

City of Coral Gables City Commission Meeting
Agenda Item E-3
June 2, 2026
Public Safety Building, CMR
2151 Salzedo Street, Coral Gables, FL

City Commission

Mayor Vince Lago
Vice Mayor Rhonda Anderson
Commissioner Melissa Castro
Commissioner Ariel Fernandez
Commissioner Richard D. Lara

City Staff

City Attorney, Cristina Suárez
City Manager, Peter Iglesias
City Clerk, Billy Urquia
Deputy City Attorney, Stephanie Throckmorton
Mobility and Sustainability Director, Matt Anderson

Public Speaker(s)

Jose Felix Diaz, Serve Robotics
Joseph Salzberg, Counsel Representing Serve Robotics

Agenda Item E-3

An Ordinance of the City Commission amending Chapter 74, "Traffic and Vehicles," to create "Article X-Personal Delivery Devices and Mobile Carriers" to impose certain safety and operational requirements for personal delivery devices and mobile carriers consistent with State Law; providing for severability clause, repealer provision, codification and providing for an effective date. (Sponsored by Vice Mayor Anderson)

Mayor Lago: Moving on to item E-3.

City Attorney Suarez: E-3 is an Ordinance of the City Commission amending Chapter 74, "Traffic and Vehicles," to create "Article X-Personal Delivery Devices and Mobile Carriers" to impose certain safety and operational requirements for personal delivery devices and mobile carriers

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consistent with state law providing for severability clause and repeated provision codification and providing for an effective date.

Vice Mayor Anderson: We have a staff presentation.

Deputy City Attorney Stephanie Throckmorton: Yes, thank you, Vice Mayor. So, there have been no changes since first reading, but we have had various meetings with some of the operators of these personal delivery device, little robots. We've met extensively with the sponsor, and we've gone through it. The item as before you today is exactly the same as it was on first reading, but we're happy to answer any questions about it operationally. As you know, this is intended to address some of the city's concerns about accessibility on our pedestrian rights of way, about safety, visibility and safe operation of these within our downtown area where they currently operate.

Mayor Lago: Madam Vice Mayor.

Vice Mayor Anderson: So, I did send this to my Disability Affairs Board appointee and they're happy with the language as it is because it does incorporate the ADA provisions. I know there's some desire by the operators to make some changes, but we can address those as the time comes in the future when we have additional time to discuss them. So, if there's no, is there any public comment?

City Clerk Urquia: Yes, ma'am. First speaker, Jose Felix Diaz.

Jose Felix Diaz: I think I turned it off, I apologize. Jose Felix Diaz 2 Alhambra Plaza, suite 102 Coral Gables, Florida on behalf of Serve Robotics. First of all, I want to commend the Vice Mayor on this thoughtful legislation. This legislation is based on a model that was passed by the City of Miami Beach. You may or may not know, but the reason these robots are in existence is really because of a state statute that was created, that created a statewide framework for how these robots would be deployed into our state. With that came a preemption that controlled the way that local governments could regulate them. And what you have before you today is mostly in conformance with that preemption. It focuses on the safe operations of these devices. One place where there is a slight deviation between the Miami Beach ordinance and this one is on the miles per hour. Miami Beach also similarly looked at restricting the speed to six miles per hour but ultimately split the number with the state statutory maximum, which is 10 miles per hour and landed on eight miles per hour. The Vice Mayor was gracious enough to hear us out. We would humbly ask that you would consider maybe amending this at this level and not wait until it becomes statute and change it. In the future, we know how hard it is to put a genie back in the bottle. So, we are hopeful that you will consider an eight-mile per hour restriction. It is less than what the state allows. We believe that that is the right number to be operationally sound. Obviously, these devices are used to transport food, which is either supposed to stay cold or remain hot. And so operationally that is the ideal speed that these machines would operate at. We understand and appreciate the Vice

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Mayor's intent and her background with the disability community and the amount of work that she has done on behalf of that community. We will proffer any one of you wants to meet with our accessibility team, we will. They are evolving. These machines are evolving and trying to be more mindful. We know that they are not perfect. We know they're not perfect, but we do hope that you can find a nice balance between access, convenience and efficiency, which we think is that eight mile per hour mark. Those are my remarks. Thank you.

Vice Mayor Anderson: Thank you, Mr. Diaz. I'll assure you that we'll continue to work on it. I have a scooter item coming up. We're going to be addressing speeds and other issues dealing with the scooters, as you saw in the reporting last night and there's big concerns with scooters. There are big concerns with these delivery devices because currently right now, as the technology exists, they don't move out of the way of people, period. So, if you don't have them moving out of the way of people and they're going even faster, I'd like to continue the conversation with you and see where we can do additional changes. There is a six-month period before this is enforceable. So, I think we have adequate time to massage it further in the future. So, I look forward to meeting with you again.

Commissioner Castro: Through the Vice Mayor, through the Chair.

City Clerk Urquia: Ma'am, sorry, I apologize. I have additional speakers. I'm not sure if you want me.

Vice Mayor Anderson: Yes, yes, call the additional speakers.

City Clerk Urquia: Joseph Salzberg.

Joseph Salzberg: Hi, good morning. Joseph Salzberg with Gray Robinson. Also, on behalf of Serve Robotics, 333 Southeast 2nd Avenue, Suite 3200, Miami, Florida. Along with, I want to echo all of my colleague, Pepe Diaz's comments, and thank you to the Commissioners and to the sponsor, as well as staff and the legal department for meeting with us and having several conversations. One of the big things of these robots is to, number one, help the affordability crisis to provide food delivery at a substantially lower cost than regular delivery. Number two is to reduce vehicular traffic, both with vehicles and with scooters, which we all know are an issue this community faces. Serve remains extremely concerned with the provision of the ordinance that categorically bans commercial advertising. We have been told that this provision is included because it was part of the Miami Beach ordinance from which this was drafted upon. Important to note that during the robust discussion that occurred on first reading surrounding these devices, included a multitude of concerns that are very valid. As you've heard, Serve is not here to say that these robots are perfect and the vast majority of the ordinance they don't have an issue with. But that conversation, that robust discussion that this board, that this body had, frankly did not materially mention any concerns regarding advertisements on the devices. Florida law does provide that these PDDs have all the rights and duties applicable to a pedestrian in the same situation. So anecdotally, it begs the

