

City of Coral Gables City Commission Meeting
Agenda Item F-2
March 20, 2018
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Raul Valdes-Fauli
Vice Mayor Pat Keon
Commissioner Vince Lago
Commissioner Frank Quesada
Commissioner Michael Mena

City Staff

City Manager, Cathy Swanson-Rivenbark
Assistant City Manager, Peter Iglesias
City Attorney, Miriam Ramos
Assistant City Attorney, Gustavo Ceballos
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Historic Preservation Officer, Dona Spain

Public Speaker(s)

Courtney Thompson
Timothy Plummer

Agenda Item F-2 [0:00:00 p.m.]

An Ordinance of the City Commission of Coral Gables, Florida, requiring Traffic Studies for certain new developments; providing for a repealer provision, severability clause, codification, enforceability, and providing for an effective date.

(Sponsored by Commissioner Mena)

(Sponsored by Commissioner Lago)

Mayor Valdes-Fauli: Item F-2. Commissioner Mena, Commissioner Lago.

City Attorney Ramos: Item F-2 is an ordinance of the City Commission of Coral Gables, Florida, requiring traffic studies for certain new developments; providing for a repealer provision, severability clause, codification, enforceability, and providing for an effective date. This ordinance is on second reading, and it is a public hearing item.

Commissioner Mena: So, I'd like to just have, Madam City Attorney, somebody from your office give a very brief presentation on just the changes that were made since we were last here.

City Attorney Ramos: Yes, sir.

Commissioner Mena: And then, I also have Courtney Thompson here, who's the chair of our Traffic Board, who'd like to speak as well.

City Attorney Ramos: Great. Mr. Ceballos, can you go through the changes, please?

Assistant City Attorney Ceballos: Not a problem. Good morning, Mayor, Vice Mayor, Commissioners. Before you is the second reading of the traffic study ordinance. After the first hearing, we had some comments and some concerns from yourselves and also from the industry expert. We've gone ahead and made some minor edits. I'll go ahead and highlight those edits for you. The first change was we lowered the trip count threshold. Originally, it was set at a hundred days. Now, it is set -- I mean, a hundred trips. Now, it is set down to 50, where they realized that a lot of the larger developments in the City would not have been triggered even by that hundred-trip count. The second was some mere language changes. Originally, it was just peak hour trips. Now it says two-way peak hour trips. Apparently, the original language was not correct. This properly encompasses what we intended to do. The third change was that the

provider of the impact study will be required to be present at all public meetings. I think that was one of the big items that you guys had. And lastly, we also reduced the option on delay is reduced from 90 days to 45 days, where if the City's provided traffic impact study presenter or provider does not provide the impact study within 45 days, they have the ability to proceed forward with their own impact study.

City Attorney Ramos: And in addition...

Commissioner Mena: There was also...

City Attorney Ramos: The methodology will be given by the City.

Assistant City Attorney Ceballos: Correct.

Commissioner Mena: And also, the exemption language.

City Attorney Ramos: And there...

Assistant City Attorney Ceballos: Yes.

City Attorney Ramos: Is also language that exempts any area of the City that's already captured under a development agreement or the Zoning Code for traffic studies. They would follow whatever that process is, rather than this ordinance.

Commissioner Lago: Let me ask you a quick question, Madam City Attorney. I forgot to mention to this -- in our pre-agenda -- does this take effect immediately on projects that are currently going through the process, or is there a bookend?

City Attorney Ramos: No. The effective date is actually not until, I believe, November. And the reason for that is because we have to put together the pool of candidates that we would choose from.

Commissioner Lago: And there's no way to expedite the process so maybe we can -- you know, I mean, I - you think it really would take that many months to put together...

City Attorney Ramos: It's...

Commissioner Lago: A pool of candidates -- qualified candidates.

City Attorney Ramos: Right. It's a Procurement issue. They would have to bid it out, and then we would have to get...

Commissioner Lago: And that's the number that Procurement gave you?

City Attorney Ramos: No. We just chose six months, but -- I don't see Procurement here. We can reduce it if you...

Commissioner Lago: Well, I mean, again, I don't want to reduce it at the cost of not having qualified vendors. I think that we have -- I mean, obviously, with my cosponsor on this issue, I leave it up to him. I defer to him, but I think that we could potentially find more than qualified individuals within a timespan of two months. I mean, that's pretty...

City Attorney Ramos: So, what it reads is that the ordinance is effective immediately, but implementation shall begin November 27.

Commissioner Mena: Yeah.

Commissioner Lago: Probably have to have some sort of RFQ. I imagine an RFQ has to come out and it would probably take, I don't know, maybe a month to draft an RFQ, unless they're requesting a special outside consultant, and then, potentially, you need about a month...

Commissioner Mena: What...

Commissioner Lago: It's probably about three months.

Commissioner Mena: Yeah.

Commissioner Lago: Three or four months.

Commissioner Mena: I mean, what are -- let me ask you this question. What are our options if they could get it done more quickly? If they come back to us and we...

City Attorney Ramos: We can add language that says or when the pool is established, whichever occurs first.

Commissioner Lago: Yeah, it's -- I mean, it's going to take about a month to put the RFQ together. It's probably going to take about a month for us to advertise and find good -- you know, have people respond.

Commissioner Mena: Right.

Commissioner Lago: And then probably about a month and a half to two months for it to process. So, I mean, six months is a little long, but it's not far-fetched. Four to six months is probably the process, so I take back my comments.

City Attorney Ramos: What we can do is add that language...

Commissioner Lago: I would like to see it done faster, but...

City Attorney Ramos: I think we can address it by adding a catchall that says November 27 or when the pool is established, whichever occurs first. That'll take care of it.

Commissioner Lago: Okay, perfect.

Mayor Valdes-Fauli: Alright. Do I have a motion?

Commissioner Lago: Vice Mayor -- Madam Vice Mayor had a comment.

Vice Mayor Keon: I'd like to -- I'd like some -- a little more -- did you speak from the Traffic Advisory Board?

Commissioner Mena: Not yet. Courtney's here to speak on it as well.

Vice Mayor Keon: You wanted him to speak?

Commissioner Mena: Yeah, if he could.

Mayor Valdes-Fauli: Who wants to speak on this?

Commissioner Mena: Mr. Thompson is the chair...

Mayor Valdes-Fauli: Yes, sir.

Commissioner Mena: Of our Traffic Advisory...

