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| <div><h1>Application No. 9</h1><div>Commission District 12 Community Council 5</div></div> |
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APPLICATION SUMMARY

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| Applicant/Representative: | Miami-Dade County Department of Regulatory and Economic Resources |
| Location: | Open Land Subarea 1 (Snake-Biscayne Canal Basin) |
| Requested Text Changes: | Amend the Open Land Subarea 1 text on page I-67 of the Land Use Element in the October 2013 edition of the County's adopted Comprehensive Development Master Plan to allow the County owned site for former and decommissioned Opa-Locka West Airport to be utilized as an area for recreational motorsports, in particular all-terrain vehicle (ATV) use and recreational drag racing. |
| Amendment Type: | Standard Text Amendment |

RECOMMENDATIONS

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| Staff: | TRANSMIT AND ADOPT (March 2018) |
| Country Club of Miami Council (5): | TRANSMIT AND ADOPT (March 21, 2018) |
| Planning Advisory Board (PAB) Acting as the Local Planning Agency: | TRANSMIT AND ADOPT (April 9, 2018) |
| Transmittal Action of Board of County Commissioners: | TO BE DETERMINED (April 25, 2018) |
| Final Action of Board of County Commissioners: | TO BE DETERMINED (July 2018) |

Staff recommends to **TRANSMIT AND ADOPT** the proposed text amendment to the Open Land Subarea 1 text on page I-67 of the Land Use Element in the October 2013 edition of the County's adopted Comprehensive Development Master Plan (CDMP) based on the following reasons:

Principal Reasons for Recommendation:

1. The application proposes to amend the text in the Open Land Subarea 1 of the CDMP Land Use Element to allow for outdoor vehicle recreational areas and/or recreational motorsport facilities on the decommissioned Opa-Locka West Airport site. More specifically, the application proposes that the former airport site consisting of approximately 420 acres, including two existing runways serve to provide a venue for drag racing while the remaining portions of the site would be developed with ATV trails and would be sole public ATV facility in the County. In Miami-Dade County throughout the years there have been limited sites that allow for drag racing. In regards to ATV trails in Miami-Dade County, there have not been any sites approved for ATV trails. Citizens that own ATV's have shown interest in a legal site to operate these vehicles. Throughout the County many residents own these vehicles and have to travel to other areas outside the County to enjoy the use of their ATVs. Open Land Subarea 1 currently provides for recreational uses and parking and storage of operable, non-disabled commercial motor vehicles. These permitted uses are similar to the requested uses of recreational motorsport facilities in the proposed text amendment. The language in the Open Land Subarea 1 specifies the distance for storing vehicles from a body of water, canal or lake; requirements for an annual operating permit from DERM; quarterly groundwater quality monitoring; and conditions for truck washing. The decommissioned Opa-Locka West Airport site in Open Land Subarea I is an appropriate area to accommodate outdoor vehicle recreational areas and/or recreational facilities.
2. Public health, safety and welfare are paramount concerns of government. It is the intention of boards to consider the overall intention of the CDMP as well as portions particularly applicable to a matter under consideration in order to ensure that the CDMP, as applied, will protect the public health, safety and welfare of its citizenry. Throughout the years there have safety issues with regard to using local streets, county and state roadways in the operation of outdoor vehicles and motorsport vehicles, such drag racing and ATV, throughout the County. Crash data obtained from the Miami-Dade Police Department Data indicates there were 234 ATV crashes with other vehicles in the County between the years 2013 and 2017, and 58 of those crashes occurred in 2017. The requested use of the decommissioned Opa-Locka West Airport site would serve to provide a safe site for drag racing and ATV trails in Miami-Dade County. The primary goal the proposed text amendment is to provide a venue for recreational drag racing and ATV use within the County by promoting safety thereby decreasing occurrences of these activities on public roads and reducing incidents of crashes resulting from these activities occurring on public roadways. The proposed recreational drag racing and ATV facilities would be designed and developed according to County requirements with a focus on safety while promoting the enjoyment of the Miami-Dade County residents and in a sustainably operating facilities.

