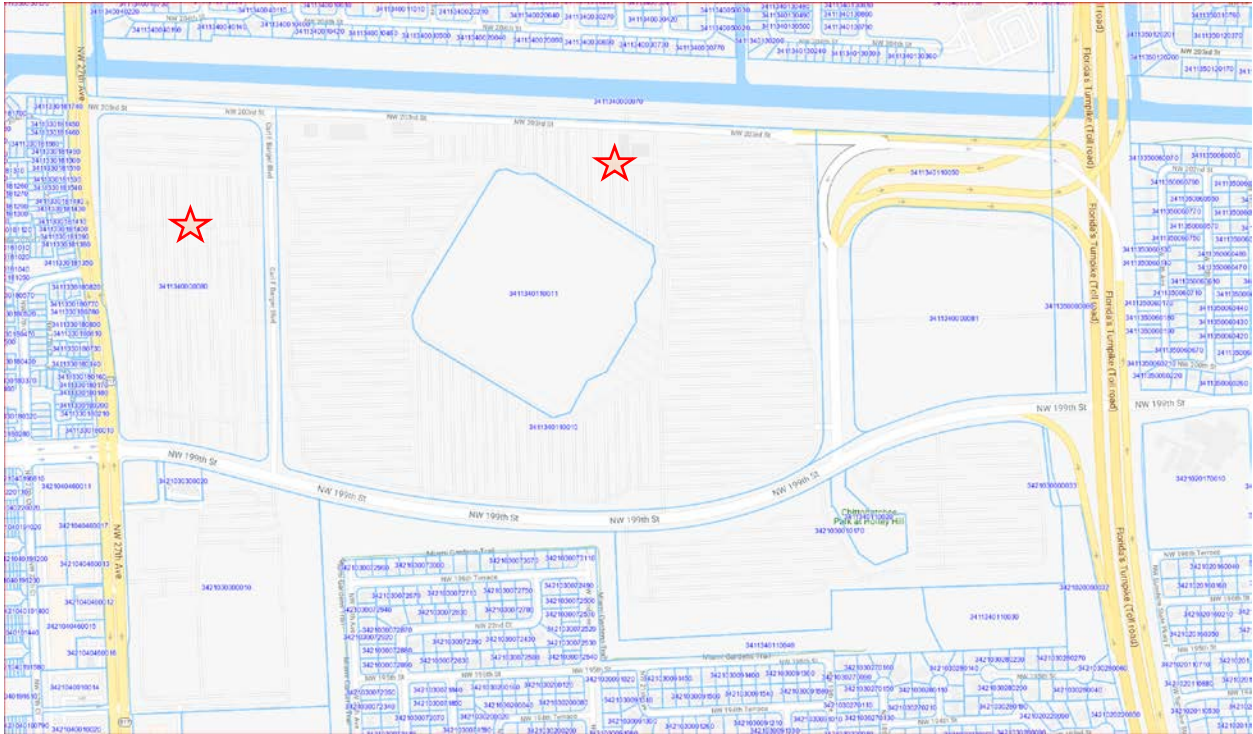




# Hard Rock Stadium (Site 9)



# Hard Rock Stadium (Site 9)





Ref	Location	Address (if any)	Jurisdiction	Owner	Sq.Ft.	Acres	Parcel Folio No	Zoning	Description	Latitude	Longitude
<b>1 Opa-Locka Airport Sites</b>											
1a	NEQ of NW 135th St (SR 916) and NW 47th Ave		Opa-Locka	Miami-Dade County Aviation Dept	258,498	5.934	08-2120-004-0290	Civic	Zoned: Civic (As is the entire eastern Opa-Locka Airport located within the City of Opa-Locka)	25.89735	-80.27478
	(Above)				52,002	1.194	08-2120-004-0300	Civic	(Above)	25.8974	-80.2742
	(Above)				25,936	0.595	08-2120-004-0310	Civic	(Above)	25.89656	-80.27381
	NWQ of NW 135th St (SR 916) and NW 42nd Ave (N LeJeune Rd)	4600 NW 135th St	Opa-Locka	Miami-Dade County Aviation Dept	443,532	10.182	08-2120-004-0120	Civic	(Above)	25.89748	-80.2722
	(Above)				201,247	4.620	08-2120-004-0130	Civic	(Above)	25.89736	-80.27057
	(Above)				362,999	8.333	08-2120-004-0150	Civic	(Above)	25.89753	-80.26935
	(Above)				14,327	0.329	08-2120-004-0160	Civic	(Above)	25.89799	-80.26811
	(Above)				15,899	0.365	08-2120-004-0170	Civic	(Above)		
	(Above)				18,918	0.434	08-2120-004-0180	Civic	(Above)		
	(Above)				12,515	0.287	08-2120-004-0240	Civic	(Above)		
	(Above)				<u>9,335</u>	<u>0.214</u>	08-2120-004-0280	Civic	(Above)		
				[Section 1a Totals]	1,415,208	32.489					
1b	SEQ of NW 135th St (SR 916) and Gratigny Expressway (SR 924)		Unincorporated Miami-Dade	Miami-Dade County Aviation Dept	217,800	5.000	30-2130-001-0020	GP	Zoned GP: Government Property. (Adjacent to IU-C: Industrial District, Conditional.)	25.89576	-80.28024
					217,800	5.000	30-2130-001-0040	GP	(Above)	25.89477	-80.28007
	SWQ of NW 135th St (SR 916) and NW 47th Ave		Opa-Locka	Miami-Dade County Aviation Dept	435,600	10.000	30-2130-001-0010	Civic	Zoned: Civic (As is the entire eastern Opa-Locka Airport)	25.89595	-80.27744
					<u>435,600</u>	<u>10,000</u>	30-2130-001-0050	Civic	(Above)	25.89473	-80.27733
				[Section 1b Totals]	1,306,800	30.000					
1c	NEQ of the Opa-Locka Airport, west side of Doublas Road (NW 37th Ave)		Unincorporated Miami-Dade	Miami-Dade County Aviation Dept	861,617	19.780	30-2116-000-0070	GP	Zoned GP: Government Property. Includes 10,375 SF building (plant). May be in RPZ (Runway Protection Zone).	25.91345	-80.25935
<b>2 Miami Gardens - NW 27th Ave</b>											