Vice Mayor Keon: (INAUDIBLE)

Mayor Valdes-Fauli: Mr. Thompson.

Vice Mayor Keon: He called for a motion.

Courtney Thompson: Good morning, all. Courtney Thompson, your chairperson of the Traffic and Transportation Advisory Board, the same board that each of you have appointed people to. We have spent the last two and a half years studying very closely this process and making sure that we are doing the best for the citizens of Coral Gables. That's what this is all about. This is about making sure that -- and I'm sure that each one of you, in your situations when you've gone out to campaign, you hear the story about traffic over and over. It's one of the number one concerns of people in the City of Coral Gables. And so, what we would propose and have proposed and agree with the changes that you've made that basically takes this out of the hands of the developers and puts it into the hands of an independent third party. And we have a unanimous vote from our board. There's no dissenters whatsoever. And I'm here to answer any questions.

Commissioner Quesada: So, my biggest concern with this ordinance -- and we discussed it a little bit last time -- is I don't want to create additional hurdles for people. Again, we talk about, you know, sort of the bureaucracy sometimes that happens with local governments, and I just want to make sure that this is not something that's going to slow people down. And it was a conversation that we had last time. I know, Mr. Plummer, we had discussed it as well and there was a question of whether we're implementing our peer review system effectively. So, look, I'm for this in principle. I just don't know if the practical impact is one that's really going to, you know, discourage people in the process. I mean, people complain all the time with our city of how long it takes to get something done. The last thing I was is for us to be, you know, creating more roadblocks for people in any kind of capacity. Obviously, the traffic is important. The independent analysis is incredibly important. And from what I gather from the first reading is

that -- from Mr. Plummer -- and I'd love to hear from him again on this -- is that the peer review system isn't being applied consistently. I mean, is that something that you guys have discussed on your board?

Mr. Thompson: We not only discuss it, we've also studied other cities around the country similar to Coral Gables, some larger, some smaller. And we have found that the overwhelming majority used the process that we're proposing and you've got in front of you right now. We also think that the peer process actually raises the cost and actually may defer in terms of timing. So, we think that this is more of a streamlined process, both in terms of cost and in terms of timing, and of course, the transparency aspect.

Commissioner Quesada: But how does it raise the cost? If I understand it correctly -- so, let's say someone wants to come in now. They hire their own traffic consultant to do their analysis and the City requires the peer review process and that individual or entity has to pay the cost of that peer review system.

Commissioner Mena: That's two now.

Commissioner Quesada: So, that's two under the proposed system, and it would just be one...

Commissioner Mena: They could...

Commissioner Quesada: Selected by the City.

Commissioner Mena: If they accept...

Commissioner Quesada: Okay.

Commissioner Mena: The results...

Commissioner Quesada: Alright.

Commissioner Mena: From the first, then they're done. If they...

Commissioner Quesada: Correct.

Commissioner Mena: Want to challenge it, then they can bring in their own person to do so.

City Attorney Ramos: Correct, and we reduced it...

Commissioner Quesada: Okay. Alright, I get it.

Commissioner Lago: I mean, Frank, you...

Commissioner Quesada: Okay, you're right.

Mr. Thompson: I mean, that's...

Commissioner Lago: As we're all aware...

Commissioner Quesada: I mean, that's the point of having this conversation...

Commissioner Lago: That this is...

Mr. Thompson: There was a lot of time and effort...

Commissioner Lago: This is the process...

Mr. Thompson: Put into this for you.

Commissioner Lago: This is a process anyway -- when you're building or you're designing, it's a process that, again, in the commercial world, it's a year, two years, sometimes even three years.

Commissioner Quesada: Yeah.

Commissioner Lago: So, they have more than enough time to be able to get these traffic studies completed, and Mr. Plummer can, I think...

Commissioner Quesada: Yes, if you could come up, I'd like to hear from you again.

Commissioner Mena: Just so you know, at least one of the revisions that were described and were implemented was to reduce the amount of time from...

Commissioner Lago: Yeah.

City Attorney Ramos: Ninety...

Commissioner Mena: It was originally 90 to 45 days.

City Attorney Ramos: And it was actually 90 business days to...

Mr. Thompson: That's 45 business...

City Attorney Ramos: 45 days.

Mr. Thompson: Days, 45 business days.

City Attorney Ramos: We actually took...

Commissioner Quesada: To about 45 days.

City Attorney Ramos: Business out, so it's just 45 days.

Commissioner Quesada: Calendar days.

Mr. Thompson: Yeah, okay.

Commissioner Lago: Mr. Plummer.

Timothy Plummer: Sure. Thank you. Good morning. My name is Tim Plummer. I'm the president of David Plummer and Associates.

Commissioner Quesada: Did I summarize your position properly from the first time?

Mr. Plummer: Pretty well.

Commissioner Quesada: Okay.

Mr. Plummer: Pretty well.

Commissioner Quesada: I just want to make sure I understood that properly. Because, again, I don't want to do something to create more delays and more backlog.

Mr. Plummer: Yeah. What we're doing is we're flipping the process. So, there is going to be no money savings in this for anybody. So, let me just give you, you know, my take on this again, like I did first reading. Peer review process is the national standard. I don't know where

their research is coming from. That is the national standard, and that's what happens in South Florida. So, I think that's very important. We have a -- the City of Coral Gables has a process in place. Optics was the issue at first reading, and what I mentioned was the peer reviewer generally is not out in the public at these public hearings, P&Z, neighborhood meetings, the Commission, unless it's a major project, like I did for you all, Mediterranean Village, like I do for you with the University of Miami. I'm the peer reviewer. I come in. I make presentations. I give you the finding of facts. You ask me questions. You may or may not ask the developer's traffic consultant questions. So, we have a process in place. It can be improved. The peer reviewer, like many cities in South Florida, should be involved with the methodology negotiation. So, if you want two or three days of traffic counts, if you want more intersections, we can work -- the peer reviewer works with staff and the Manager to make sure all of those items are addressed. The consultant then for the developer goes out, does the work. The peer reviewer reviews everything technically and has the finding of facts and makes presentations to you or any of the other boards. Now, you have a beautiful safety net in place that other municipalities do not, which is you are now requiring traffic studies after projects open. Remember, this is a planning exercise. We're making projections based on best available data. So, if a project underestimates their traffic or if there's more impact to residential streets and so forth, those things can be cleaned up and there can be additional mitigation. Now, let me just hold back the curtain a little bit because, as you know, I work for municipalities, the state and the county, and I work for private developers. There is so much back and forth between developer, architect and traffic engineer during this process that it will not be addressed and time will go on and it will be a burden for developers. If, for instance, we start a traffic study and we start doing our reviews -- and I'll give you Paseo as an example. I could tell right away there's going to be too much impacts to the neighbors. We needed to change the access plan to move it to US-1, try and protect those neighborhood streets. When an applicant comes in and gives their information and an independent traffic consultant gets 45 days to do that, they're going to come back with results, and the developer's going to go, okay, well, let's make modifications. Well, that's such a fluid process while the application's going on to save time and money, so I think that's very, very important. I think that this peer review process can be greatly improved and you'll have

exactly what you want. If not, it just flips. The developer's going to have to hire a traffic consultant to be a peer reviewer to make sure the City's consultant is doing everything correctly.

