

<h1 style="margin: 0;">Orbe Services, Inc. (CDMP20180005)</h1> <p style="margin: 0;">Commission District 11 Community Council 11</p>

APPLICATION SUMMARY

Applicant/Representative:	Orbe Services, Inc./Juan J. Mayol, Jr., Esq., & Gloria M. Velazquez, Esq., Holland and Knight LLP
Location:	Southwest corner of SW 136 Street and SW 157 Avenue
Total Acreage:	±10.34 Gross Acres/Net Acres
Current Land Use Plan Map Designation:	"Industrial and Office"
Requested Land Use Plan Map Designation and other changes:	<ol style="list-style-type: none"> 1. Redesignate the application site on the LUP map to "Low Density Residential (2.5 to 6 dwelling units per gross acre)" 2. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board.
Amendment Type:	Standard
Existing Zoning District/Site Condition:	IU-1 and BU-1A/Vacant

RECOMMENDATIONS

Staff Final Recommendation:	ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (September 27, 2018)
Staff Initial Recommendation:	TRANSMIT AND ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (May 2018)
West Kendall Community Council (11):	NO QUORUM (May 31, 2018)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	TRANSMIT AND ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (July 11, 2018)
Board of County Commissioners:	TRANSMIT AND ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS (July 25, 2018)
Final Action of Board of County Commissioners:	TO BE DETERMINED (September 27, 2018)

Staff's final recommendation is to **ADOPT WITH ACCEPTANCE OF THE PROFFERED DECLARATION OF RESTRICTIONS** the proposed change to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the ±10.34-acre site from "Industrial and Office" to the "Low Density Residential" (2.5 to 6 dwelling units per gross acre).

On July 25, 2018, the Board of County Commission (Board) held its first public hearing on the proposed standard amendment. Subsequent to the hearing, the application was transmitted to the Florida Department of Economic Opportunity/State Land Planning Agency (SLPA) and other state and regional agencies (reviewing agencies) for review. No objection was raised against the application by the SLPA, the reviewing agencies, or any affected party; nor were there any changes to the application which were not previously considered by the Board.

The Principal Reasons presented in the "[Initial Recommendations – Orbe Services, Inc.](#)" report, dated May 2018, are presented below and are maintained as the basis for staff's final recommendation.

Principal Reasons for Recommendation:

1. The application proposes to change the "Industrial and Office" CDMP land use designation on a ±10.34 gross acre site to "Low Density Residential" in order to develop 62 single family residential units generally in accordance with the CDMP provisions for the "Industrial and Office" category. The "Industrial and Office" land use category text in the CDMP Land Use Element (on page I-39) provides for the retention of "Industrial and Office" designated land when such land is in a Minor Statistical Area (MSA) that has less than a 15-year supply of industrial land. In instances where there is less than a 15-year supply of industrial land, in order to be considered for approval for a non-industrial use, it must be demonstrated that such use will not adversely impact future industrial development. The subject property is located in MSA 6.2 that has approximately a 6-year supply of industrial land, where the supply of industrial designated land is projected to be depleted by the year 2024 (see Supply and Demand Analysis of page 12).

The application site is located south of the Miami Executive Airport (formerly the Kendall Tamiami Executive Airport). It is the only parcel designated "Industrial and Office" south of the airport and west of SW 157 Avenue between SW 136 Street to SW 152 Street. Except for Miami Executive Airport to the north, the adjacent lands to the west and south of application site are residentially designated on the and developed with residences and are residentially designated on the CDMP Adopted 2020 and 2030 Land Use Plan map. The vacant parcel to the east of the application site, at the southeast corner of SW 157 Avenue and SW 136 Street, is also residentially designated. Given the abutting and adjacent residential uses, the application site is less likely to be developed with industrial type uses and its conversion to residential use as proposed in the application would not negatively impact future industrial development on adjacent lands in the vicinity of the application site.

