

# Inland Port (West Miami-Dade)

THE *Keyes* CO.

220 NW 137th Ave, Miami, FL 33182



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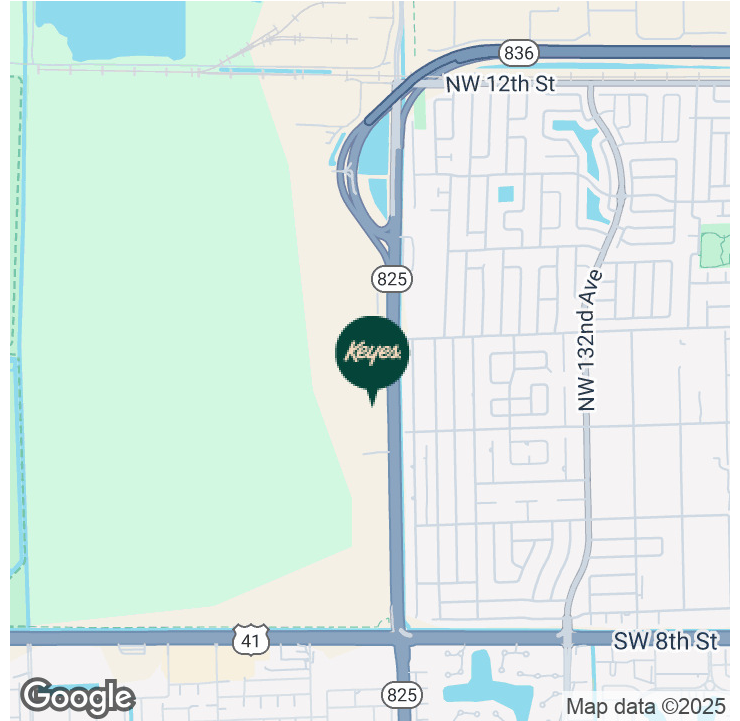
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# Executive Summary



## OFFERING SUMMARY

Sale Price:	\$8,400,000
Lot Size:	106,399 SF
Price / Acre:	\$3,438,980
Year Built:	2016
Zoning:	IU-1
Market:	Miami-Dade
Submarket:	West Miami-Dade County

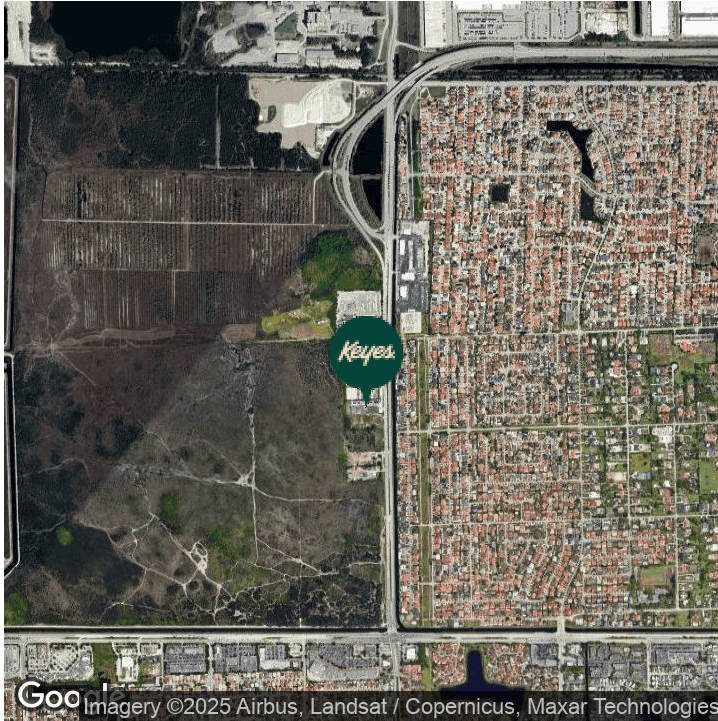
## PROPERTY OVERVIEW

Discover an exceptional investment opportunity with this prime industrial use property located in the Miami-Dade area. Zoned IU-1, the property presents a versatile opportunity for a range of industrial purposes, from manufacturing to warehousing. With a strategic location in Miami, FL, this property is perfectly positioned for accessing key transportation routes and the thriving Miami-Dade market. Don't miss the chance to invest in this well-maintained, high-potential industrial property in a prime location.