Commissioner Quesada: Oh, I see what you're saying.

Mr. Plummer: And to give them advise.

Commissioner Quesada: I see what you're saying.

Mr. Plummer: So, it's exactly the same, we're just flipping it and no one does it that way. The way they're done and the way the national standard is is the municipality...

Commissioner Quesada: Yeah, but won't the developer only hire a traffic consultant if they don't like the opinion of the one that the City hires?

Mr. Plummer: No. Just -- they're going to have to -- you know, just like an applicant gets an attorney to make sure their best interests are being taken care of.

Commissioner Quesada: Yeah.

Mr. Plummer: So, then the applicant's traffic consultant should have a methodology meeting with the City staff and the peer -- and the independent traffic group -- consultant.

Mayor Valdes-Fauli: So, you're speaking against our recommendation here?

Mr. Plummer: I am. I think we have a process in place that can work better than it does today. If optics are the issue, bringing the peer reviewer to the very beginning, at the methodology meeting, like I do with University of Miami, I negotiate all of the methodology issues with City

staff, bring them -- from every project, from small to large, and make that peer reviewer not only do all the technical reviews and work with staff like I do, but come...

Commissioner Quesada: Because what you're saying is...

Mr. Plummer: To all the public....

Commissioner Quesada: When it comes down to it...

Mr. Plummer: Meetings.

Commissioner Quesada: Hold on. So, you're saying when it comes down to it, it's still going to be two traffic consultants.

Mr. Plummer: It's still going to be two traffic consultants.

Vice Mayor Keon: It's going to be two, yeah. I kind of...

Commissioner Quesada: You're right. It doesn't have to be, but he raised a good point.

Mr. Plummer: It's going to be.

Commissioner Quesada: You hire an attorney to represent -- a zoning attorney just in case, but they can do...

Commissioner Mena: Right.

Commissioner Quesada: It without an attorney.

Commissioner Mena: No, but they're not doing the study from scratch. They're reviewing something that's already been done.

Vice Mayor Keon: No...

Mr. Plummer: Who is?

Commissioner Mena: The -- if the developer were to hire somebody.

Mr. Plummer: They would be doing exactly what the peer reviewer's doing now.

Commissioner Mena: Right.

Mr. Plummer: Right, so there's no money savings. Time is going to be the issue...

Commissioner Quesada: Yeah.

Mr. Plummer: Because it's such a fluid process with helping the architect and the developer to understand where the impacts are, what intersections have congestion and we have to move our access away, circulation, the parking issues. Does the valet work or not?

Commissioner Quesada: But hold on a second.

Mr. Plummer: And what can we do to improve the valet...

Commissioner Quesada: You're saying it's...

Mr. Plummer: And where should we put...

Commissioner Quesada: You're saying it's going to take longer what's being proposed?

Mr. Plummer: Oh, I think it's going to take much longer. So, between first and...

Commissioner Quesada: Hold on. Walk me through one example of why you think it'll take longer.

Mr. Plummer: I'll give you a perfect example. So, Venera, right...

Commissioner Quesada: Okay.

Mr. Plummer: That's in front of you, which you know I'm representing the developer for, right. So, project's changing, intensity's coming down. The way this would work, 45 days to make the changes to the traffic study. We do that in ten days -- ten days to two weeks. We're on the phone with the architect and the owner. We're at meetings, back and forth, how can we do this; where should we go; how should we make it better. That's not going to happen when you have to hand something over and the City's consultant is then doing the work.

Commissioner Quesada: And they say, well, I have 45 days...

Mr. Plummer: I have 45 days to get it done. You know, we're back up and running as quickly as possible. We work at night. We work weekends, you know, to get it done because this is such an important process, but it's very fluid behind...

Commissioner Quesada: And how long...

Mr. Plummer: The scenes and that's what...

Commissioner Quesada: The peer review...

Mr. Plummer: You lose.

Commissioner Quesada: So, the peer review system -- explain the way it currently works now. Explain that to me. So, Venera -- let's use Venera as an example. So...

Commissioner Mena: First of all, one of the things he's saying is that it doesn't work right now.

Mr. Plummer: No, no. I said it can work...

Commissioner Mena: I think he's...

Vice Mayor Keon: No.

Mr. Plummer: No, no, no. It's not...

Vice Mayor Keon: Well, I think...

Commissioner Mena: You said it has not worked here.

Mr. Plummer: I said it can work better.

Vice Mayor Keon: Well, I think -- but I think what he's saying is that...

Mr. Plummer: Because we're not -- you're not using it on every...

Vice Mayor Keon: It hasn't worked because it's not out in public.

Mr. Plummer: Right.

Vice Mayor Keon: And I think people aren't aware of it.

Commissioner Mena: It hasn't worked for a variety of reasons.

Vice Mayor Keon: And they're not in public.

Unidentified Speaker: Yeah.

Vice Mayor Keon: Right.

Commissioner Mena: But he described...

Commissioner Quesada: But hold on. Can we...

Vice Mayor Keon: I agree with you.

Commissioner Quesada: Go through this one example?

Vice Mayor Keon: Go ahead. I agree with you.

Commissioner Quesada: If you don't mind.

Mr. Plummer: Right.

Commissioner Quesada: And can you tell me what maybe -- where you see the problems? Because, look, I will tell you -- and I've said this before -- you do more traffic studies in the City than anyone. I mean, I think we've hired you in the past and you've worked for -- I mean, you know our city.

Mr. Plummer: Right.

Commissioner Quesada: When it comes to traffic. So, walk me through an example. Walk me through Venera. Walk me through the peer...