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question, would the city look to regulate what I wear on my T-shirt or on my backpack if I am in the process of delivering food pursuant to my employment or 1099 agreement? Further, the blanket prohibition on advertising in its current form, with all due respect, likely fails every prong of the central Hudson test, which is the legal standard in determining whether government regulation of commercial speech violates the First Amendment. Respectfully, the ordinance nor the associated documents at this time include any data or findings that static non-illuminated advertisements on these PDDs create a measurable risk. Going back to the Hudson test, nor does the limitation of a proposed risk narrowly tailored to the regulation at hand. It doesn't seem to be a nexus. And again, the aforementioned conversation of the adequate and real concerns just didn't surround commercial advertising. It seems like that just kind of took a road on the draft over from Miami Beach. Lastly, and mostly from a policy standpoint, Coral Gables is known to celebrate emerging technology and ingenuity, prides itself on being a haven for private investment. Please do not overburden that with regulations that are frankly, in our opinion, a solution in search of a problem. There are material issues with these operations, these PDDs, we pledge to continue with those, but the commercial advertisement we feel is unsubstantiated, goes too far. We would like to see that removed. And lastly, our client from Server Robotics, who's out of state, is available via Zoom if there's any questions. Thank you.

Mayor Lago: Thank you, sir.

City Clerk Urquia: That's it.

Vice Mayor Anderson: So, Mayor, I'm just going to add, because I did have some conversation with him. I mean, our city doesn't allow billboards. There are concerns about distractions. There is a six-month enforcement before this is in effect. We can continue to have conversations. If there's a content neutral ban, and you know what I'm talking about, it's much different than if we start parsing out what type of speech is allowed or not allowed. So, I will look forward to having further conversations with you. But right now, the biggest issue here is the fact that these robots do not yield to pedestrians. They do not move out of the way of individuals with disabilities. They completely block the sidewalk, and even when the sidewalk is wider, they straddle the center of the middle. So, there are huge issues. And I'm looking forward to legislation like this, having the innovation team make these robots smarter so that they do not pose the level of risk that they do now. And that's part of my hesitancy to entertain right now, increases in speed. Because if you add the increase in speed to a vehicle that doesn't know how to move out of the way, you're going to have a greater potential for injury. So, let's continue the conversation. Let's look at the technology and see how we can do better going forward. So, on that, I'll move it.

Commissioner Castro: Through the Mayor.

Mayor Lago: One second. Do we have a second?

Commissioner Lara: Second.

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Mayor Lago: Commissioner.

Commissioner Castro: Yes. I agree with the Vice Mayor when it comes to advertising. We have very, very strict policies, especially when it comes to signage and illuminated advertising. And now I understand also that that's a hardship to the company because that's probably how income comes in to operate these robots. What I would have liked before that motion was to go ahead and maybe before this was voted on, talk about the speed. Because I also understand that's a hardship when you're trying to deliver food, and it's not even, it's not, I mean, how's ice cream getting there at five miles per hour? I'm not sure the technology behind these robots, if they're insulated, they're not, I'm not sure, but five miles per hour would probably be slower than, I don't know, somebody walking. I would have offered a friendly amendment to go ahead and consider that before voting because it's a lot easier to lower something than to go ahead and raise it.

Mayor Lago: Commissioner, you can still offer a friendly amendment.

Commissioner Castro: Well, I appreciate that. Then I would consider, Vice Mayor, if you're the sponsor, we can consider the eight miles per hour, I don't know, maybe seven, to reach some middle ground.

Vice Mayor Anderson: Not at this time. I'll sit down and have a conversation with them, and two miles per hour is not going to get you there that much faster. I was just looking it up, and it's not going to make that much difference at two miles per hour. But as the technology improves, and they're able to modulate their speed and steer away from people that are walking on the sidewalk and not occupy the entirety of the sidewalk and create a barrier for individuals with disabilities, children, people in strollers, children move erratically. These are a huge safety concern. I have a pair of large dogs, and they're sweet as can be, and they could knock over a child. It's something that you have to take into account. These are heavy vehicles. They can knock over a child, and if they're not yielding to adults, they're not going to yield to children. So, we have to work with the technology to see where we can improve it, and as technology improves, we can modify the ordinance accordingly. I'm totally open to that.

Commissioner Castro: Through the Mayor.

Mayor Lago: Go ahead.

Commissioner Fernandez: Through the Mayor. I would actually make a different suggestion. I think we should defer this item and perhaps have a presentation to the Commission where we can see these robots in action, because I've had a completely different experience than the Vice Mayor. I've actually been on a sidewalk where I've been walking, and as soon as the robot realizes that I'm there, it stops. It doesn't continue moving. It allows me to pass, and then it reengages. I've been in an intersection where you've had multiple of these robots trying to cross the street, and they've lined themselves up to cross the street and allowed space for me as a pedestrian to still cross the street at the same location, heading in the exact same location, and actually, they allowed me to go

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first. So, I was able to cross the street first, then the robots followed me across the street. I think it does not cause us any harm to have a presentation where we can see the difference between six miles per hour versus eight miles an hour so that we can visualize what that difference actually is. Before we jump to legislating, and we know what happens when we legislate here. Tallahassee finds out about it, and all of a sudden, we're preempted on any changes that we want to make on these things. That would be my recommendation. As far as the advertising, I really have no issues with the advertising. We have cabs that come into the city with advertising on them. We have bus benches in some areas that do have the areas where they're allowed. We've allowed advertising on electric charging stations where they are providing a service to the city. And at the end of the day, I agree. There is a service that is being provided because food delivery in the downtown area can be extremely difficult because most of the delivery services are either on a moped or on a bicycle, which is adding to the congestion that we have in the Central Business District. These robots are allowing for those deliveries to be made and taking those vehicles off of our streets and creating the congestion. Just on the valet areas alone, you see that some of these delivery vehicles are trying to find a place to park. They're causing traffic to back up. In some cases, you see the drivers park on Miracle Mile on the street next to the parked cars, get off, go to make their delivery and get back in the car. So, there is a service that's being provided. I would like to see what this advertising looks like just to see. I know that there are preemptions from Tallahassee on what we can and cannot regulate as far as advertising as well. So, there are protections there. I understand the Vice Mayor's concern about; we don't want just all sorts of advertising placed on these devices. There are some things that wouldn't be acceptable to most of our population, but I think taking a step back, seeing how it works, seeing them in action could really help us make a better decision and ensure that the legislation that we're passing is ironclad. We're not going to be preempted by Tallahassee a few months down the road and we're starting from scratch.