REQUESTED TEXT AMENDMENT ¹

The proposed application seeks to allow the County owned site of the former and decommissioned Opa-Locka West Airport to be utilized as an area for recreational motorsports, in particular for all-terrain vehicle (ATV) use and recreational drag racing as follows:

Open Land Subarea 1 (Snake-Biscayne Canal Basin). This subarea is located north of the Miami Canal (Canal-6) in northwestern Miami-Dade County. Rural residential use at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, and communications facilities, recreational uses, >>outdoor vehicle recreational areas and/or recreational motorsport facilities on the decommissioned Opa-locka West Airport site.<< nurseries and tree farms, agriculture production¹ and the limited raising of livestock may be considered for approval in this subarea. The following uses may also be considered for approval in this subarea: parking and storage of operable, non-disabled commercial motor vehicles, including construction equipment and agricultural equipment, as defined in section 320.01, Florida Statutes, and incidental temporary parking and storage of operable, non-disabled passenger automobiles to serve such allowable uses on the same parcel (but not to include stand-alone automobile parking and storage uses such as car rental facilities). It is provided that such parking and storage uses shall be allowed only on properties larger than 20 acres, under a single ownership, and located within the area of an arc no more than 7000 lineal feet from the intersection of Okeechobee Road and the Turnpike Extension so long as the property is not located within 1,400 feet of a body of water, canal, or lake as measured from the top of bank. Such parking and storage of vehicles and equipment shall be subject to the following requirements: (a) commercial vehicle storage facilities shall obtain an annual operating permit from the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources and be subject to required quarterly groundwater quality monitoring; (b) all vehicles and equipment shall be stored or parked only on paved impervious surfaces with county-approved drainage systems; (c) mechanical repair or maintenance of any kind, , shall be prohibited; (d) the storage, handling, use, discharge and disposal of liquid wastes or hazardous wastes shall be prohibited; and (e) truck washing shall be permitted as an ancillary use at commercial vehicle storage facilities provided that the truck washing shall be done with 100% recyclable water systems as approved by the Division of Environmental Resources Management in The Department of Regulatory and Economic Resources; truck washing services shall only be provided for trucks stored at the commercial vehicle storage facilities for at least 4 hours; truck washing shall be conducted only in fully enclosed buildings as approved by the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources; facilities shall allow inspections at any time during operating hours; facilities shall provide secondary containment surrounding all storage tanks; and be subject to required quarterly groundwater quality monitoring. In addition, if a violation of these provisions related to truck parking and truck washing or the operating conditions is found on a property on three separate occasions within a three year period, truck washing shall no longer be permitted on the subject property. The County, by ordinance, shall provide a process to reestablish the use, taking into account any change in ownership, the nature of the violation, and a period of repose for the property. Uses that could compromise groundwater quality shall not occur west of the Turnpike Extension.

¹ Words single underlined are proposed additions by the applicant and words double ~~stricken through~~ and double underlined are proposed changes of the Department of Regulatory and Economic Resources. All other words are adopted text of the CDMP Land Use Element and remain unchanged.

STAFF ANALYSIS

Background

The application proposes to amend the text in the Open Land Subarea 1 of the CDMP Land Use Element to allow for outdoor vehicle recreational areas and/or recreational motorsport facilities on the decommissioned Opa-Locka West Airport site. The former airport site is approximately 420 gross acres of mostly vacant land whose area resembles an inverted L-shape located south of the Miami-Dade/Broward County line (NW 202 Street) between Okeechobee Road and theoretical NW 132 Avenue and north of NW 186 Street. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road. The entire site is vacant except for the two runways: one running east to west within the northern portion of the site and the other running north to south. The site was designated on the CDMP Land Use Plan (LUP) map as "Transportation Terminals" while it operated as an airport. The airport was decommissioned in June 2006 and the site's LUP map designation was subsequently changed to "Open Land" in April 2008 by the Board of County Commissioners through adopted Ordinance No. 08-47. The Miami-Dade County Aviation Department previously provided a month-to-month permit to Countyline Dragway Inc. to operate the north-south runway for drag racing events. Should the application be approved it would allow drag racing and ATV facilities on the former airport site within Open Land Subarea 1.

The primary goal of the proposed text amendment is to provide a venue for recreational drag racing and ATV use within the County that promotes safety toward decreasing occurrences of these activities on public roads and reduce incidents of crashes resulting from the activities occurring on public roadways. Crash data obtained from the Miami-Dade Police Department Data indicates there were 234 ATV crashes with other vehicles in the County between the years 2013 and 2017, and 58 of those crashes occurred in 2017. The former airport site with the two existing runways would provide a venue for drag racing while the remaining portions of the site would be developable with ATV trails and would be the sole public ATV facility in the County.