Mr. Plummer: Venera

Commissioner Quesada: Like the peer -- what I'm most concerned about is the peer review process, when it comes in and what that timeframe looks like, so...

Mr. Plummer: So, we -- so, Venera has an application. We worked with the developer and architect. We massaged it a little bit to make sure things can work. We submit a methodology to City staff.

Commissioner Quesada: Okay, let me stop you here. When an application goes -- very early in the process, when a developer puts in an application, is your traffic study already a part of that initial application?

Mr. Plummer: Not the initial, but it's part of the final application. The traffic study needs to be completed and reviewed and signed off by the peer reviewer and City staff.

Commissioner Quesada: Okay.

Mr. Plummer: So, we hand in a methodology. City traffic engineer reviews it, makes comments.

Commissioner Quesada: How long does it take them -- for the City engineer to review and get back?

Mr. Plummer: Pretty good. Usually a week or two.

Commissioner Quesada: Okay.

Mr. Plummer: Not very long. So, we -- then the developer gets the comments back. We revise the methodology to address everything that the City wants it to address, do the study, turn the study in. The City then has the peer reviewer do the technical review of the documentation to make sure it met everything in the methodology, to make sure it meets all standards and practices and that the impacts that are brought forth are mitigated. We get comments back from the peer reviewer. We address those comments. We resubmit. Peer reviewer makes sure everything was addressed correctly, then that technical process is basically over.

Commissioner Quesada: So, and the peer -- it's -- you know, the...

Mr. Plummer: And then the...

Commissioner Quesada: Peer review...

Mr. Plummer: Peer reviewer never is out in public. No one even knows what's going on.

Commissioner Quesada: You know...

Mr. Plummer: We mention it at every presentation we've been peer reviewed. We tell standards and practices and level of services standards and, except for X, and here's the mitigation.

Commissioner Quesada: So, I'll be honest with you.

Mr. Plummer: The peer reviewer's never here.

Commissioner Quesada: I feel like when it comes to projects, I feel like I cross-examine you when it comes to traffic.

Unidentified Speaker: Right.

Mr. Plummer: Right.

Commissioner Quesada: And the peer review process never comes out. And I'm...

Mr. Plummer: You're...

Commissioner Quesada: Surprised you say that you mention that because, man, I always pay very close attention...

Unidentified Speaker: Right.

Commissioner Quesada: And you know I harass you...

Mr. Plummer: Yes.

Commissioner Quesada: And ask questions.

Mr. Plummer: Do you remember Mediterranean Village?

Commissioner Quesada: Yeah.

Mr. Plummer: I was...

Commissioner Quesada: But that was out in the open.

Mr. Plummer: I was representing the City. I was the peer reviewer. It was a major project for the City, so the peer reviewer was more in the public. That should be on every project. I answered questions. The applicant's traffic consultant sat there. I was your representative. You wanted the finding of facts from me.

Commissioner Quesada: Who is the peer reviewer typically in the City? Is it a City employee? Is it an outside consultant?

Mr. Plummer: No, outside consultant.

Vice Mayor Keon: It's an outside consultant.

Commissioner Quesada: And it's typically another traffic engineer?

Mr. Plummer: Correct.

Commissioner Quesada: Obviously. Who is it typically that we see that you deal with?

Mr. Plummer: Jack Schnedler's been one that's been doing it. He's a very, very seasoned traffic engineer.

Commissioner Quesada: And he's -- is he with a company or is he on his own?

Mr. Plummer: Yeah. He's with a company.

Commissioner Quesada: What company is that?

Mr. Plummer: I don't remember the name.

Commissioner Quesada: Okay.

Mr. Plummer: He's moved around a little bit.

Commissioner Quesada: No. Because I'm saying, the companies that we hear primarily are Plummer and we hear...

Mr. Plummer: Kimley-Horn...

Commissioner Quesada: Kimley-Horn.

Mr. Plummer: Is the other one, right.

Commissioner Quesada: Are the two that we hear the most.

Mr. Plummer: And like I mentioned last time I was here on first reading, if you think one consultant as a peer reviewer takes it easy on the other consultant, it's quite the opposite. It's competition...

Commissioner Quesada: In the peer review process, is there ever any kind of sit-down, face-to-face that you have with that peer reviewer, or is it just through submitting documents and revisions?

Mr. Plummer: Absolutely, it depends. So, if comments come back after the review and we don't agree with some of the conclusions, we will call for a meeting with the City and the peer reviewer to go through it and say this is why we think it's this way. No, we -- you know, you go back and forth. This happens on our UM stuff all the time that I review. And at the end of the

day, when there's a disagreement, what I'll say is, put it in the report the way we want it done as the City, and then in an appendix, put it the way you think it should be done, if you disagree with us, so we have both analyses there and the decision makers can make a decision.

Mayor Valdes-Fauli: Alright.

Mr. Plummer: It's a...

Mr. Thompson: May I rebut, please?

Mayor Valdes-Fauli: Yes, of course.

Mr. Thompson: Thank you.

Commissioner Quesada: We're trying to figure out what the right plan of attack here is.

Mr. Thompson: Well, first of all, I think it's important to understand this is Mr. Plummer's business. I don't know Mr. Plummer. We've never met before, so I have no criticism and I have no animosity at all for him or for his business. I'm a capitalist and I believe in an open forum for business. However, I think it's very important that each and every one of you consider the people who have been behind this process for you. Chris Morrison -- may he rest his soul -- who was an expert on this. Nan Markowitz, whose life was traffic. Jessica Keller, who came from another city where they do use this exact same process. Gordon Sokolov, who is active in the community. Myself, Robert Rua, Albert Corrada. These were all people who took time and energy and reviewed this process from every way possible that we could look at it. We believe strongly, as your board, that you lose nothing by trying this out. If, for some reason, it doesn't work, okay, you've lost really nothing. There's maybe a little bit of time that's lost, but that's about it.

Mayor Valdes-Fauli: But, yes, we have.

Commissioner Lago: And we've gained trust.

Mr. Thompson: Huh?

Mayor Valdes-Fauli: I...

Commissioner Lago: That I think is critical.

Mayor Valdes-Fauli: I think we have a lot of trust, and I think that the more impediments we put, the, you know, more difficult it is for people to do things in Coral Gables.