It should be noted that the residential parcel mentioned above and another parcel further to the east were subject to similar CDMP amendments to convert industrially designated land for residential purposes. These applications include Application No. 6 of the October 2017 CDMP Amendment Cycle and Application No. 2 of the May 2017 CDMP Amendment Cycle that were both approved by the Miami-Dade County Board of County Commissioners. Approval of the requested CDMP amendment to redesignate the application site to "Low Density Residential" would, in addition to not negatively impacting future industrial growth,

would also be in keeping with recent trend for residential development in the vicinity of the application site.

2. CDMP Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.
 - i. *Need to Accommodate Economic or Population Growth:* Approval of the application would reduce vacant land zoned or designated for industrial uses in the subject MSA and would add 62 residential units to the residential land capacity in Minor Statistical Area (MSA) 6.2, where the application site is located. The residential land capacity in MSA 6.2 is projected to be depleted by the year 2020 for both single family and multifamily units (see Supply and Demand Analysis on page 12). The increase in the number of residential units would provide additional residential capacity in the subject MSA and be of benefit to the area.
 - ii. *Public Facilities and Services:* Approval of the application would be generally consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions not to cause a violation in adopted level of standards for public facilities and services. The impacts that would be generated from the maximum development allowed on the application site, if the application is approved, would not cause a violation in the adopted level of service standards for public facilities and services. In some cases, such as with roadways, water, sewer, and fire rescue service, the projected impacts from the maximum residential development proposed in the application are less than the impacts that would be generated by the maximum development allowed under the site's current "Industrial and Office" designation. (See the "Water and Sewer", "Fire Rescue Service", and "Roadways" sections on the pages that follow.)
 - iii. *Compatibility:* The development of the site, if the requested "Low Density Residential" designation is approved, would be compatible with the abutting and adjacent residential properties to the west, south and east of the application site and the Applicant has proffered a Declaration of Restrictions (covenant) that addresses compatibility with the Miami Executive Airport to the north across SW 136 Street. The Applicant's proffered covenant requires the incorporation of at least 25 decibel noise level reduction into the design and construction of the development; a commitment to providing an avigation easement to the County allowing flights over the property; and a commitment to providing notice to prospective buyers regarding proximity to the airport, its operations, and safety risks (see Appendix C: Proffered Declaration of Restrictions).
 - iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact any historic or archaeological resources on the site. However, the Miami-Dade County Division of Environmental Resources Management (DERM) identified tree resources on the property, including specimen tree resources (trees with a trunk diameter 18 inches or greater). In accordance with Policy CON-8A of the CDMP and Section 24-49.2(II) of the Miami-Dade County Code, specimen trees shall be preserved whenever reasonably possible.

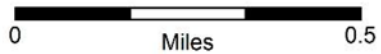
v. *Transit Ridership and Pedestrianism*: The proposed CDMP amendment application does not support transit ridership and pedestrianism pursuant to CDMP Land Use Element Policy LU-8E(v) (page I-16). The subject property is not directly served by any Metrobus Routes. The closest transit service to the site is approximately one mile away from the subject property by Metrobus Route 252, which provides limited stop service in the area and feeder service to Metrorail.