	East side of NW 27th Ave at NW 191st St		Miami Gardens	City of Miami Gardens	97,039	2.228	34-2103-001-0715	PCD / EO	Zoned PCD: Planned Corridor Development, Entertainment Overlay	25.94902	-80.24505
	(Above)		Miami Gardens	City of Miami Gardens	<u>1,642,125</u>	<u>37.698</u>	34-2103-001-0710	PCD / EO	Zoned PCD: Planned Corridor Development, Entertainment Overlay	25.94765	-80.24366
				[Section 2 Totals]	1,739,164	39.926					
<b>3 Golden Glades Interchange:</b>											
3a	SEQ of NW 167th St and NW 10th Ave, S side of SR 826 (Palmetto)		Miami Gardens	State of Florida DOT	13,499	0.310	34-2114-000-0210	I-1	Zoned I-1: Light Industrial	25.92681	-80.2162
	(Above)				40,510	0.930	34-2114-000-0190	I-1	Zoned I-1: Light Industrial	25.92684	-80.21564
	(Above)				39,600	0.909	34-2114-000-0220	I-1	Zoned I-1: Light Industrial	25.92686	-80.21507
	SWQ of NW 167th St and NW 7th Ave, S side of SR 826 (Palmetto)	16601 NW 8 Ave	Miami Gardens	State of Florida DOT	<u>259,320</u>	<u>5.953</u>	34-2114-007-0380	I-1	Zoned I-1: Light Industrial. Formerly housed a 141,171 SF warehouse (now removed).	25.92677	-80.21383
				[Section 3a Totals]	352,929	8.102					
3b	Inside the Cloverleaf, North side of NW 167th St/ Seaboard Rd.		Miami Gardens		TBD	TBD	34-2112-000-0083	I-1	Zoned I-1: Light Industrial	25.92873	-80.21057
	Inside the Cloverleaf, South side of NW 167th St/ Seaboard Rd.	600 NW 167th St	Miami Gardens	Lucius Whatley Trust & Mary Whatley Trust	112,979	2.594	34-2113-000-0080	I-1	Zoned I-1: Light Industrial, Contains a 9,322 SF building.	25.92734	-80.21097
	(Above)	580 NW 167th St	Miami Gardens		<u>9,322</u>	<u>0.214</u>	34-2113-000-0190	I-1	Zoned I-1: Light Industrial	25.92753	-80.2102
				[Estimated 3b Total]		12.500					

Ref	Location	Address (if any)	Jurisdiction	Owner	Sq.Ft.	Acres	Parcel Folio No	Zoning	Description	Latitude	Longitude
<b>4 Suniland / No. Dade Landfill Area</b>											
4a	NWQ of Honey Hill Dr (NW 199 St) and NW 47th Ave (Palm Dr)		Unincorporated Miami-Dade	Miami-Dade County	7,225,776.36	165.881	30-1131-001-0030	AU	Zoned AU: Agricultural/ Residential.140 Acres leased to The Driver's Club (private race club).	25.96244	-80.29026