Mr. Plummer: And can I rebut real quickly? I don't want to put words in his mouth, but he stood up here for first reading as well, another engineer that you have on staff, Assistant City Manager Peter Iglesias has been through this with the City of Miami, understands. He's an engineer. This is the process, as it should be, with peer review.

Commissioner Quesada: I just -- what -- honestly, what I would like to do -- and I don't know if your board looked at this -- are the comments that the peer review has made to, you know, X amount of projects. Because, you know, it's funny that this makes me think even more I want to go back and look at projects and traffic studies that were put out and do traffic studies now to see how accurate, you know, the prognostications were at that time when we were voting on projects, even previous Commissions on it.

Mr. Plummer: I can give you one. Bacardi Headquarters. We had a requirement after to redo all the residential street counts six months after the building opened, and we did those to see if any met the traffic calming thresholds that we did not identify. We identified a few that were going

to meet them and they still did not meet the traffic calming thresholds. It wasn't as bad as the public had perceived.

Commissioner Quesada: So, you know, what makes me think here is that -- I mean, what I would like to see is the peer review individual or person be present at the hearings that we have.

Vice Mayor Keon: I don't -- yeah.

Commissioner Quesada: You don't see it as being the same thing? I see it as being the same thing, man.

Commissioner Lago: I just -- I think it's a great opportunity. If the system -- if the model doesn't work, we can always come back to what we've been doing for such a long time.

Vice Mayor Keon: Yeah, but I think once you do that, you know, you are imposing -- it's already paid for. The peer review is already paid for by the developer. You're imposing then an additional 10 to \$40,000, depending on the traffic study, on the developer. And if the issue is optics, optics isn't necessary -- you don't solve optics by legislating. You solve optics by educating and by making it -- being more public. So, I mean, I don't -- I think -- I understand what you want and I applaud you for what you want. I think absolutely we should make it a more transparent process and help the community to understand, you know, the background and what happens and how the process goes and everything else. But rather than passing this now, I wonder if you would be willing to take the time -- the sponsors of this -- to sit with Mr. Plummer and Peter Iglesias and look at exactly how the peer review process goes and how you can tweak that peer review process...

Commissioner Mena: Just to be clear...

Vice Mayor Keon: To make it...

Commissioner Mena: Just to be clear...

Vice Mayor Keon: Better.

Commissioner Mena: We have, multiple times. We've...

Vice Mayor Keon: And you don't see it.

Commissioner Mena: Gone through this. There's no amount of transparency that is going to answer a resident's question when they're saying how can I trust this traffic study when this traffic engineer was hired by the developer who's trying to get this project approved.

Vice Mayor Keon: But the peer review...

Commissioner Mena: And I'm not saying -- let me be clear. Let me finish.

Vice Mayor Keon: Okay.

Commissioner Mena: I'm not saying that those results are not trustworthy. I'm not saying that at all. I understand how the peer review process comes into play, but optics do matter on that front. And if we're able to say to a resident no, that traffic engineer was actually selected independently by the City from a pool of candidates that were preapproved and then the developer had a chance to review them and challenge them, if they had an issue with them, you create a scenario where you do build more trust from residents. Because I got to be honest with you, I don't know how anybody can say there's not an issue with trust there because I heard it ever since I've been here that people are concerned about these issues and it's the number one issue that comes up every time any development goes up in the city. So, it's a real issue and

we're trying to deal with it by addressing people's concerns and making them feel more comfortable with the process.

Vice Mayor Keon: I understand that, I do. But I also think what they don't see is that when you do this -- the traffic study three years later and five years later that those traffic studies have actually bore out what has happened and what the initial presentation was. So, I mean, whether or not we pay for the peer review or the City is, you know, selecting the peer review or the City is selecting an additional traffic engineer, it's all coming forth. I mean, I don't -- I didn't realize there was as significant a peer review process as there is, so I don't think the public knew it either.

Commissioner Mena: I don't...

Vice Mayor Keon: But I think that if they start coming out and they come and they speak on behalf of the City and they're with the City, fine. Then you say, no, this is our person.

Commissioner Mena: I don't...

Vice Mayor Keon: This is our answer.

Commissioner Mena: I don't think the review, after the fact, though, always shows that the study bore out. I think what it does is it allows them to then do additional mitigation -- Mr. Plummer just described some of that -- in scenarios where maybe there was more than anticipated.

Commissioner Lago: And also, just...

Vice Mayor Keon: But I think what he had said was...

Commissioner Lago: Just to touch on...

Commissioner Mena: But at this point, the building's there and the traffic is on our front doorstep.

Vice Mayor Keon: Right, but...

Commissioner Mena: Now, we're mitigating.

Vice Mayor Keon: But he's also said that when they developed the project, the mitigation that was built into the project and whatever called for traffic calming around the project at the time that they did the original traffic study, when all of that's in place and then they do the study three years later or whatever, it shows that how they designed the building in relation to the traffic study. And the traffic calming that was put in place at the time has shown that no additional -- has -- no additional traffic calming is required is what he's -- what they said.

Mayor Valdes-Fauli: Can I say something? I think, you know, you talk about transparency and you talk about the process. I think we have a good process and I think it has worked. And I submit to you that no amount of peer review -- we can impose four layers of bureaucracy, four additional layers of traffic studies and you're never going to satisfy the neighbors that are opposed to a project, never.

Commissioner Lago: Let me just ask -- Vice Mayor Keon brought up the fact that this has occurred three -- in the last three or five years that we've had instances where you have gone back and studied these project. Can you give me a few examples? You said Bacardi, six months was the planned look back.

Mr. Plummer: Right. Bacardi was, Village of Merrick Park was years ago. What I'm saying is, in the last year or two, you've just started imposing those, like Paseo.

Commissioner Lago: That's why...

Mr. Plummer: But the important part of that is to show if the mitigation works. If it doesn't and needs additional mitigation, the developer then has to do...

Commissioner Lago: Perfect. That's great.

Mr. Plummer: Further mitigation.

Commissioner Lago: That's great. And I agree with you because I -- we've only been here four years.

Mr. Plummer: Right.

Commissioner Lago: And in those four years, I know that we started doing this and started putting -- you know, started putting those agreements into place so we can have that look back and see if any mitigation is required. So, you've given me two examples. Paseo's not an example because construction hasn't even started on that project.

Mr. Plummer: Right.

Commissioner Lago: And I think, from what I understand, we have look backs there for about three years...

Mr. Plummer: Yes.