Mayor Lago: Commissioner Lara.

Commissioner Lara: No comment.

Mayor Lago: Okay. I mean, just a few comments on the record. First and foremost, I do have an issue with advertising. It's been a hallmark of the city where we have very limited advertisement. And I haven't seen a bus bench that we had advertisement here in the city yet that is within the city boundaries. I know that we use these very well-placed kiosks, one in front of City Hall and one on Miracle Mile, on the corner of Miracle Mile and Ponce in front of the Region's bank building. But I'm not aware, and correct me if I'm wrong, if we have an actual advertisement on bus benches here. I haven't seen that here in the city. So, Commissioner Fernandez's comments are not in line with our standards. I also was brought to my attention that they wanted to do some advertisement in the trolleys. I was adamantly opposed to that. While the city of Miami may do it, that's perfectly fine for them. I don't have any issues with advertisement within the trolley or within our parking garages. As you drive in, for example, inside, as you go up the ramp, I don't have an issue with

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that. But advertising in the city, you know, then for that, let's monetize it and make real money. Let's put billboards all over the city. And then there's a ton of money to be made there. I think it's a very slippery slope, and I think we have to be very, very careful with that. But we do not have bus benches. So don't write emails, don't send concerns. We have not gone that far yet. Now, in regard to these vehicles, I have concerns over them, and I've made the company aware, you know, there has to be a little bit of attention to detail. You know, again, this is very early, you know, this is a very early delivery of these robots. So, you know, the kinks are being worked out. But what I'm hearing from residents is that they congregate in certain areas in mass quantity, where, again, they bother the neighborhood. They take up the sidewalks. And it's a robot at the end of the day. They don't have the judgment that a human being does. When you see somebody coming in a wheelchair or a baby stroller, you know, they're trying to figure out how to address the issues. So, I understand that, and I know that there's going to be a learning curve. What I would like to know is, Madam City Attorney, do we know, or Mr. Manager, do we know how many of these robots can be deployed? Why do I say that? For example, in the scooters that we have approved here in the city, we, I remember when we approved that legislation, we had limitations in regard to how many scooters we approved. And I think it was like 100 or something scooters per company, I think, or 75 or something. And they would gradually go up if everything was in line and they continued with the maintenance. If you look at the scooters, they are constantly rotating. Manager's team does a great job. And I think that we've really held them, you know, a tight grip on them to make sure that you don't have scooters, like you do in other cities, thrown all over the city. And I think that's probably, correct me if I'm wrong, Matt, seven, eight years old now.

Mobility and Sustainability Director Matt Anderson: Yes, that is correct.

Mayor Lago: And how many scooters do we have in the city?

Mobility and Sustainability Director Matt Anderson: They can have up to 300, but they're never near that amount. And it's actually that amount is now shared with South Miami who has deployed the same vendor under a pilot. So that amount is being shared between both cities.

Mayor Lago: I use that as an example, because that's what sets our city apart from other cities. We're very methodical, we're very careful. You know, we're not just going to say open the floodgates and, you know, start advertising everywhere. So, I'm in line with the Vice Mayor's comments in regard to the advertising. I think we have to be very careful. Again, that's a source of revenue, source of revenue.

Deputy City Attorney Stephanie Throckmorton: So, Mr. Mayor, if I can, state law doesn't allow us to limit the number operating within the city. So just to be clear, there is a preemption, but I believe Matt has numbers from those who are operating in the city.

Mayor Lago: But if I may, that was my second point. While there may be preemption on that front, as we've discussed for a few weeks already, at the end of the day, there's going to have to be action

by the State because you just can't have a free for all. There's going to be corrective action. And, you know, we can lobby also the State to make sure that action is taken to, you know, address the amount of deliveries, of delivery robots that we have in the city. But I don't want that. What I want is cooperation, kind of like what we tried to establish before between the residents. So, cooperation between the entity and the City of Coral Gables. But that's what I'm looking at and figuring out ways to work on things. I don't know enough about the delivery times and whether six minutes or seven minutes or eight minutes, there's going to be a difference. But do you foresee, Matt, because you're the one that deals with a lot of transportation issues here in the city. Do you foresee a benefit in regard to safety if there is a reduction in speed?

Mobility and Sustainability Director: I mean, safety is always our number one priority. And I know that's where the Vice Mayor was coming from.

Mayor Lago: But I mean, it's from eight miles to six. Do you think there'll be a reduction in safety?

Mobility and Sustainability Director: I mean, the slower, the safer, right? I mean,

Mayor Lago: How much slower are you going to get?

Mayor Lago: You know, how much slower are we going to get?

Mobility and Sustainability Director: No, of course. Like with the scooters, we limit it to 15 because that's what it is for that program and for the stability of the scooters as far as the rental ones that we have operating in the city.

Mayor Lago: But we have a problem with these robots, that we have a limited problem with the scooters and that is that they're on the sidewalks. And when you look at the scooter and the width of the scooter in reference to the flag width does not comply with ADA. You have basically a moment there where you confront the scooter, you confront the wheelchair, you confront the person from those little motorized vehicles who may be disabled. So, I just want to find common ground. I don't want to vote on something today where at the end of the day, we're going to be addressing a preemption issue and then we're going to even get harsher treatment from the state. What do you foresee as, what do you foresee in other counties or other cities? How are they addressing this issue? Or are we the only issue that's bringing this forward?

Deputy City Attorney Stephanie Throckmorton: So, Mr. Mayor, I believe as always, you all are on the forefront of things here in the City of Coral Gables. So, Miami Beach has adopted legislation. I believe City of Miami is considering legislation though it has not been adopted yet. So as far as I know, we're the second in Miami Dade County to look at this issue. We're happy to take any direction to keep looking at any issues. I do want to say Serve in particular has been very helpful in having discussions with us and informing us about their operations. And as they've been operating in the city, they have been, and I know Belkys can speak to this when we have special events and closed down roads. They've been very helpful in geo-fencing those pedestrian areas to

make sure they're not interfering with any special events. So, thank you to them for their cooperation.

Mayor Lago: I'd like to hear from the applicant just in regard to that matter.