The proposed recreational drag racing and ATV facilities would be designed and developed according to County requirements with a focus toward safety while promoting the enjoyment of the Miami-Dade County residents and in a sustainably operated facility.

The former Opa-Locka West Airport site is within Open Land Subarea 1 that is located in northwest Miami-Dade County and borders Broward County to the north, the Florida Turnpike to the east/southeast, Okeechobee Road (U.S. 27) to the south/southwest, and theoretical NW 147th Avenue to the west. The "Open Land" land use category does not currently allow for drag racing and ATV facilities.

The former airport site is approximately 420 gross acres of mostly vacant land whose area resembles an inverted L-shape located south of the Miami-Dade/Broward County line (NW 202 Street) between Okeechobee Road and theoretical NW 132 Avenue and north of NW 186 Street. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road. The entire site is vacant except for the two runways: one running east to west within the northern portion of the site and the other running north to south. The site was designated on the CDMP Land Use Plan (LUP) map as "Transportation Terminals" while it operated as an airport. The airport was decommissioned in June 2006 and the site's LUP map designation was subsequently changed to "Open Land" in April 2008 by the Board of County Commissioners through adopted Ordinance No. 08-47. The Miami-Dade County Aviation Department previously provided a month-to-month permit to Countyline Dragway Inc. to operate the north-south runway for drag racing

events. Should the application be approved it would allow drag racing and ATV facilities on the former airport site within Open Land Subarea 1.

The Opa-Locka West Airport site serves as a Disaster Debris Management Site for hurricane debris in Miami-Dade County, and would need to be cleared out during hurricane activation if the site is needed.

Land Use and Zoning Analysis

The application site is approximately 420 gross acres of mostly vacant land whose area resembles an inverted L-shape. It is located south of the Miami-Dade/Broward County line (NW 202 Street) between Okeechobee Road and theoretical NW 132 Avenue and north of NW 186 Street. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road. The entire site is vacant except for two runways: one running from east to west and one running from north to south. The runways are no longer used for aviation purposes. Opa-locka West Airport was designated to be maintained and enhanced for the purpose of flight training before it was decommissioned in June of 2006. The entire site is zoned as an Interim District (GU). The uses in a GU district depend on the character of the neighborhood, but if not specified, the standards for the single-family five-acre Estate District (EU-2) apply. The site is entirely owned by the Miami-Dade County Aviation Department, and it is located approximately three and a half miles outside the Urban Development Boundary (UDB). In addition, the site is not located in an area designated for urban expansion.

The areas to the east, west, south and southeast of the application are designated as "Open Land" on the CDMP Land Use Plan Map. Together they comprise "Open Land Subarea 1", otherwise known as the Snake-Biscayne Canal Basin. The application site is part of "Open Land Subarea 1" land use designation. The "Open Land" designation in this area allows for rural residential uses at one dwelling unit per five acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, communications facilities, recreational uses, and seasonal agriculture. It also prohibits any uses that could compromise groundwater quality west of the Turnpike Extension. The areas to the east, west, and southeast of the application site are either vacant or are currently being used for rock mining. Where active rock mining has created lake excavations, the lands are designated as "Water" on the CDMP Land Use Map. The areas to the east and west of the application are zoned as "Interim Districts" (GU). To the southeast of the site, the land is zoned "Agricultural District" (AU), which allows for one dwelling unit per five gross acres. To the south of the application are several plots of active agricultural land also zoned "Agricultural District" (AU).

Some properties in Open Land Subarea 1 are located within the Rockmining Overlay Zoning Area (ROZA) (Article XLI, of the Code). Section 33-421 of the Code indicates that rockmining uses are permitted in all zoning districts within this overlay area without a public hearing, if approval of pertinent criteria is granted by the DP&Z. Permitted rockmining uses include lake excavations, quarrying, and crushing of raw materials. Uses ancillary to rockmining are also allowed provided that the ancillary uses occur with rockmining uses on property under common ownership. These ancillary uses include, "...operation of storage facilities for all equipment used in rockmining on premises attendant to the uses set forth herein" and "the outdoor storage of vehicles and lake excavation equipment required for the rockmining uses permitted by this Article" subject to certain conditions including vehicle maintenance performed according to best management practices as approved by Miami-Dade County Department of Environmental Resources Management (DERM).