**ORBE SERVICES, INC. - CDMP20180005
AERIAL PHOTO**

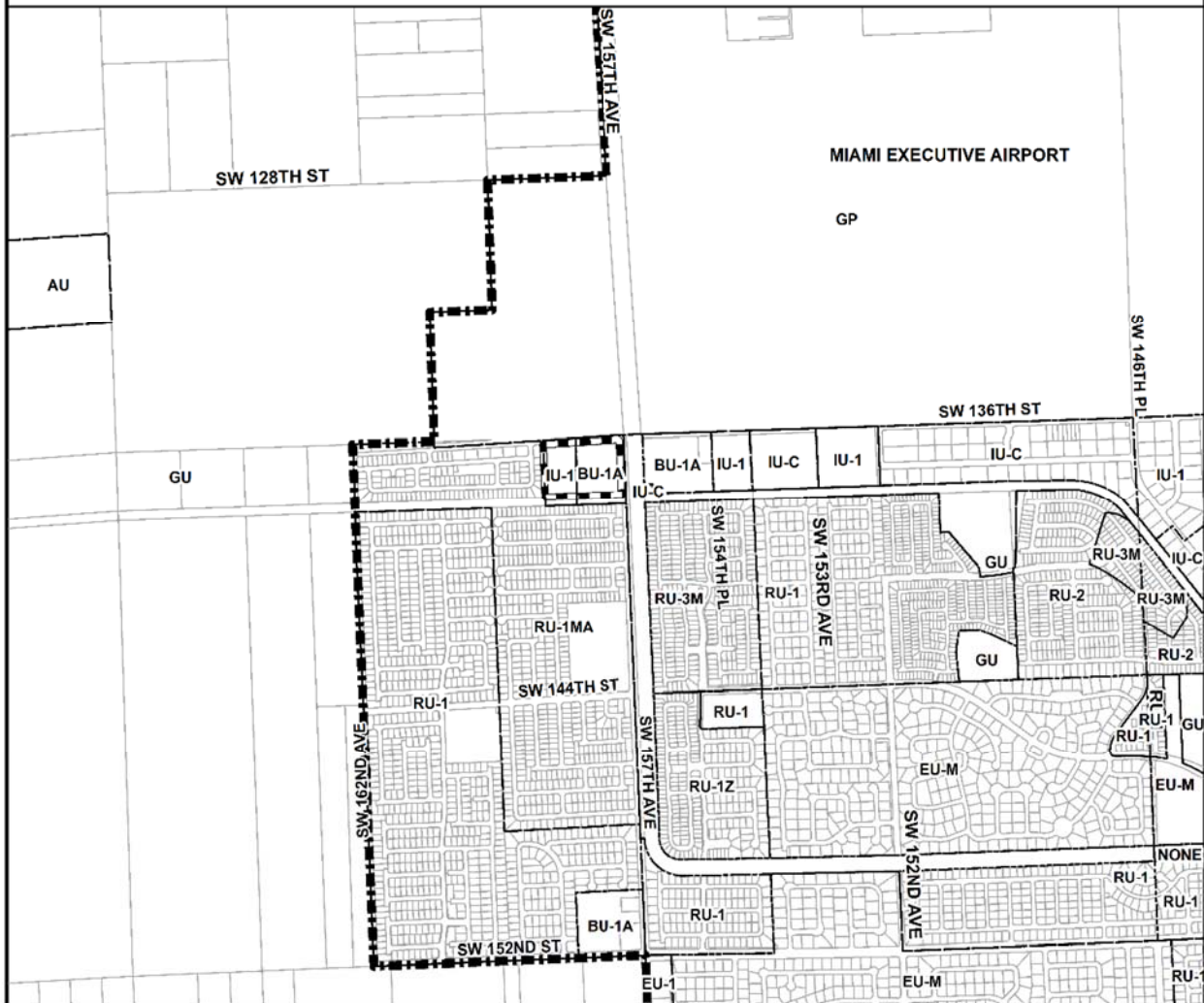


APPLICATION AREA

Source: Department of Regulatory and Economic Resources
April 2018



ORBE SERVICES, INC. - CDMP20180005 ZONING MAP



APPLICATION AREA

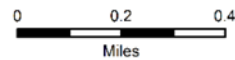


2020 URBAN DEVELOPMENT BOUNDARY

Source: Department of Regulatory and Economic Resources
April 2018

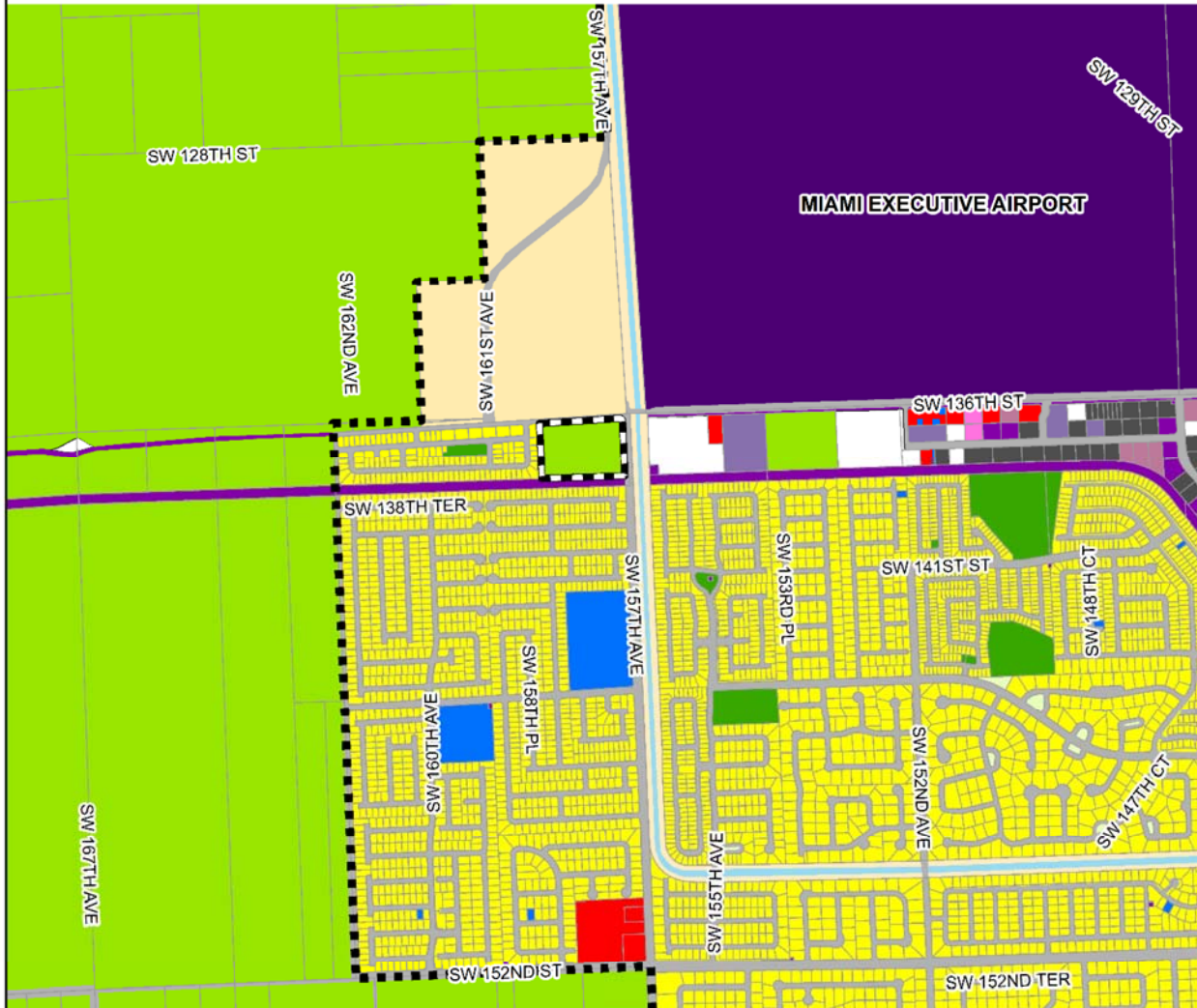
MIAMI-DADE COUNTY ZONING DISTRICTS

- AU AGRICULTURAL / RESIDENTIAL 5 ACRES GROSS
- BU-1A BUSINESS DISTRICTS, LIMITED
- EU-1 ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE IN AREA
- EU-M ESTATES MODIFIED, SINGLE-FAMILY, MINIMUM LOT AREA 15,000 FT2 NET
- GP GOVERNMENT PROPERTY
- GU INTERIM DISTRICT - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- IU-1 INDUSTRIAL DISTRICTS, LIGHT MANUFACTURING
- IU-C INDUSTRIAL DISTRICT, CONDITIONAL
- NONE NO ZONING DESIGNATED
- RU-1 SINGLE-FAMILY RESIDENTIAL DISTRICT 7,500 FT2 NET
- RU-1MA MODIFIED SINGLE-FAMILY RESIDENTIAL DISTRICT 5,000 FT2 NET
- RU-1Z SINGLE-FAMILY RESIDENTIAL, ZERO LOT LINE 4,500 FT2 NET
- RU-2 TWO-FAMILY RESIDENTIAL DISTRICT, 7,500 FT2 NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS/NET ACRE






