Joseph Salzberg: Thank you, Joseph Salzberg again. And the same back to Matt and your staff that this hasn't been a sneak attack. This has been a great conversation between public sector and private sector. And we are committed to continuing the conversation. With regard to, I just wanted to talk about a couple items that had come up in this deliberation. Number one, both outside council and inside Serve individuals, we have been told now by our client who's out of state at this time are more than willing to come in whatever capacity at whatever time, whether it's a community demo, whether it's a presentation before the City Commission. With ample time we could also bring, Serve has an entire department focused on disability and those aspects. We can include them in the conversation. We can bring examples of other advertising, speed and take as much time. That is not an empty gesture. Although they are allowed to operate by right in the City Beautiful, they understand that we want to swim into the stream of this community and be good stewards. So that is not an empty gesture. They're willing to come meet individually or collectively in a demonstration. With regard to--

Mayor Lago: With that point, I'm sorry to interrupt.

Joseph Salzberg: Yes, sir.

Mayor Lago: So, you want to swim into the stream. And I like that. As you see, I've been mentioning, let's collaborate on multiple different fronts.

Joseph Salzberg: Yes, sir.

Mayor Lago: You see the requests from the Vice Mayor, which are in line with our standards here in the city. Are you going to collaborate on issues as important as advertisement ban and reducing speed if it's an issue on multiple fronts or your bottom line?

Joseph Salzberg: No, absolutely. And thank you for the very valid question. Kind of taking a zoom back. So, with regard to-- let me first talk about the number of robots that operate within a certain city. Although that is preempted, again, Serve is willing to come share that information, share where they are in real time, listen to concerns just because they get to operate by right here doesn't mean that we're not going to, you know, hear the concerns, reduce, move them around. Also important to know that with, for example, I live in the Coral Gables area. So, they're traversing city roads. So, it's also hard to, you know, limit them per city. But again, they're very amenable. And I think that's demonstrative of what you're asking Mayor. With regards to advertisements, we understand, you know, content specific, you don't want sin stuff. I think rather than a public sector concern, the private sector is establishing a good framework to not have advertisements that are dangerous or contrary to the character of this community. Meaning there is not a proliferation of

these. Serve is the 900-pound gorilla, they're owned. One third of their ownership is by Uber. They're publicly traded. And there's no market share for a lot of these fly-by-night companies to come. There's only really two or three nationwide. Why is that? Because there's exclusivity agreements with DoorDash and UberEats. Therefore, this corporate stature of this company is they're not going to do something that would be, you know, bodily injury or something that may be sin or, you know, not okay to display in public. And that's why respectfully, I've proffered to the body and to the city is we've heard the specific concerns as it relates to safety and speed and maneuverability. We are not here to say those aren't an issue and we're pledged to continue to work with the city. But frankly, we have not heard specific concern with an advertisement that has been located on a bot within the city during their deployment. If there are any specific concerns, rather than regulate and then come back after the fact, we would like to have that conversation. But at this time, we're frankly at a loss of any specific concern as it relates to advertisement. And I think a lot of the concerns that surround taxis and bus benches, it's a unique situation given what I mentioned about the market share. So, but I definitely wanted to get up here and share that that is not an empty gesture, both as outside counsel and Serve Robotics are more than willing to come work, discuss, provide demonstration or anything going forward.

Mayor Lago: Two questions.

Joseph Salzberg: Yes, sir.

Mayor Lago: Before I pass it off to my colleagues. Madam City Attorney, quick question. So, while we are preempted, if we do take measures today to regulate advertising and to regulate speed, what reach do we have?

Deputy City Attorney Stephanie Throckmorton: So, there's no preemption as to the speed. There's a maximum speed set in state statute and we can set the speed at this. There are no legal concerns with the speed as is here today, or if you want to raise it or change it to the maximum permitted under state law, that's completely permissible. As far as advertising, the city feels that the ordinance as written is perfectly defensible. The city has aesthetic and safety concerns about moving objects in the city for safety of drivers, distracted driving, as well as our regulation of aesthetics in the city. So, we also feel that that is defensible. Though, as always, we're happy to take any feedback and address advertising, however you would wish in a legal manner.

Mayor Lago: Okay, and the second question I have for you, sir. Who owns this company?

Joseph Salzberg: Thank you. Serve Robotics is publicly traded on the NASDAQ and as public information, one of their largest shareholders is Uber Technologies.

Mayor Lago: Is based out of the United States?

Joseph Salzberg: Yes, sir. Based out of our point of contact, who used to work at the City of Miami, who all y'all know well, Yariel Diaz is based out of Dallas. But actually, it's based out of the United States and they're opening markets worldwide.

Mayor Lago: But this is not a Chinese company, is it?

Joseph Salzberg: No, absolutely not.

Mayor Lago: Sure, will we allow it in our backyard?

Joseph Salzberg: No, no, no.

Mayor Lago: I'm not picking on you.

Joseph Salzberg: No, no, no, I'm picking up what you're putting down. Not a chance. I wouldn't be up here representing them, sir.

Mayor Lago: Okay, good.

Joseph Salzberg: As the first generation of Cuban immigrants, there's not a chance. You couldn't pay me enough.

Mayor Lago: That makes me happy to hear.

Joseph Salzberg: Yes, sir.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Madam Vice Mayor.

Vice Mayor Anderson: So, I'm just going to, for the purposes of trying to move this conversation along. The advertisement prohibition is only for the exterior. You can put whatever you want inside. You have flyers going, you can have paint inside. This is an exterior prohibition. And there's a reason for distraction and so forth. We can continue this conversation. But what was sent over to me was so overbroad. And the way this was advertised for residents.

Joseph Salzberg: Sorry, I'm not familiar with what was sent over to you.

Vice Mayor Anderson: Via email. Proposed language that, you know.

Joseph Salzberg: Oh, the Chicago-- That's a little different. That's based on an operating agreement because they're not allowed to operate by right whereas they are in the State of Florida.

Vice Mayor Anderson: I understand, it was overbroad. I'm not, at this juncture, willing to have a discussion without having more time with our City Attorney. So, right now, you've got a six-month window. You're not prohibited on putting stuff inside of the mobility delivery device. You know, to advertise and hand out flyers or have something painted on the inside. It's only an exterior restriction.

Joseph Salzberg: Respectfully, Mayor, that's not where the ad generation that then goes to the proliferation of this technology to make food delivery more affordable is generated from the exterior. So, the only one that I've ever seen, frankly, on Giralda was like a sticker that said, you know, how to train your dragon is coming to theaters. So, I understand where you're coming from but the inside of putting flyers, the individual restaurant may do that and that's their own volition. That does not benefit the overall economics of the proliferation of these. Just want to be clarified going forward.