## PROPERTY HIGHLIGHTS

- Zoned IU-1 for versatile industrial use
- Strategic location in Miami, FL
- Prime investment opportunity
- Well-maintained property
- Ideal for manufacturing or warehousing
- Close to major transportation routes (Florida Turnpike and SR 836)
- Thriving Miami-Dade market access

# The Story



## THE LOCATION

The industrial district surrounding 220 NW 137th Avenue sits at the heart of one of Miami-Dade County's most strategically important industrial submarkets, where Medley meets the NW Airport West logistics belt. Over the past twenty-five years, this corridor has undergone a complete transformation. What was once a collection of small fabrication yards, contractor depots, and mom-and-pop industrial users has evolved into a high-throughput logistics ecosystem shaped by Miami's expanding population, the explosive surge of e-commerce, and the corridor's unmatched access to the region's transportation arteries. This story traces how the area developed its identity, why it has become a regional logistics powerhouse, and where its trajectory is headed.

The location offers exceptional connectivity. Positioned just west of the Florida Turnpike and north of NW 25th Street, the site benefits from immediate access to the Turnpike, SR-836, and the NW 25th Street industrial spine. Miami International Airport is only ten to fifteen minutes away, while PortMiami and Downtown are reachable in roughly twenty-five minutes.

## THE NEXT PART OF THE STORY

and Downtown are reachable in roughly twenty-five minutes. The same road network provides direct access to Broward County's distribution hubs. This tri-corridor infrastructure has shaped the district into a logistics sweet spot, ideal for last-mile delivery operators, regional distribution centers, fleet and truck staging, light manufacturing, and companies serving the construction and building trades.

## PHASES OF EVOLUTION

The first, spanning the 1990s through 2005, was characterized by traditional light industrial uses: contractors, metal shops, equipment yards, and specialized trade operators. Larger lots, flexible zoning, and affordable land made it a natural extension for businesses moving outward from Doral and Medley.

The second phase, between 2006 and 2015, coincided with tightening industrial supply in Doral and the westward expansion of the 836. As accessibility improved, demand migrated toward 137th Avenue. Land values rose, institutional investors entered the market, and the first modern tilt-wall distribution buildings appeared. National tenants began to replace local operators, marking a shift from small industrial use to regional logistics.

The third phase, from 2016 to 2023, brought the full force of the e-commerce boom. Amazon, UPS, DHL, and other distribution giants accelerated industrial absorption to record levels. Older sites were redeveloped into Class A logistics facilities with higher clear heights, expanded truck courts, and increased parking capacity. Vacancy rates plunged to historic lows of two to four percent, and rental rates tripled. During these years, the area around 220 NW 137th Avenue became one of Miami-Dade's hottest industrial pockets.

# The Story

## PHASES OF EVOLUTION CONTINUED

The current phase, beginning around 2023, is defined by large-scale institutionalization and scarcity. The area is now dominated by national players such as Prologis, Terreno, Blackstone, and CenterPoint. Barriers to entry have risen, driven by limited land availability, higher impact fees, and zoning constraints. Tenant rollover has tightened as it becomes increasingly difficult for companies to relocate within the submarket, and the tenant base has shifted from mixed service users to pure logistics operators. With its modern road network and improved circulation, the corridor now rivals Medley itself—only newer, cleaner, and more efficient.