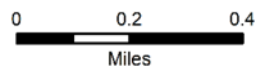
ORBE SERVICES, INC. - CDMP20180005

EXISTING LAND USE



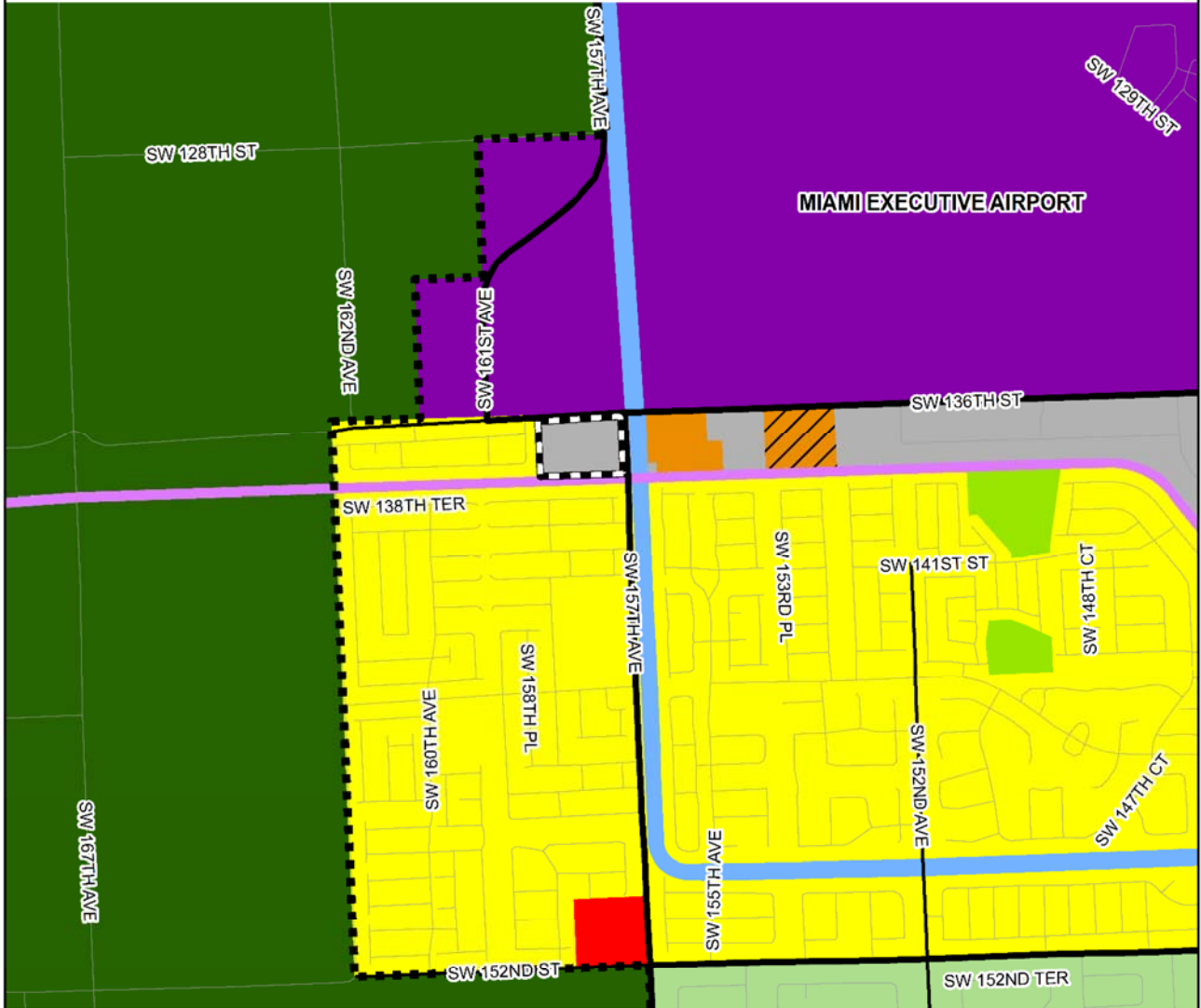
Source: Department of Regulatory and Economic Resources
April 2018