Vice Mayor Anderson: I understand. You know how we feel about stickers, graffiti and advertising on our benches and so forth. We can continue this conversation beyond this point. This ordinance was published this way. This has been pending for some time. We even took an additional 30-day delay to allow more comment period and discussion to occur. I sent it to my disability board member for comment and if you've ever had, unfortunately, the opportunity to, you know, travel in a wheelchair, you understand just how easy it is to tip somebody over. Okay. I gave you examples of children. You have people in walkers. You have people with strollers. You know, the speed on the sidewalks is concerning. I have personally experienced them. They do not back up. They do not change direction. They do not move out of the way of pedestrians. So, having it do faster and the inability to stop within a reasonable period of time because it's going so much faster, we need to have a conversation when this technology improves. Can it steer out of the way? Can it stay on one side of the sidewalk as opposed to taking the center out of the middle of a much larger sidewalk that now leaves less than two, two and a half feet for people to get by on the other side? So, if you have a child on a stroller or if you're in a wheelchair, you have to turn around as opposed to the robot moving out of the way because it does not.

Joseph Salzberg: I understand. I have a two-and-a-half-year-old and one on the way. We're in Giralda four times a week. I'm not going to say they work perfectly, but I would like to say that this conversation regarding the safety, respectfully again, I think is separate apart from the concern that we have regarding advertisements. I just don't want them to be lumped as one.

Vice Mayor Anderson: No, no. You know, I moved from one issue to the other.

Joseph Salzberg: No, I understand.

Vice Mayor Anderson: So, we do need to move forward. I made a motion. We have a second.

Commissioner Castro: Through the Mayor.

Mayor Lago: Yes.

Commissioner Castro: Okay, so, I mean, safety for the city of Coral Gables is paramount, but I also want to make sure that with this legislation, this ordinance is not hindering the ability of your business actually working in Coral Gables, and I feel that if that's the case, we need to reach a middle ground, but I don't feel we have sufficient information of how these robots actually

function, the technology behind them, and how they operate, and I would greatly appreciate if maybe this Commission would consider deferral into maybe next Commission meeting that you can come in, maybe with a sample robot, maybe so that we know how fast really is eight, it's eight miles per hour, seven miles per hour, what the installation looks inside, what would make your company still be able to operate here in Coral Gables, because we're offering a service not only to our residents, but to our business community, our business community that maybe for lunch cannot afford to go ahead and pay \$7 for delivery fee, and now these robots are not charging anything.

Joseph Salzberg: No tip, no delivery fee.

Commissioner Castro: I understand.

Joseph Salzberg: Yeah, yeah.

Commissioner Castro: I understand, I think it's a benefit to the community, especially to the downtown, and for even the business community that do not live here. So, I would, City Attorney, would I be able to, I know there's a motion on the table, but would I be able to put this on hold, the motion? I know Commissioner Lara did this, I'm not sure.

City Attorney Suarez: A motion to postpone can be considered when there's a main motion.

Commissioner Castro: I would move to postpone this item.

Mayor Lago: You have a motion, a second.

City Attorney Suarez: I know, a motion to postpone can be made when there's a main motion.

Vice Mayor Anderson: This has been postponed enough. This is, you've had many months, these robots have not improved. I've encountered them a number of times completely blocking sidewalks, completely blocking individuals with disabilities being able to be able to traverse down a city sidewalk. We need to move forward, and if this is what's necessary to get this company to improve its technology, so be it. You have six months to do so. So, it is rather a slap in the face of individuals with disabilities to try to postpone something that's not even going to be in effect for six months because you haven't had the opportunity to be able to experience them blocking your path. I've experienced it a number of times, and I've tested it. It doesn't move to the left, it doesn't move to the right, it doesn't go in the rear. I brought up a picture you saw it, a number of months ago. The pedestrians had to move into the grass. Thank God they had legs to do it with because they couldn't have done it if they were in a wheelchair. Somehow, some way, the person in the wheelchair would have had to manually wheel that wheelchair backwards next to Le Jeune Road traffic. We need to move forward. Postponement only exasperates the damages to the individuals with disabilities that are unable to traverse around these robots.

Mayor Lago: We have a motion to postpone; we have a second.

Commissioner Fernandez: I'll second it and let me explain why. Again, my request is very simple on why I think we should defer this item, and that is because I think we should have a presentation. I think we should have a meeting with the Commission, the Disability Advisory Board, and our Senior Citizen Advisory Board, and have a presentation so that we can see how these robots are behaving, because, again, I'm speaking from my personal experience. It's been completely different from yours, so I want to see why we're having a different experience when we're interacting with these robots. How many users do the robots have in the city right now? How many people, residents in Coral Gables, are utilizing this system?

Joseph Salzberg: I'm sorry, Commissioner Fernandez, I don't have that information at that time, but if afforded the opportunity to get that and any additional information, we pledge to get that, and any other additional information requested by the body prior to any demonstration or subsequent meeting.

Deputy City Attorney Stephanie Throckmorton: I believe the information we were provided was about 31 within the city.

Commissioner Fernandez: So, I mean, as a friendly amendment to the motion to defer, it would be a motion to defer, requiring that we have a joint meeting with the Disability Advisory Board and the Senior Citizen Advisory Board for a presentation so that we can see how these robots are operating. And Madam Vice Mayor, there could be issues that we're not even realizing are issues until we start interacting with them. So, it'll present us with an opportunity of, again, having a more robust legislation and avoiding additional preemptions by Tallahassee, which are coming pretty much on everything that we pass these days.

Commissioner Castro: Through the Mayor.

Mayor Lago: Sorry, just one second.

Vice Mayor Anderson: Through the Mayor.

Mayor Lago: Just one second. Commissioner Lara, do you have anything you'd like to add?

Commissioner Lara: Yeah. In my view, we have been kicking the can down the road on this issue for quite some time. The technology needs, in my opinion, something lit under it to encourage it to move forward. My views are that I'm supportive of the motion to grant the resolution and not to defer it.

Mayor Lago: Vice Mayor.

Vice Mayor Anderson: One last comment. The preemption we have is a federal preemption. It's called the Americans with Disabilities Act. These robots that are operating in our city absolutely do not comply. I brought this legislation to bring it into compliance. It's just legislation and you have six months to comply. The alternative is an individual with disabilities brings a federal lawsuit

against the company and you'll have an injunction by a federal court. No state law can preempt the ADA. So, any notion that this is just going to bring on an additional preemption from the State of Florida when we're talking about public safety matters is just misguided. I think we're ready for a vote.