Allowed land uses for property in Miami-Dade County are determined by several factors, including current zoning districts and overlays in the Code, and applicable text and the LUP map of the CDMP. Section 33-265 "Control of uses" of the Code limits the location of land uses that will cause "objectionable influences" such as odors or toxic gases. Furthermore, garbage and waste dumps (including landfills) and resource recovery facilities may be permitted in Miami-Dade County only through the Unusual Use approval process (see Section 33-13 of the Code). Resource recovery facilities may also be subject to State regulation depending on the nature of the operation, such as electrical power generating resource recovery facilities that are regulated by the Florida Electrical Power Plant Siting Act.

Existing land uses in Open Land Subarea 1 include seasonal agricultural activities, rockmining operations, lands in conservation, and other activities that were permitted through prevailing land use and zoning processes. Property owners desiring to utilize their land for outdoor vehicle recreational areas and/or recreational motorsport facilities on the decommissioned Opa-Locka West Airport site may need zoning action in addition to the approval of this CDMP text amendment.

Other County Agency Comments

Aviation Department

The Department of Regulatory and Economic Resources has filed this application on behalf of the Miami-Dade County Aviation Department. (MDAD) supports this application, providing that all the uses comply with federal, state and local aviation requirements.

Solid Waste Management

The Department of Solid Waste Management has indicated that the proposed text amendment has no impact or any associated costs relative to the Solid Waste Collection and Disposal services and facilities, and have no objections.

Transportation and Public Works, Planning & System Development Section (Mass Transit)

The Department of Transportation and Public Works, Planning & System Development Section has indicated there is no direct transit service in the immediate vicinity; there are no future service improvements; there no major long term transit projects; and have no objections.

Agricultural Manager

The Office of the Agricultural Manager has noted no negative impacts to agriculture, and there should not be impact agricultural properties or production as the proposed amendment is limited to the County-owned property. By providing this site as a location for recreational all-terrain vehicles (ATV) usage, this will benefit agricultural operations in the county by providing a much needed area for the ATV riders, thereby relieving the pressure on agricultural land. Currently there is uncontrolled ATV riding around farms and agriculture lands. Providing this a location for ATV riding and trails may reduce the current trend of trespassing on farmland, crop damage and property destruction.

Fire Rescue

The Fire Rescue Department has no objections to the proposed text amendment and believes it will promote safety toward decreasing occurrences of drag racing and ATV riding on public roads, thereby reducing the incidents of crashes resulting from activities occurring on public roadways.

Water and Sewer

The Water and Sewer Department has no objections to the proposed text amendment and notes this property is located outside the Urban Development Boundary and there is no connection to public water and sewer infrastructure.

Parks, Recreation and Open Spaces

The Parks, Recreation and Open Spaces Department completed the Park and Recreation Department *Off-Highway Vehicle Trails Feasibility Study for Miami-Dade County*. The goal of the study was to identify one or more sites within Miami-Dade County that could be transformed into an off-highway vehicle recreational facility. The Opa-Locka West Airport was recognized as a top candidate for the near and long-term recommendations. The study outlined the following benefits to this site: (1) there are no adjacent residential or commercial areas and (2) this site is appealing to users because it is large, far from neighborhoods, full of trees, muddy enough for mud riders and suitable for several types of riders. The study also highlighted some cons for the use of the site which revolve around the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources (DERM) environmental matters, which are addressed in DERM's comments below. Based on the study and analysis the application is consistent to be utilized as an all-terrain vehicle recreation.

Environmental Resources Management

The Division of Environmental Resources Management in the Department of Regulatory and Economic Resources (DERM) does not object to the proposed text amendment. DERM offers the following information regarding the development of outdoor vehicle recreational areas/or recreational motorsport facilities within Open Land Subarea 1.