Commissioner Lago: Including also the project on US-1 at the Holiday Inn site. There's also a three-year look back...

Mr. Plummer: Right.

Commissioner Lago: In reference to once it is constructed. Look, I think it's a great opportunity to build trust with a lot of the residents and build trust with people who feel that the process may be broken or skewed in one direction. We have an opportunity to do something a little bit different here, a little bit outside the box. If it doesn't work, I'll be the first one to say bring it back, reel it in and let's move back to the position that we're in.

Commissioner Quesada: So, here's the...

Commissioner Lago: But -- and I'm -- I'm going to make a motion.

Mayor Valdes-Fauli: Make a motion, please.

Commissioner Lago: I'm going to make a motion on F-2.

Commissioner Quesada: But hold on. Let me...

Commissioner Lago: You want to put a caveat? You want to put an amendment?

Commissioner Quesada: Yes, I do.

Commissioner Lago: You want to put a -- what do you want to do?

Commissioner Quesada: If you want my vote, you've got to let me make a little amendment.

Commissioner Lago: But it's got to be little, though.

Commissioner Quesada: My issue is timing. My issue is timing. I don't want to slow things down. I don't want to see 45 days. Why can't we do 14 days or 20 days?

Mayor Valdes-Fauli: Let's do that.

City Attorney Ramos: I don't know if that's reasonable from the industry experts.

Commissioner Mena: This doesn't happen in that amount of time now.

Commissioner Lago: Yeah.

Vice Mayor Keon: You can't do a whole traffic study...

Commissioner Mena: We're speeding it up right now.

Commissioner Lago: Yeah.

Commissioner Mena: Speeding it up.

Mayor Valdes-Fauli: No, you're not. You're adding 45 days versus 14.

Mr. Thompson: Commissioner, may I just make a comment?

Commissioner Quesada: My issue is timing.

Mr. Thompson: No. I understand what you're saying. It's been made clear here today by Mr. Plummer. Forget about me or our board even. It's been made clear that that timing issue isn't really that much of an issue to begin with.

Commissioner Quesada: No, that's not what I heard. That's not what I heard at all. What I heard is it typically takes ten days to two weeks -- is what I heard him say -- for a process that we're putting a 45-day requirement on. And I know the way it is...

Mr. Thompson: (INAUDIBLE)

Commissioner Quesada: Hold on, let me finish. Let me finish. So, what ends up happening -- I know the way this works. If there's a timeline, something has to be done in 45 days and someone's in a rush to try to get something done because of -- look, it's difficult to run a business in South Florida. It's difficult. You know, we can't forget about that. And I don't want to have a situation where someone's trying to move something and then, all of a sudden, say, well, 45 days and it's been 30. I have another 15 days, and they're just sitting and waiting for a process that I'm hearing -- he tells me -- typically takes ten days to two weeks.

Mr. Thompson: But they're not limited to the 45 days. They can do it in two weeks. They can do it in a week.

Commissioner Quesada: I know, but that's...

Mayor Valdes-Fauli: Not if they have 45 days.

Commissioner Quesada: They have 45 days...

Mayor Valdes-Fauli: That doesn't happen, sir.

Commissioner Quesada: It's an allowance. It's an allowance.

Mayor Valdes-Fauli: That doesn't happen. If you know you have 45 days...

Commissioner Quesada: Yeah.

Mayor Valdes-Fauli: You're going to take 42 days. Let's -- do you accept the amendment?

Commissioner Quesada: Three weeks.

Mayor Valdes-Fauli: Alright.

City Attorney Ramos: (INAUDIBLE) days.

Mayor Valdes-Fauli: There's a motion that has been made. Is there a second?

Vice Mayor Keon: Well, I have a con -- you know, I still have a concern that it is redundant. Is that we're already -- you're already -- the developer's already paying for the peer review process and then for somebody to come in and do an additional traffic study...

Commissioner Mena: It's not additional.

Commissioner Lago: It's not additional.

Commissioner Mena: It's not additional.

Unidentified Speaker: No.

Vice Mayor Keon: What is it?

Commissioner Mena: It's the same amount of -- as Mr. Plummer said when he walked up, it just flips it.

Unidentified Speaker: Yeah.

Commissioner Mena: There's not any additional layer of bureaucracy. There's not any additional review. That's not what this is.

Vice Mayor Keon: So, in lieu of a peer review, you do a different study or we keep the peer review also?

Commissioner Mena: The initial reviewer is hired independently by the City from a pool of candidates which will be preapproved by Procurement. Then if...

Vice Mayor Keon: The initial review -- go ahead.

Commissioner Mena: Then if the developer would like to challenge the results of that study or change something, they can hire a second person to do that. That's what happens now.

Commissioner Lago: That's up to their discretion.

Commissioner Mena: It just flips it. So, there's no added layer of an additional...

Mayor Valdes-Fauli: Okay.

Commissioner Mena: Review or anything.

Mayor Valdes-Fauli: A motion has been made.

Vice Mayor Keon: But why wouldn't you look at the peer review process and flip it, if this ordinance just flips it?

Commissioner Lago: Because I -- no, because I think what we want and I think what's in the best interest of the City and also of the individuals who live in this community is that we choose, the City choose from a pool of preapproved contractors to provide this service so they have some sort of fiduciary responsibility to the City and to the residents. I mean, I think -- it's a simple process. And again, if it doesn't work, if it doesn't work...

Commissioner Mena: We'll go back.

Commissioner Lago: We could just go back.

Vice Mayor Keon: But how does it...

Commissioner Lago: It wouldn't be the first time.

Vice Mayor Keon: But how does it differ from the peer review process that they now have in place when the City hires a person from a pool of preapproved...

Mayor Valdes-Fauli: It doesn't.

Vice Mayor Keon: People to do the peer review?

Commissioner Mena: They hire them to do the initial study and the initial methodology, and they will have to go to all the meetings, which is not happening now. I understand it should and could, but it doesn't.

Vice Mayor Keon: No. I understand, and that's why I said to you, you know, instead of imposing a second process on top of the peer review...

Commissioner Mena: It's not a second process.

Vice Mayor Keon: You know, we do the peer review so it works.

Commissioner Mena: That's not true. What you're saying is not accurate. I don't know how else to say it. There's not imposing a second process. There's not.

Vice Mayor Keon: Okay, so...

Commissioner Lago: And by the way...

Vice Mayor Keon: So, the contractor goes out...