Commissioner Castro: Through the Mayor.

Mayor Lago: Yes.

Commissioner Castro: So, I'm going to go ahead and accept your friendly amendment, but I'm also going to add there a time limitation of 45 days because I don't want this to keep on dragging. We need to make a decision on this as soon as possible. I think 45 days to get the board together and for you guys to prepare for this presentation and bring one of those robots in is a fair amount of time. That way it stays below the six months, and I think that with more sufficient information we can come up with even tighter and better legislation that also protects the safety of our citizens that are walking around or driving.

Mayor Lago: Okay, so we have a motion and a second.

City Clerk Urquia: Yes, Mr. Mayor.

Commissioner Fernandez: Yes.

City Clerk Urquia: Commissioner Lara.

Commissioner Lara: Excuse me, which motion is it?

Mayor Lago: This is the motion to defer.

Commissioner Lara: No.

Mayor Lago: With a 45-day window.

Vice Mayor Anderson: This has already been before the Disabilities Affairs Board, and this language was reviewed by my disability member. Absolutely no.

Commissioner Castro: Yes.

Mayor Lago: No. Let me tell you why I voted no. We're going to address the issue today, okay. So, we're going to find common ground. So, at the end of the day, this is what I'm willing to do. I'm willing to make it seven miles an hour. I think it's absolutely ridiculous, okay. Absolutely ridiculous that we're fighting for one mile. Okay, well, I'll play along with the ridiculousness. Why not? Okay. And I will not negotiate the issue of advertising. We need to figure out where we stand here. The City of Coral Gables has standards. We want to adhere to those standards. If we water down our standards, we become like everybody else. Why are you doing business in the City of Coral Gables? Because you want our business. You want the 200 restaurants. You want the Fortune 500 companies. You want the Class A, Class B, and Class C office space that are full here. You

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want the droves of people that are coming here to the City of Coral Gables to spend their hard-earned money. At the end of the day, let's work mutually. Let's put a plan together that addresses the concerns of all the boards and the commission, and let's move forward. Inc., I don't know your business structure, and again, at the end of the day, I commend you for finding a niche in the market and delivering, but I will ask you a question if you'd be so kind to come up. Do you charge the restaurants to use this service?

Joseph Salzberg: As a reminder, I'm outside counsel for Serve in the government affairs capacity, so I don't know the specifics of that, but again, information that we're, I'm not going to give you an answer that I don't know.

Mayor Lago: Well, there's nothing free.

Joseph Salzberg: Oh, I'm sure.

Mayor Lago: If you told me, if you told me.

Joseph Salzberg: So, the interaction between the restaurants does not go through Serve, it would still go through the delivery company, DoorDash or Uber Eats. So, the privity of contract, for lack of a better term, exists there, but I'm sure, I mean, we're compensated for our services.

Mayor Lago: Obviously, but I'm making a point, because you said before that the resident that is making the delivery request doesn't have to pay or tip.

Joseph Salzberg: So, it's when I've done it, it's no option for tip, and your delivery fee, I believe, don't quote me, was about one third, if that, of a regular delivery fee.

Mayor Lago: It's not free. I get it, you don't have a human.

Joseph Salzberg: No, no.

Mayor Lago: The capital cost is obviously a lot more than a robot. So, I imagine they use the advertising fees that are generated to be able to make even more money, to be able to pay for the service, and to be able to be more profitable, correct?

Joseph Salzberg: Yes, sir, that's interesting. There's actually not a lot of advertisements on these yet. So, it's not something that's really being used to the full extent right now. It's something that, obviously, from a future standpoint, is a revenue stream. But for right now, it's just displaying either the UberEats or the DoorDash, or a static, unilluminated, but it absolutely is a revenue stream.

Mayor Lago: So, this is what I would like to do. I hope that you would agree with me and the Vice Mayor.

Joseph Salzberg: And I will say, for Serve Robotics wants to make it known that Coral Gables is not just a jurisdiction. Coral Gables is a priority jurisdiction for this company, and we want to work

here, and we want to be collaborative. Although we have issues with the policy, I do want to make it known that Serve is here to work collaboratively, and we are honored to do business in the City of Coral Gables.

Mayor Lago: That's why I told you there's 200 restaurants here, and over 150 multinational corporations. Thousands of people are desperately moving here to the city looking for our quality of life, our public safety, our transportation, our cleanliness, our parks, our style of life. So let me make you an offer, if the Vice Mayor will accept friendly amendment. We're going to do seven miles an hour. We're going to do three-month advertising ban. And in the next two or three weeks, we're going to deal with the Vice Mayor. We're going to deal with staff. We're going to craft legislation that meets the goals of the city. And you're going to have a presentation before the Disability Board. You are going to give a presentation. Your staff's going to give a presentation. We'd like to give a presentation, like I've done a litany of times with other entities that wanted to show me products from the Manager and I riding an electric trolley, electric bus that we ended up not pursuing because it was not American made, to other outside companies that come here and they let us try the products to see if it meets our standards. From electric blowers versus gas power blowers, I can go on and on and on and on. I'd like to have a three-month ban on advertisement, which I'm very clear, you better come up with something tasteful if you want me to even consider it. I mean, it's got to be something tasteful. If it's a neon lights, if it's strobe lights, if it's obviously cigarettes and alcohol and that kind of stuff, I'll vote no immediately. And reduction of speed from eight to seven. I need to get my hands and understanding why it's got to be six versus seven. And obviously staff's response was, well, the slower the better, obviously. Obviously, but I want to see the real numbers. I want to understand where things are. And I think this could be an opportunity to meet down the middle if the Vice Mayor is willing to accept that. The reason why I bring it to three months is because it lights a fire on this to get this address quickly before the end of the summer. And the summer comes, you go into the good months here of the city, the best weather, people are ordering, people are back in town, school started, and that's where the most money opportunities are for restaurants. So, I want to make sure that we address it during the summer when it's the slowest months. Madam Vice Mayor.

Vice Mayor Anderson: Yeah, my main concern on speed is because these devices cannot move out of the way and don't move out of the way. I know there's a competitor that does move out of the way, another company with the delivery, I don't know its name. I called them the smarter robots. They could steer out of the way or back up and be out of the way.

Joseph Salzberg: That's ours. Ours are the most technologically advanced in the world.