Section 24-43.1(6) of the Code prohibits the approval of any building permit, certificate of use and occupancy, municipal occupational license, platting action or zoning action for any nonresidential land use served or to be served by any liquid waste storage, disposal or treatment method other than public sanitary sewers or any source of potable water supply other than a public water main. The same Code Section also provides that nonresidential land uses served by a septic tank and an onsite domestic well water may only be approved, if among other requirements, the proposed land use does not generate liquid waste other than domestic sewage, does not engage in preparation of food and drink and does not use hazardous materials, and complies with all the requirements of Section 24-43.1(4) of the Code. DERM notes that this section of the Code would prohibit recreational motorsport facilities from generating a liquid waste other than domestic sewage, preparing food and drink on site, and using or storing hazardous materials on the property.

Open Land Subarea 1 encompasses the C-9 Wetland Basin and contains wetlands as defined by Section 24-5 of the Code. A Class IV permit with appropriate mitigation will be required prior to any work within wetlands. Open Land Subarea 1 is located near the eastern edge of Everglades National Park and contains a range of habitats that includes a mixture of seasonally flooded

wetlands with forested and open areas that may support federal or state-protected wildlife species, including but not limited to the federally-listed Eastern indigo snake and the Florida bonneted bat and the state-listed little blue heron, snowy egret, and white ibis. These wetlands are an important habitat for feeding during the nesting season for wading birds, listed animal and plant species, and other wildlife such as bobcats. Any future development proposal shall be consistent with the requirements of Chapter 24 of the Code and the CDMP and shall consider the nesting, roosting or feeding habitats used by federal or State designated, endangered or threatened species as set forth in CDMP Conservation Element. Open Land Subarea 1 is also located within the United States Fish and Wildlife Service (USFWS) consultation area for the federally endangered Florida bonneted bat and core foraging areas for the federally threatened wood stork. Consultation with USFWS and any other necessary federal or state agencies is recommended before conducting any work or activities. Open Land Subarea 1 is located in the Western C-9 Basin where Miami-Dade County and the South Florida Water Management District have established criteria for land development and flood protection. Any future development will require a Class II permit for any proposed drainage system that contains an outfall or overflow system in, on, or upon any water body of Miami-Dade County and may require an Environmental Resource Permit (ERP) from the South Florida Water Management District (SFWMD) for the construction and operation of the required surface water management system. These permits are required prior to any development.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The following CDMP goals, objectives, policies, concepts and guidelines would be furthered if the proposed text amendment is approved:

- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).
- Obj. LU-4 Miami-Dade County shall continue to reduce the number of land uses, which are inconsistent with the uses designated on the LUP map and interpretive text, or with the character of the surrounding community.
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4B. Uses designated on the LUP map and interpretive text, which generate or cause to generate significant noise, dust, odor, vibration, or truck or rail traffic shall be protected from damaging encroachment by future approval of new incompatible uses such as residential uses.
- LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-5B. All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative

finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map."

- LU-9E. Miami-Dade County shall enhance and formalize its standards for defining and ensuring compatibility among proximate uses, and requirements for buffering.

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APPENDICES

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| Appendix A: Amendment Application..... | 3 |

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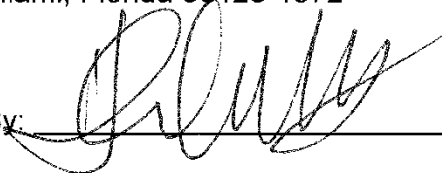
**APPLICATION REQUESTING AMENDMENT TO THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1st Street, 12th Floor
Miami, Florida 33128-1972
(305) 375-2835

2. APPLICANT'S REPRESENTATIVE

Jack Osterholt, Deputy Mayor/Director
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1st Street, 29th Floor
Miami, Florida 33128-1972

By:  February 2018

3. DESCRIPTION OF REQUESTED CHANGE

Amend the Open Land Subarea 1 text on page I-67 of the Land Use Element in the October 2013 edition of the County's adopted Comprehensive Development Master Plan as follows¹:

Open Land Subarea 1 (Snake-Biscayne Canal Basin). This subarea is located north of the Miami Canal (Canal-6) in northwestern Miami-Dade County. Rural residential use at 1 dwelling unit per 5 acres, limestone quarrying and ancillary uses, compatible institutional uses, public facilities, utility facilities, and communication facilities, recreational uses, >>outdoor vehicle recreational areas and/or recreational motorsport facilities on the decommissioned Opa-locka West Airport site<< nurseries and tree farms, agricultural production and the limited raising of livestock may be considered for approval in this subarea. The following uses may also be considered for approval in this subarea: parking and storage of operable, non-disabled commercial motor vehicles, including construction equipment and agricultural equipment, as defined in Section 320.01, Florida Statutes, and incidental temporary parking and storage of operable, non-disabled passenger automobiles to serve such allowable uses on the same parcel (but not to include stand-alone automobile parking and storage uses such as car rental facilities). It is provided that such parking and storage shall be allowed only on properties larger than 20 acres, under a single ownership, and located within the area of an arc no more than 7000 lineal feet from the intersection of Okeechobee Road and the Turnpike Extension so long as the property is not located within 1,400 feet of a body of water, canal, or lake as measured from the top of bank.

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Such parking and storage of vehicles and equipment shall be subject to the following requirements: (a) commercial vehicle storage facilities shall obtain an annual operating permit from the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources and be subject to the required groundwater quality monitoring; (b) all vehicles and equipment shall be stored or parked only on paved impervious surfaces with county-approved drainage systems; (c) mechanical repair or maintenance of any kind, shall be prohibited; (d) the storage, handling, use, discharge and disposal of liquid wastes or hazardous wastes shall be prohibited; and (e) truck washing shall be permitted as an ancillary use at commercial vehicle storage facilities provided that the truck washing shall be done with 100% recyclable water systems as approved by the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources; truck washing services shall only be provided for trucks stored at the commercial vehicle storage facilities for at least 4 hours; truck washing shall be conducted only in fully enclosed buildings as approved by the Division of Environmental Resources Management in the Department of Regulatory and Economic Resources; facilities shall allow inspections at any time during operating hours; facilities shall provide secondary containment surrounding all storage tanks; and be subject to required quarterly groundwater quality monitoring. In addition, if a violation of these provisions related to truck parking and truck washing or the operating conditions is found on a property on three separate occasions within a three year period, truck washing shall no longer be permitted on the subject property. The County, by ordinance, shall provide a process to reestablish the use, taking into account any change in ownership, the nature of the violation, and a period of repose for the property. Uses that could compromise groundwater quality shall not occur west of the Turnpike Extension.

4. REASONS FOR AMENDMENT

The application seeks to allow the County owned site of the former and decommissioned Opa-Locka West Airport to be utilized as an area for recreational motorsports, in particular for all-terrain vehicle (ATV) use and recreational drag racing.

The primary goal of the proposed text amendment is to provide a venue for recreational drag racing and ATV use within the County that promotes safety toward decreasing occurrences of these activities on public roads and reduce incidents of crashes resulting from the activities occurring on public roadways. Crash data obtained from the Miami-Dade Police Department Data indicates there were 234 ATV crashes with other vehicles in the County between the years 2013 and 2017, and 58 of those crashes occurred in 2017. The former airport site with the two existing runways would provide a venue for drag racing while the remaining portions of the site would be developable with ATV trails and would be the sole public ATV facility in the County.

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promoting the enjoyment of the Miami-Dade County residents and in a sustainably operated facility.

The former Opa-Locka West Airport site is within Open Land Subarea 1 that is located in northwest Miami-Dade County and borders Broward County to the north, the Florida Turnpike to the east/southeast, Okeechobee Road (U.S. 27) to the south/southwest, and theoretical NW 147th Avenue to the west. The "Open Land" land use category does not currently allow for drag racing and ATV facilities.

The former airport site is approximately 420 gross acres of mostly vacant land whose area resembles an inverted L-shape located south of the Miami-Dade/Broward County line (NW 202 Street) between Okeechobee Road and theoretical NW 132 Avenue and north of NW 186 Street. The southwestern boundary begins at the intersection of Krome Avenue and Okeechobee Road. The entire site is vacant except for the two runways: one running east to west within the northern portion of the site and the other running north to south. The site was designated on the CDMP Land Use Plan (LUP) map as "Transportation Terminals" while it operated as an airport. The airport was decommissioned in June 2006 and the site's LUP map designation was subsequently changed to "Open Land" in April 2008 by the Board of County Commissioners through adopted Ordinance No. 08-47. The Miami-Dade County Aviation Department previously provided a month-to-month permit to Countyline Dragway Inc. to operate the north-south runway for drag racing events. Should the application be approved it would allow drag racing and ATV facilities on the former airport site within Open Land Subarea 1.

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