Commissioner Lago: This is -- and I'm sorry to interrupt you, but Courtney -- I mean, my appointment to the board has been talking to me this -- almost like three years. Frank, I think you were heavily involved in this discussion over the last three years. This is nothing new. This has been discussed. This has been brought forth. This is an item that, again, we're getting to the point where...

Mayor Valdes-Fauli: Okay.

Commissioner Lago: We're caught up on this issue about, you know, responsibility and whether there's a second process or not. It's not that difficult. Let's entertain the discussion. Let's vote on this. If we have the votes here on the motion, move forward. We're going around in circles. If this doesn't work -- and I'm willing to amend it to 21 days, 28 days...

Mayor Valdes-Fauli: Okay, you accept the amendment?

Commissioner Lago: Commissioner Mena?

Vice Mayor Keon: But...

Commissioner Mena: I'm flexible on it. I'm a little uncomfortable doing it on the fly this way because, you know...

Mayor Valdes-Fauli: It's been moved and seconded. The amendment...

Commissioner Mena: That's the issue.

Mayor Valdes-Fauli: I mean, the amendment has been accepted.

Commissioner Mena: You're just throwing out a number, and you don't have any real basis for...

Mayor Valdes-Fauli: Will you call the roll, please?

Vice Mayor Keon: Wait, wait. We're talking still.

Unidentified Speaker: Yeah.

Vice Mayor Keon: Mayor.

Mayor Valdes-Fauli: We're going in circles.

Vice Mayor Keon: Okay.

Mayor Valdes-Fauli: Come on.

Vice Mayor Keon: But -- and my concern is, I don't see how -- what are you going to do? What is going to be -- what are you going to get that you don't get out of the peer review -- I mean, if, now, you have a contractor, he files a permit or puts together a package to build a project. He has to have a traffic study. The traffic study has to be completed by the time they go for permitting so -- and currently, when they do the traffic study, there is a peer review process that looks at that traffic study and works with staff and the contractor and their traffic engineer on that traffic study and makes comments and goes back and either makes changes to the -- tells them that this is their opinion on this. It's going to create traffic here. It's going to be a problem here, and they revise where, you know, the egress and all of the different things. I mean, they go back and do whatever and they come to some conclusion. They come before us, you have all these things. So, where in that process do you hire -- does the City hire, from a preapproved group of people, someone to comment on the contractor's or the developer's...

Commissioner Lago: Developer's.

Vice Mayor Keon: Traffic study? Where?

Commissioner Mena: In this...

Vice Mayor Keon: Under this, yeah. Where (INAUDIBLE)...

Commissioner Mena: They're the first ones hired.

Vice Mayor Keon: Pardon me?

Commissioner Mena: They're the first ones hired to develop the methodology and prepare the initial study.

Vice Mayor Keon: Well, there's no reason that...

Commissioner Mena: I'm sorry?

Vice Mayor Keon: So, all -- so, we're -- they're going to -- so, you're going to have -- well, can you just have the person that is the peer review person do that? I mean, does that -- could you expand the role of the person that does the peer review to do that?

Commissioner Lago: Yeah, you could do that.

Commissioner Mena: To do what? To do the study from the get-go?

Vice Mayor Keon: To do -- no. To do the methodology.

Mr. Plummer: Do the methodology.

Vice Mayor Keon: To the methodology and...

Commissioner Lago: But my question is...

Vice Mayor Keon: To -- I mean, as part of the peer review.

Commissioner Mena: What do you -- I guess my question is the opposite. What are you worried about on this? Why are you so reluctant to set it up in a way where we can tell our residents, hey, the traffic engineer that was hired to review this from the outset...

Vice Mayor Keon: Right.

Commissioner Mena: Was not selected by the developer.

Mayor Valdes-Fauli: Because it hasn't...

Commissioner Mena: Was selected independently...

Mayor Valdes-Fauli: Because it hasn't been a problem...

Commissioner Mena: Through a process that's independent.

Mayor Valdes-Fauli: So far.

Commissioner Mena: I just -- I think if you asked...

Vice Mayor Keon: Wait a minute.

Commissioner Mena: Our residents, a lot of them would disagree with you.

Vice Mayor Keon: You mean...

Mayor Valdes-Fauli: There hasn't been a problem so far, and the residents that oppose it oppose it with traffic consultant hired by the City, hired by the developer. They're going to continue opposing it...

Vice Mayor Keon: But you're...

Mayor Valdes-Fauli: Because they don't like it.

Vice Mayor Keon: What you're saying is that the City would dictate to the developer who the traffic engineer is...

Mayor Valdes-Fauli: Yes.

Vice Mayor Keon: That they're going to use.

Mayor Valdes-Fauli: Yes.

Commissioner Mena: Yes, which is the same thing we've talked about for the last...

Vice Mayor Keon: Yeah. I...

Commissioner Mena: Two weeks.

Mayor Valdes-Fauli: Okay.

Commissioner Lago: By the way -- that's why I told you this has been going on for two or three years, this discussion.

Unidentified Speaker: Yeah.

Commissioner Lago: And I think that this type of loyalty to the City and to the residents, to the business, just paints us -- paints us in a better light, in my opinion. Again, these guys are all professionals, but the City would have a little bit more control in reference to the traffic consultant.

Mayor Valdes-Fauli: Okay, please...

Commissioner Lago: And I mean...

Mayor Valdes-Fauli: Please, let's...

Commissioner Lago: What would be -- why would you be so opposed to that?

Mr. Plummer: Let me just add two things.

Commissioner Lago: But give me an example.

Mr. Plummer: Two quick -- I will. Twenty-days is -- with bureaucracy is not enough. Miriam asked me about the 90 days, 45 -- it's going to be a minimum of 45 with the additional bureaucracy. What I think -- what my advice to you would be -- was all about optics. You have a peer review process in place. Bring an upgraded peer review process to the City and to the residents for one year. Do it better than you're doing it now. And then if it's not resolved or there's still issues, go to something like this. I mean, you have a peer review process in place...

Commissioner Lago: Why not do it backwards?

Mr. Plummer: That can...

Commissioner Lago: Why not adopt this process? If it doesn't work, then we'll try your way.

Mr. Plummer: Because the process does work. It's just not out in the public eye.

Commissioner Lago: I'll be honest with you, Mr. Plummer. With all due respect, every time that I speak to a resident who's dealing with an issue of a project in their neighborhood, they question the -- your -- not you, excuse me, but they question the study and whether the study...