Vice Mayor Anderson: Okay, well, whatever you have on the street in the City of Coral Gables is not that, is they don't move. I don't know why they don't move, but I was right in front of it. I moved to the left, I moved to the right, see if it would yield, wouldn't yield. Wouldn't back up, wouldn't move direction. So, well, there's a significant difference in injury on six miles an hour on

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pushing a wheelchair over versus seven miles per hour. Again, there is a window for compliance here. Okay, and during that window period, I would expect that you have a demonstration that would show the difference in speed of a robot hitting something. Because I've seen, someone sent me a photo of one in another city where it rammed right into a bus bench area and the glass was shattered. So, the concern is real, okay.

Joseph Salzberg: Absolutely, no, we don't want to be portrayed as dismissing any of the concerns raised. We just want to be a part of the conversation. I'm a little confused, Mayor, with regard to the six to three months. If it's going to be moving forward, then obviously we would like more time, the six months that were originally deliberated. I'm just a little confused as to that aspect of what you're proposing.

Mayor Lago: I thought we were saying there was going to be a six month ban on advertising.

Vice Mayor Anderson: Why don't we do this?

City Attorney Suarez: No, Mayor, it's a six-month education period. So, there's not going to be enforcement for that six-month period. That's what the ordinance-

Mayor Lago: I think you're being very lenient on that. I wouldn't give, I wouldn't allow any advertising, it was up to me, until they can show me a way to do this in a manner that benefits them and benefits us in an aesthetic, when it comes to aesthetics. By the way, Mr. Diaz is on the phone, and he would like to speak. And I'm more than welcome for him. That was my intention in regard to the six and three months. I was saying, give me three months, give me three months to work with you, not me, obviously, City Manager, three months to work with you, to collaborate and find ways that we can do advertisement. Let me give you an example. The Ikea, not the Ikea, the kiosks, the Ike. Those are tasteful. We curate that. We don't allow any type of advertisement on that. Whoever pays more gets on. It's not the way it works. We're very thoughtful, we're very careful. I make sure that it has to do with city business. So, it's again, it's a softer approach on how to do business. We're very careful. It's multi-layered approach. It's not just a, you know, come and get it. Whoever pays the most gets it. And I don't want to be derogatory towards any companies, but there's certain things that, again, we don't allow here in the city, gun stores. We don't allow strip clubs. We don't allow pet stores. You know, there's certain things that we have standards here in the city. So, we're not that desperate for advertisement money.

Joseph Salzberg: What, it's not shared with-

Mayor Lago: I understand that. I understand that. Even if it was shared.

Joseph Salzberg: I'm just, sir-

Mayor Lago: We want to do it the right way.

Joseph Salzberg: We just haven't, and totally understand, again, we are here to respond to all the concerns we have heard. But again, just going back to the advertisement portion, we have heard abstract, but not concrete examples. We would rectify that immediately. So, you know, we have not had any specific examples yet, Mayor or Commission, on issues specific to the advertisements included on these bots. And I just say that because we are willing to come to whatever agreement, make sure that it's, you know, regardless of the law, that it's something, again, that swims into the stream of this community. But just to be frank, on the record, we have not heard anything specific. That concern has been more abstract, whereas the other ones, turning around the disability advocates, all that has been concrete. Those are action items. So, I just want to clarify that, but any action items, we'll move on. But as you mentioned, Mr. Diaz, who is in-house for Serve, is on Zoom and available for questions. Mr. Diaz.

Mr. Diaz (Serve Robotics Representative (via Zoom): Sir. Here we go. Mr. Mayor.

Mayor Lago: Yes, sir.

Mr. Diaz: Yes, Mr. Mayor, City Commissioners, Vice Mayor, City Attorney, and Clerk, thank you for taking the time to meet with me. I'm in my car, which is unfortunately why you saw the top of my head a minute ago. I am the Director of Government Affairs and Accessibility here at Serve Robotics. Thank you for taking this item. We are very much in favor of the majority of this item. I think it's a very thoughtful approach, just as it was with Miami Beach on focusing on safety and focusing on public safety specifically, because our delivery robots work exactly on the sidewalks and are only on the roadway when they're crossing from one side to the other. The big distinction between us and our competitors is that we are mostly autonomous. So that means that our robots are operating almost at all times at level four autonomy, except when it is crossing the street. That does not mean that it is only operating autonomously. Every time that the robot is in motion, it is supervised by a remote supervisor, meaning a human is observing what is happening through the cameras and through the sensors so that they can take charge when something happens that is out of compliance. So, the Vice Mayor mentioned a couple of things that I wanted to address because they were very right on. The robot travels in the middle of the sidewalk so that it can avoid either coming into contact with someone that is jumping in from the street or a door that is opening from one of the other sides. That is seen as the safest place of travel. We also understand that it isn't necessarily the best place of travel because we understand that in, for example, the US, folks normally walk on the right-hand side. In Australia and other countries, folks normally walk on the left-hand side. And there is that expectation that although this is a robot that it acts like a person because we are classified as a pedestrian. So, to the Vice Mayor's point, we are making those attempts right now to get to what the expected behavior is when it comes to being in the center versus on the right or the left. There are videos, like the Vice Mayor has said, of our robot and Coco's robot running through a glass bus shelter in Chicago. This had to do more with the shelter itself than us, if you take into consideration that Coco is mostly human operated versus