Today, this district supports a diverse tenant mix that reflects Miami's economic engine: freight forwarders and aviation suppliers serving MIA; construction material suppliers; food and beverage distributors; furniture, appliance, and home-goods logistics; last-mile fulfillment centers; wholesalers tied to cross-border trade; and manufacturers requiring both assembly and warehouse capacity. Many properties feature tilt-wall construction, 20- to 32-foot clear heights, generous parking, dock-high loading, secure truck courts, and ESFR systems. Newer developments incorporate 36-foot clear heights, deeper truck courts, modern LED lighting, upgraded HVAC, and contemporary office components. The corridor is especially valued for its larger lots, flexible heavy-equipment-friendly zoning, and high demand for outdoor storage and fleet parking, making it a preferred location for IOS-related users and national fleet operators.

The transportation network is one of the district's strongest competitive advantages. NW 137th Avenue functions as a dedicated north-south truck corridor, NW 25th Street as its major east-west industrial artery, and the 836 Expressway as the primary connection to the airport and Downtown. The Florida Turnpike provides regional distribution northward, while Okeechobee Road and the Palmetto Expressway link the area to Medley and Hialeah's industrial core. As delivery times tighten and logistics companies push closer to consumers, the area's proximity to dense residential neighborhoods in Doral and Sweetwater strengthens its importance as a last-mile hub.

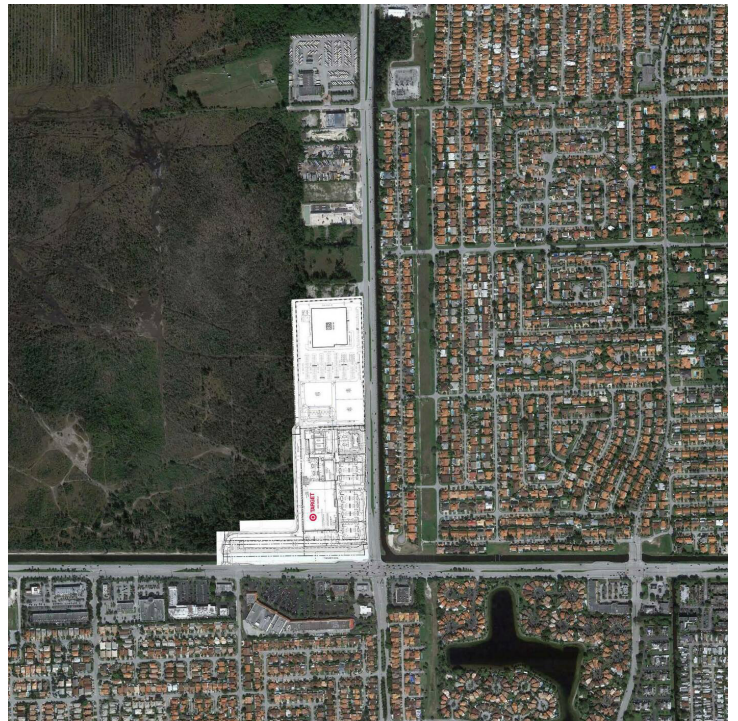
Multiple economic forces fuel the corridor's vitality. Miami-Dade's westward population growth drives demand for construction materials, home furnishings, food and beverage distribution, and delivery fulfillment. Miami International Airport—one of the busiest cargo hubs in the country—generates aviation-related logistics, cold chain, and international trade activity. The region's role in serving Latin America and the Caribbean creates demand for bonded warehouses, freight consolidation, and re-export operations. Meanwhile, industrial land scarcity in west-central Miami has pushed values upward and made existing inventory extremely competitive.

Compared to surrounding submarkets, the NW 137th Avenue corridor benefits from newer infrastructure, strong warehouse stock, proximity to MIA, reduced congestion relative to Medley, high demand for yard space, and sustained institutional interest. The challenges are similar to Miami's broader industrial landscape: rising rents, limited opportunities for tenant relocation, high impact fees, intense competition for quality sites, and expansion limitations prompted by the scarcity of developable land.