- | | |
|--|--|
|  Application Area |  Communications, Utilities, Terminals |
| Existing Land Use |  Streets, Roads, Expressways, Ramps |
|  Single-Family |  Streets, Expressway R/W |
|  Commercial, Shopping Centers, Stadiums |  Agriculture |
|  Office |  Parks, Preserves, Conservation Areas |
|  Institutional |  Vacant Government Owned, Unprotected |
|  Industrial |  Vacant Privately Owned, Unprotected |
|  Industrial Intensive, Office type of use |  Canal right-of-way |
|  Industrial intensive, Commercial Condominium type of use |  Inland Waters |
|  Airports, Ports |  2020 Urban Development Boundary |


















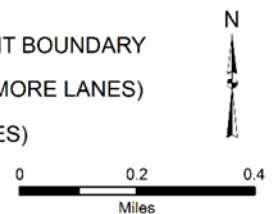
ORBE SERVICES, INC. - CDMP20180005

CDMP LAND USE

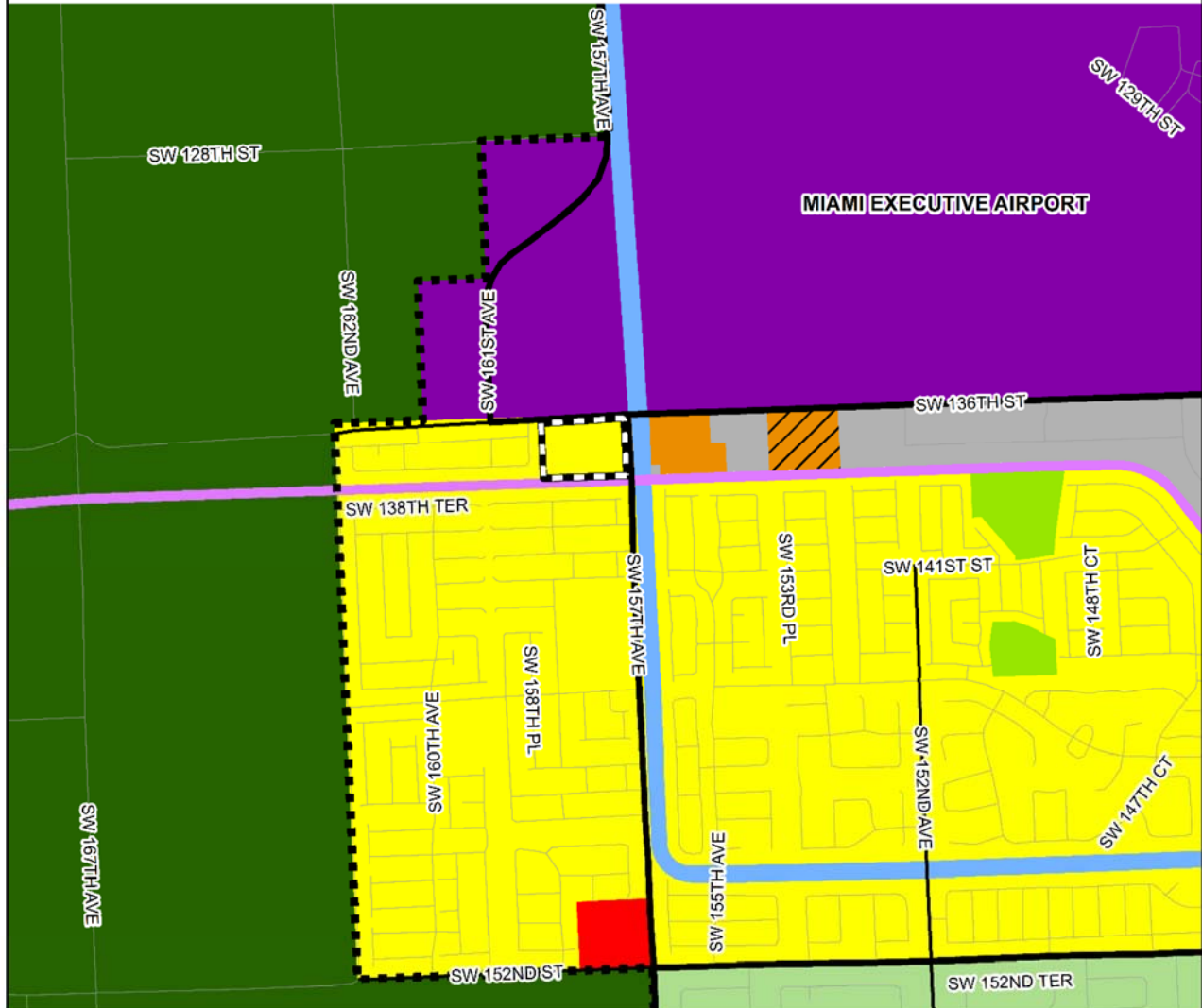