4b	SWQ of NW 47th Ave (Palm Dr) and the Snake Creek Canal (C9)	20600 NW 47th Ave	Unincorporated Miami-Dade	TIITF / HRS Mental Health Services	2,388,612.60	54.835	30-1131-001-0020	AU & IU-1	Includes 337,784 SF metal structure (formerly Agripost). Zoned AU (Agricultural Res) & IU-1 (Light Industrial). East portion contains a 337,784 SF steel warehouse structure.	25.9633	-80.28199
<b>North Dade Landfill</b>											
4c	South side of the HEFT, between and NW 47th Ave and 57th Ave		Unincorporated Miami-Dade	Miami-Dade County/ Solid Waste Mgt.	11,732,842.44	269.349	30-1131-001-0010	GU	North Dade Landfill. Has areas that may be useable for truck parking. Zoned GU: Interim District.	25.96928	-80.29325
<b>5 Tower Sites</b>											
5a	NW 207-210th St, east of NW 7th Ave (W of SR 7/ US 441)	501 NW 207th St	Miami Gardens	Miami Tower, LLC.	1,543,484.52	35.434	34-1136-000-0011	R-1	Zoned R-1: Single Family Dwelling Residential. West (interior) tower site.	25.96711	-80.21189
5b	Directly east and adjacent to above.	390 NW 210th St	Miami Gardens	Towercom Ltd.	945,600	21.708	34-1136-048-0010	R-15	Zoned R-15: Multiple-Family Dwelling Residential. East tower site, just west of auto dealerships (Lehman Automotive).	25.96741	-80.2087
5c	Between NW 203 - NW 207th St, between NW 4th - NW 7th Ave	502 NW 207th St	Miami Gardens	Vista Lago, LLC.	1,562,497	35.870	34-1136-000-0030	AU	Zoned AU: Agricultural & Utilities. South tower site (includes dog park).	25.96376	-80.21202
5d	SWQ of NW 215th St/ SR 852 and SR 7 (NW 2nd Ave), east of NW 4th Ave.	350 NW 215th St	Miami Gardens	Miami Gardens Tower, LLC.	900,787	20.679	34-1136-000-0016	R-25	Zoned RM-25: Multiple Family Dwelling Residential. North tower site. Contains auto parking for the adjacent dealerships. (Traffic: 34.5k SR 852; 44-57.6k on SR 7).	25.97097	-80.20886
<b>7 NIKE Missile Site</b>											
	NEQ of NW 57th Ave Flamingo Rd) and the Snake River Canal (C-9)		City of Miramar, Broward County	United States/ GSA	4,672,430	107.264	51-40-36-01-0011	RL	South of the HEFT in Broward County. North 1/2 of this property. Zoned RL: Rural District	25.96628	-80.30382
	SEQ of NW 57th Ave (Flamingo Rd) and the Snake River Canal (C-9)		City of Miramar, Broward County	United States/ GSA	6,792,746	155.940	51-40-36-01-0020	RL	South half of the above GSA property. Zoned RL: Rural District	25.9605	-80.30353
	NEQ of SW 55th St & Flamingo Road		City of Miramar, Broward County	US Dept of the Interior	302,803	6.951	51-40-35-02-0290		One of eight tracts within the SWQ of this southern half of the site.	25.9599	-80.30977