Looking ahead, the district is set for continued growth, with older buildings likely to be redeveloped into modern logistics facilities and industrial land remaining highly valued due to scarcity. Low vacancy and strong demand will keep rental rates rising, reinforcing the area's role as a key link in Miami's import/export, regional distribution, and last-mile delivery network.

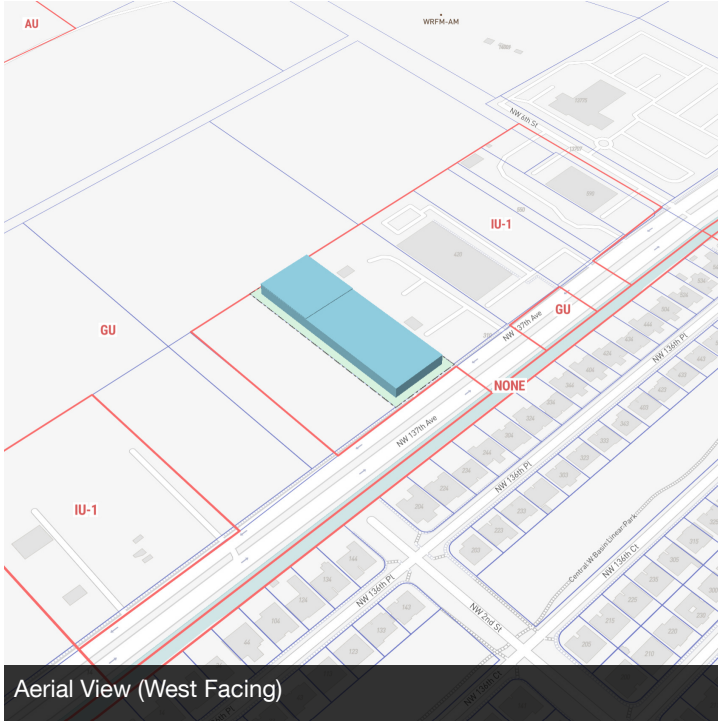


# What's In The Area





# Zoning Information



## DEVELOPMENT STANDARDS & CAPACITY

IU-1 allows substantial development flexibility with no FAR limit for hotel/motel mixed-use, 35 ft (2-story) height by right with additional height possible through public hearing, and minimal setback requirements.

Hotel/motel projects require a 5-acre minimum site and may achieve 75 keys per net acre with no height limit except airport zoning.

Standard industrial development benefits from efficient setbacks (20 ft front, 15 ft secondary front, 0–5 ft sides, 0–20 ft rear) and flexible parking ratios, including 1/1,000–2,000 SF for warehouse uses and 1/300 SF for office.

Overall, IU-1 provides a highly permissive envelope enabling large footprints, vertical expansion with approval, and diverse development strategies.

### INDUSTRIAL/LOGISTICS USES

- Warehousing, distribution, storage, contractor yards
- Manufacturing, fabrication, machine shops
- Cold storage, food production, bottling, canning
- Marine industrial (boat repair, shipyards, dry docks)