Source: Department of Regulatory and Economic Resources
April 2018

- | | | | |
|---|--------------------------------------|---|---|
|  | APPLICATION AREA |  | AGRICULTURE |
| CDMP LAND USE | |  | ENVIRONMENTALLY PROTECTED PARKS |
|  | ESTATE DENSITY (EDR) 1-2.5 DU/AC |  | WATER |
|  | LOW DENSITY (LDR) 2.5-6 DU/AC |  | TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.) |
|  | MEDIUM DENSITY (MDR) 13-25 DU/AC |  | TERMINALS |
|  | MEDIUM DENSITY W/ DENSITY INCREASE 1 |  | 2020 URBAN DEVELOPMENT BOUNDARY |
|  | INDUSTRIAL AND OFFICE |  | MAJOR ROADWAYS (3 OR MORE LANES) |
|  | BUSINESS AND OFFICE |  | MINOR ROADWAYS (2 LANES) |









ORBE SERVICES, INC. - CDMP20180005 PROPOSED CDMP LAND USE




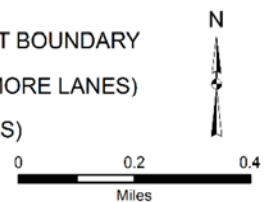
Source: Department of Regulatory and Economic Resources
April 2018