			City of Miramar	US Dept of Interior	167,419	3.843	51-40-35-02-0280			25.9599	-80.30866
			City of Miramar	US Dept of Interior	167,344	3.842	51-40-35-02-0270			25.95989	-80.30749
			City of Miramar	US Dept of Interior	167,270	3.840	51-40-35-02-0260			25.95994	-80.3065
			City of Miramar	US Dept of Interior	297,776	6.836	51-40-35-02-0220			25.95784	-80.30982
			City of Miramar	US Dept of Interior	164,622	3.779	51-40-35-02-0230			25.95803	-80.3084
			City of Miramar	US Dept of Interior	164,548	3.778	51-40-35-02-0240			25.95816	-80.3074
			City of Miramar	US Dept of Interior	167,270	3.840	51-40-35-02-0250			25.95832	-80.30657
					<u>410,382</u>	<u>9.421</u>	51-40-35-02-0300		This folio contains the Interior road ROWs to the above eight tracts.		
			[Nike Totals]		2,009,434	46.130					



Ref	Location	Address (if any)	Jurisdiction	Owner	Sq.Ft.	Acres	Parcel Folio No	Zoning	Description	Latitude	Longitude
7	<b>Opa-Locka Airport - NE Corner</b> NEQ of the Opa-Locka Airport, west side of Doublas Road (NW 37th Ave		Unincorporated Miami-Dade	Miami-Dade County Aviation Dept	861,617	19.780	30-2116-000-0070	GP	Zoned GP: Government Property. Includes 10,375 SF building (plant). May be in RPZ (Runway Protection Zone).	25.91345	-80.25935
<b>Adaptive &amp; Interim Use</b>											
8	West lot of Calder Track. SEQ of HEFT at NW 27th Ave (SR 817)/ Univ Dr.	21001 NW 27th Ave	Miami Gardens	Calder Race Course, Inc.	7,424,497.40	170.443	34-1134-014-0010	AU / EO	Zoned AU / EO: Agricultural & Utilities, Entertainment Overlay. Portion of the west parking area of interest.	25.97008	-80.24545
9	West lot of Hard Rock Stadium. NEQ of NW 27th Ave (SR 817) and NW 199th St. Hard Rock Stadium Parking Lot.	20000 NW 27th Ave 2269 NW 199th St	Miami Gardens Miami Gardens	County Line South Properties , LLC. (Huizenga) Miami-Dade County ISD R/E Management	1,591,421 6,260,443	36.534 143.720	34-1136-048-0010	PCD / EO PCD / EO	Zoned PCD / EO: Planned Corridor Development, Entertainment Overlay. Portion of the west parking area of interest. Zoned PCD / EO: Planned Corridor Development, Entertainment Overlay. North and South truck court portions of the main Hard Rock Stadium lot	25.95813 25.96007	-80.24461 -80.24003



City of Miami Gardens  
Freight Mobility  
Implementation Plan