### COMMERCIAL USES

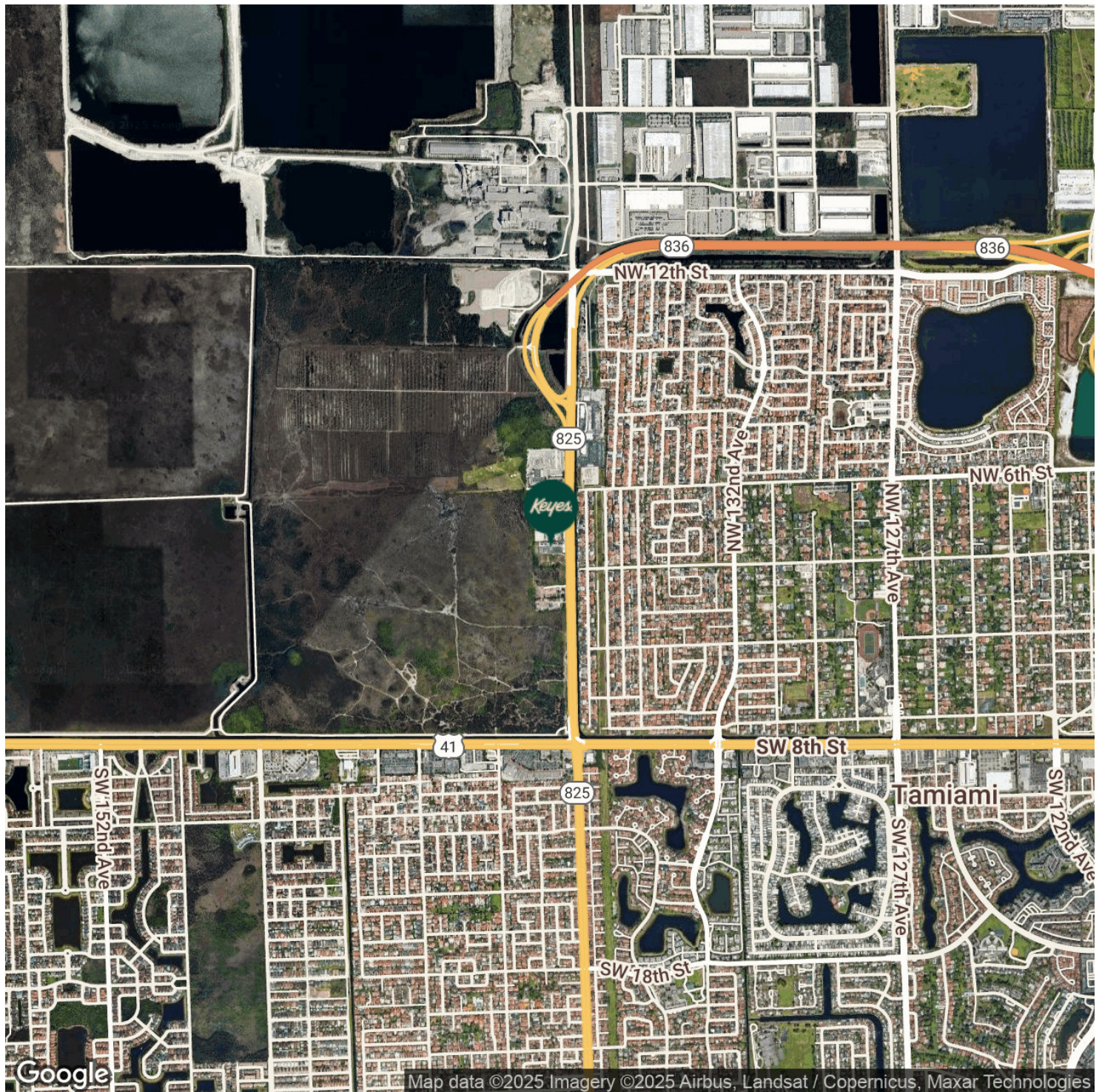
- Offices, banks, wholesale showrooms
- Restaurants
- Retail distribution
- Indoor movie/TV studios
- Commuter colleges/universities

### SPECIALTY USES

- Hotel/motel integrated with industrial operations
- Telecommunications hubs
- Religious facilities
- Night clubs/bars (conditions)
- Adult uses (conditions)
- Watchman/caretaker residence