 APPLICATION AREA

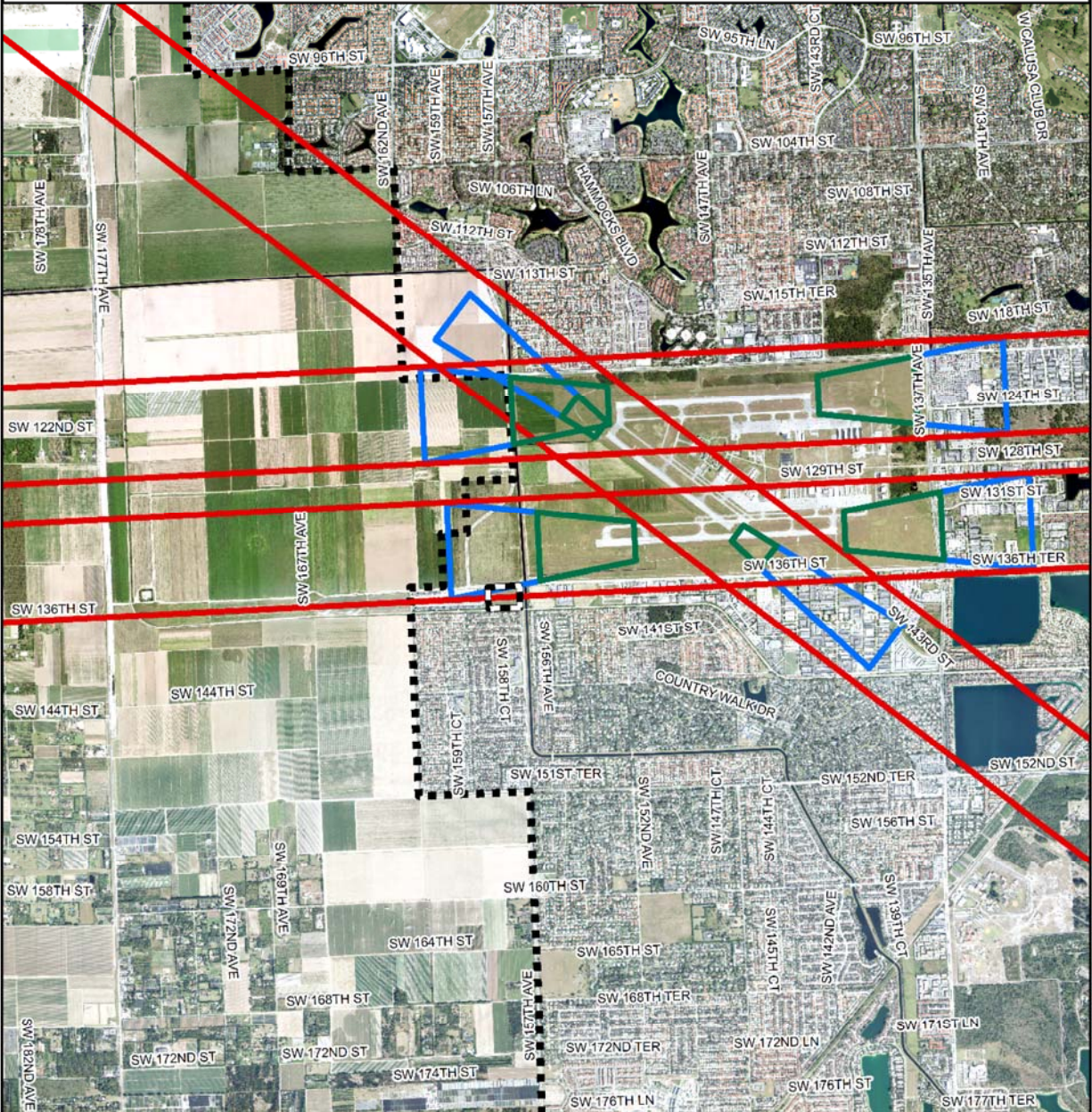
CDMP LAND USE

-  ESTATE DENSITY (EDR) 1-2.5 DU/AC
-  LOW DENSITY (LDR) 2.5-6 DU/AC
-  MEDIUM DENSITY (MDR) 13-25 DU/AC
-  MEDIUM DENSITY W/ DENSITY INCREASE 1
-  INDUSTRIAL AND OFFICE
-  BUSINESS AND OFFICE

-  AGRICULTURE
-  ENVIRONMENTALLY PROTECTED PARKS
-  WATER
-  TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
-  TERMINALS
-  2020 URBAN DEVELOPMENT BOUNDARY
-  MAJOR ROADWAYS (3 OR MORE LANES)
-  MINOR ROADWAYS (2 LANES)



ORBE SERVICES, INC. - CDMP20180005 MIAMI EXECUTIVE AIRPORT ZONING MAP



- APPLICATION AREA
- NO SCHOOL ZONE
- OUTER SAFETY ZONE
- INNER SAFETY ZONE
- 2020 URBAN DEVELOPMENT BOUNDARY

Source: Department of Regulatory and Economic Resources
April 2018

