



City of Miami Beach, 1700 Convention Center Drive, Miami Beach, Florida 33139, www.miamibeachfl.gov

COMMITTEE MEMORANDUM

TO: Neighborhood and Quality of Life Committee Members

FROM: Jimmy L. Morales, City Manager

DATE: November 6, 2020

SUBJECT: DISCUSSION REGARDING NORMANDY SHORES GATE DISTRICT

ANALYSIS

In accordance with Section 163.506 of the Florida Statutes, the Normandy Shores District was created in 1993 as a safe neighborhood improvement district pursuant to the adoption of City Ordinance No. 93-2881. In this Ordinance, the Miami Beach City Commission was designated as the Board of Directors of the District and, in addition, an Advisory Council was established comprised of property owners or residents of the District as appointed by the City Commission. In City Resolution No. 97-22449, the composition of the Advisory Council was established as three members of the Executive Committee of the Normandy Shores Homeowners Association.

Access is permitted to all streets in the District, at all times, through the manned security guard gate entrance on Biarritz Drive. When the security guard gate is unmanned, during events such as a hurricane, that entry gate is secured in an open position. Thus, at no time, is anyone restricted from entering and accessing streets in the District through the manned security guard entrance.

After extensive research, including looking through permit databases for both the City and County, City staff were not able to locate any records regarding the installation of the convenience gates in the Normandy Shores neighborhood back in 1993, the only permits that were found were for the reconfiguration of the convenience gate located at the intersection of North Shore Drive and Fairway Drive that took place in 2015. In response to this, the Transportation & Mobility Department is collaborating with the Miami-Dade County Transportation Department, as they have jurisdictional authority, and are preparing a traffic memorandum that includes a queuing analysis in order to retroactively review the placement of the gates, which the County has authority to do.

The results of this queuing analysis will be accompanied by an analysis of the existing conditions, current operation of the gates, and the impact of the gates, if any, on traffic operations and safety. The analysis will follow the standardized process set forth in the Institute of Transportation Engineers' (ITE) Transportation and Land Development Manual.

CONCLUSION

Based on the foregoing analysis and the decision rendered by the County in response to the traffic memorandum, City staff will be better poised to offer a recommendation to the Committee. City staff to report back to Committee with an update once the County has rendered a decision on the placement of the gates.