# Location







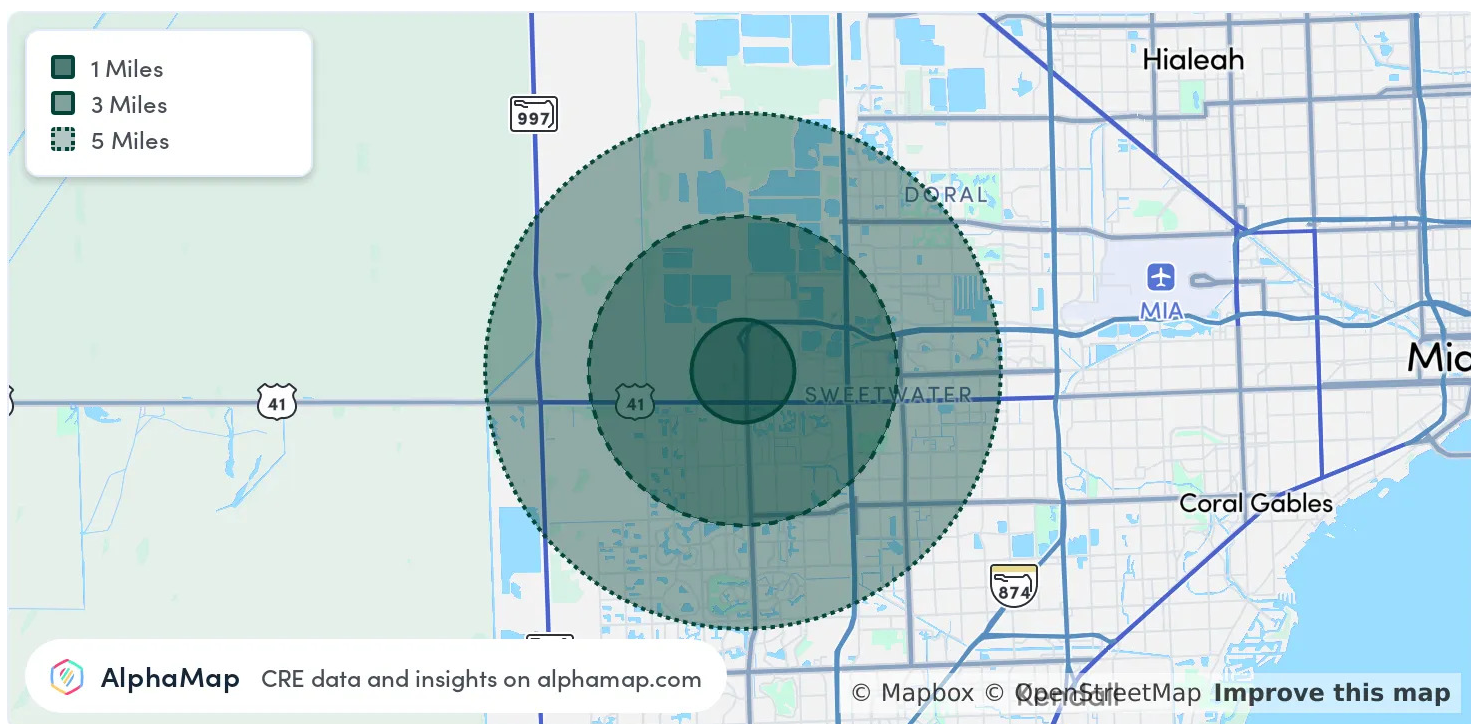


# Major Roadways





# Area Analytics



## POPULATION

	1 MILE	3 MILES	5 MILES
Total Population	11,679	109,367	300,410
Average Age	46	44	44
Average Age (Male)	44	42	42
Average Age (Female)	48	46	45

## HOUSEHOLD & INCOME

	1 MILE	3 MILES	5 MILES
Total Households	3,596	32,841	96,171
Persons per HH	3.2	3.3	3.1
Average HH Income	\$127,563	\$102,087	\$101,155
Average House Value	\$537,310	\$466,436	\$473,379
Per Capita Income	\$39,863	\$30,935	\$32,630

Map and demographics data derived from AlphaMap



# Zoning Information



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