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autonomously. So, there was an issue. We worked there with CDOT. They're really great partners, and that has now been corrected. Coming to the most important concern for us, which is accessibility, because safety is our top concern, but accessibility is also right up there. That's why we are the only ones to have an in-house accessibility team. Michelle leads that team. When we began having conversations with the disability committee here at the City of Coral Gables, we presented to them virtually. Back in, I want to say it was November of last year, just to answer questions that they might have around our product. We also wanted to make sure that we answered questions of the city administration. So, at some point last year, I'm forgetting the date exactly because I'm driving, as I mentioned. I met with the CIO. We met with Belkys. We met with several folks from the city to talk through our product, to answer questions they had. And one of the requests that Raimundo had was for us to integrate into the city's GIS and tech systems. So, we've worked to create a report out from us to you guys so that you can receive full fleet management view of all of the fleet that is in the city, of where they are, how they're operating, what their names are, because they have individual names per robot so that you can identify them. On the topic of advertisement, Joseph mentioned that the only advertisements that we've run in Coral Gable so far is toothless, the little dragon from How to Train Your Dragon. We are also looking at doing free advertisements for cities and nonprofits, meaning that if you want to run an ad campaign, Keep the City Beautiful, or advertising an event or things like that, we have included that as part of our advertising events. Saving those spaces for cities to do it in-kind. We recently did one in Miami-Dade and the City of Miami with the Women's Fund around human trafficking. That was another example of a different wrap that we've done. We did a wrap in Miami Beach with Miami Beach colors to exemplify how we are working to be part of community. The idea of a demonstration is a wonderful one. That's one of the reasons we actually took a robot when we met with city staff so that they could see it, they could touch it, they can see what the sensors look like. To the point of the Vice Mayor about the robot not getting out of the way, the safest robot is a stopped one. We want to make sure that if it comes into a situation where it is not able to move quickly, it'll stop to allow what the next step should be for the remote supervisor to do so. If a person is literally right on it, it will take a minute for the remote supervisor to back it up or to move it out of the way. Another Commissioner, who mentioned that the robot waits patiently at the crosswalk. That's exactly what they are programmed to do. They would line up, wait sometimes two or three light cycles because there are so many pedestrians crossing in order to wait for those pedestrians to cross to then follow behind them. So, these are all the things that I've heard that I wanted to make sure to mention. I did also hear the Mayor mentioned doing advertising tastefully and the Vice Mayor mentioned some items that were proffered by us. This came from our permit in Chicago. It was very specific to commercial advertising that would not be permitted. So as examples, Mayor to your point, it would be commercial advertising that is untruthful, misleading, libelous, defamatory, commercial advertising that is obscene, pornographic, sexually explicit, and it gets very detailed on what that means. Commercial advertising that displays graphic violence or

anything that is an obscenity, racial, ethnic, slur, et cetera. And then things that are more basic like things that infringe on copyright, things that it declares or implies the City of Coral Gables has any association with any specific product. So just these are the things that I want to make sure that we have proffered already to the city as a means to not have to block the entire advertising overall. So, I'm happy to take any additional questions that you folks might have, but I just wanted to make sure that I address each of the points that I've heard so far.

Mayor Lago: Okay, Madam Vice Mayor. As a sponsor, how would you like to proceed so we can get going?

Vice Mayor Anderson: Yes, and I would like to get going. As far as having a demonstration, I've seen plenty of demonstrations, including one of these sitting in the middle of the sidewalk for in excess of six hours, across the street from my home. As far as a stop robot being the best option, if you're in a wheelchair and you're the one having to have backup on that sidewalk another 100 feet because the robot does not move, that is not a good option. That's a barrier to accessibility. It's clearly in violation of the American with Disabilities Act and it needs to be dealt with. So, this needs to move forward as far as being passed now. I hope the technology improves. There are restrictions in here on which sidewalks can be used. So, we don't have a five-foot sidewalk next to a highway where you have high volumes of traffic forcing an individual with a disability to back the wheelchair up in that dangerous condition. So, we need to move forward for that. As far as talking about the advertising, we had started that conversation. But I don't want to do this in a rushed fashion. Nor do I want to see the type of advertising that is unbecoming of the City of Coral Gables. I do want to see things that help our businesses, not hurt our businesses. And having excessive advertising on something could also be a distraction. So, we have time to have that conversation. We can pass this on at this time. And there's a six-month period of non-enforcement. We can continue to wordsmith the advertising issue in that period of time. I'm open to that. I started having a conversation with you. But what I don't want to do is last minute, right before this thing, get a draft of something to have a discussion with you on a dais, on the fly. And not having an adequate opportunity to be able to speak with my City Attorney and city staff to think about the actual language. Because I'd rather do it once. So right now, we have six months before enforcement. We have plenty of time to work on it. Even when I'm traveling, I take all these devices with me. We can wordsmith on the fly. And continue to work through the language on it. But the disability issue must move forward now. I've seen enough demonstrations, real life, okay. And if you take the center out of the middle and you can't back these things up to get them out of the way, you might as well be a wall in front of somebody because they're not going to be able to get past it.

Mayor Lago: So, may I ask you a question, Vice Mayor? So, six months comes and goes. If we're not able to come to some sort of framework in regard to advertisement, what do we go from there?

Vice Mayor Anderson: I don't foresee that we can't have some framework. But six months comes and goes. If there hasn't been an effort on both parties' part to have a discussion to wordsmith something that is palatable for the City of Coral Gables, then it's in place, okay. But there's got to be efforts on both sides.

Mayor Lago: I just want to lay the groundwork to make sure that everybody understands six months comes and goes. Anything else from the Commission?

Commissioner Castro: Through the Mayor.

Vice Mayor Anderson: Yes.

Commissioner Castro: If your amendment would have been accepted, I would have supported that 100 percent.

Vice Mayor Anderson: Does staff have any information about injury potential, the difference between the miles per hour? Because we did on cars.

Deputy City Attorney Stephanie Throckmorton: Vice Mayor, we don't at this time, but I'm sure we can work with our Public Works staff through the Manager to get you some information if you would like.

Vice Mayor Anderson: Okay. Can you have that for the next commission meeting?

Deputy City Attorney Stephanie Throckmorton: I'll defer to the Manager's staff on that, but happy to help however we can.

City Manager Iglesias: Through the Mayor. Yes, Vice Mayor, we can look into that.

Vice Mayor Anderson: So I'll accept the friendly amendment, but with the update, if it does show that there's an increased potential for injury based upon the way these robots are operating currently, not being able to move out of the way, not being able to avoid objects, not being able to avoid children, non-strollers, et cetera, then we'll have to, I'll have to address it at that time.

City Attorney Suarez: So, to clarify, then the motion is amended to include approving the ordinance with the change to the maximum speed to seven miles per hour.

Vice Mayor Anderson: Correct.

Deputy City Attorney Stephanie Throckmorton: And we will return next month with additional data. And I don't know if the Vice Mayor, the Mayor's suggestion regarding three months to come up with advertising language was part of the amendment you accepted or not.

Vice Mayor Anderson: No, I think as it's written right now, the six-month period may be, because of the summer months, because people are traveling, I want to make sure that we wordsmith this adequately.

Deputy City Attorney Stephanie Throckmorton: Understood, I understand your motion, thank you. I don't know if the second also accepts that.

Commissioner Lara: Well, I'll accept it.

Mayor Lago: So, we have a motion and a second.

Commissioner Lara: Yes.

Vice Mayor Anderson: Yes.

Commissioner Castro: Yes.

Commissioner Fernandez: Yes.

Mayor Lago: Yes. All right, moving on. Thank you very much. Let's see if we can run a few of these before we have to go to lunch. Item E-4.