Mr. Plummer: They're going to...

Commissioner Lago: Is being...

Mr. Thompson: And the motivation behind it.

Commissioner Lago: Yeah, and the motivation behind the study and whether it came -- it's being painted in a certain way to favor the developer. And again, I understand that sometimes optics -- like you mentioned -- but we're trying to get away from that and we're trying to rebuild a little bit of trust with these individuals that call into question the process.

Mayor Valdes-Fauli: Go ahead, sir.

Mr. Plummer: And as the Mayor said, when the City's independent traffic consultant does the work, the neighbors still aren't going to be happy.

Mayor Valdes-Fauli: They're not going to be happy.

Mr. Plummer: And they're going to say the...

Mayor Valdes-Fauli: They're going to say the same thing.

Mr. Plummer: They're going to say the developer paid for my services through the City.

Commissioner Mena: But let's not predict -- let's not pre -- but rather than predict the future...

Commissioner Lago: Yeah.

Commissioner Mena: Because we've actually been trying...

City Manager Swanson-Rivenbark: Excuse me, Mayor. It's going to be very...

Mayor Valdes-Fauli: (INAUDIBLE).

City Manager Swanson-Rivenbark: Hard to do minutes on this meeting, so if you can...

Commissioner Mena: We've been trying...

City Manager Swanson-Rivenbark: Talk one at a time.

Commissioner Mena: We've been trying...

Mayor Valdes-Fauli: Guys, let's take a vote.

Commissioner Mena: Okay, sure.

Commissioner Lago: Well, I made a motion.

Mayor Valdes-Fauli: We've been discussing it. You made a motion and he second. He's...

City Attorney Ramos: I need clarification.

Mayor Valdes-Fauli: Amended.

Commissioner Mena: Still amending based on what he just said.

City Attorney Ramos: I need clarification on the amendment. Are we going to 21 days or we're staying at 45?

Commissioner Mena: Mr. Plummer (INAUDIBLE)...

Commissioner Lago: Well, you said -- I don't want to...

Mayor Valdes-Fauli: 21 days.

Commissioner Lago: Again, I don't want to go against -- you're stating that the process can't be handled within 21 days.

City Attorney Ramos: No, it's not me. I know nothing about traffic studies.

Commissioner Lago: Excuse me. I apologize. Mr. Plummer, you made a statement...

Mr. Plummer: Yeah, 21 days is not realistic.

Commissioner Lago: Who told you that wouldn't work?

Commissioner Mena: He said.

Mr. Plummer: I've been doing this for a long time, Commissioner Lago. I can tell you that 21 days is not going to be enough time.

Commissioner Mena: We came to the 45 days in...

Mr. Plummer: There's so much...

Commissioner Mena: Consultation with (INAUDIBLE).

Mr. Plummer: There's so much behind the scenes and fluidity. This is going to really bog down the process. I can just tell you that...

Commissioner Lago: But I want to get buy-in from...

Mr. Plummer: Yeah.

Commissioner Lago: My tall Commissioner at the end so we can try something new, which, again, if it doesn't work, I give you my word that we go back.

Mayor Valdes-Fauli: Alright.

Commissioner Quesada: So, look, I'm going to second the motion the way -- as it was presented today. However, the moment we start getting phone calls that it's taking forever, I mean, I want to be able to quickly come back and adjust the timeframe. That's my concern here. I like the idea of the transparency, I do. Now, do I think that the people that are opposed to a project are still going to say things like, well, who paid for it...

Mayor Valdes-Fauli: Yeah.

Commissioner Quesada: Of course. It's still going to happen. If someone's against something, they'll find every reason to support their argument. I understand that. So -- but look, does it give us better transparency or better optics? Absolutely. I agree with that.

Mayor Valdes-Fauli: Okay.

Commissioner Quesada: My concern is delays and backlog. So, I just want all of you to be very aware that when we get calls it's slowing things down, that we are quick to modify -- if it passes today -- to make sure that we are not slowing down the process. That's my biggest concern with this.

Mayor Valdes-Fauli: Will you call the roll, please?

Commissioner Quesada: So, second.

Vice Mayor Keon: Well -- so, the only thing I would ask of staff...

Mayor Valdes-Fauli: Please, let's call the roll and let's...

Vice Mayor Keon: Is if this passes...

Mayor Valdes-Fauli: Move on.

Vice Mayor Keon: If this passes -- I don't have a problem with it. If this passes, will then -- will for you, what you do now is peer review. Will that person be your peer reviewer so that you have the benefit of the peer review?

Commissioner Mena: You're not understanding the ordinance.

Vice Mayor Keon: Well, I am.

Commissioner Mena: They're going to...

Mayor Valdes-Fauli: There's not going to be a peer review.

Commissioner Mena: Yeah. There's going to be a traffic engineer hired...

Commissioner Lago: At the implementation.

Commissioner Mena: By the City from an independent pool at the outset.

Vice Mayor Keon: Right.

Commissioner Mena: They'll establish the methodology. They'll do the traffic study. The developer will then have the option to hire...

Commissioner Lago: Their own.

Commissioner Mena: You're -- what I think you're referring to as a peer reviewer itself, if they want to question that in some way and change something and work with the City on revising something. So, when you're asking staff whether they're still going to use the same peer reviewer, they're not going to use the peer reviewer because they're going to hire an independent person from the outset.

Vice Mayor Keon: So, instead, it would be the developer that is hiring the peer review?

City Attorney Ramos: Correct.

Commissioner Mena: If you want to call it a peer review, yes.

Vice Mayor Keon: I mean, or...

Commissioner Mena: Yes.

Vice Mayor Keon: Would be the one that would challenge it...

Commissioner Mena: Yes.

Vice Mayor Keon: And we would no longer...

Mayor Valdes-Fauli: Right.

Vice Mayor Keon: Have the peer review process in-house.

Mayor Valdes-Fauli: Please call the roll.

Commissioner Mena: I don't understand what you mean by in-house.

Mayor Valdes-Fauli: Come on.

Commissioner Mena: Well, she's asking questions.

Mayor Valdes-Fauli: I know, but...

Commissioner Mena: I'm just trying to answer her question.

Mayor Valdes-Fauli: We've been discussing this for an hour and 15 minutes and...

Commissioner Mena: Okay.

Mayor Valdes-Fauli: Going around and around...

Commissioner Mena: Let's move on.

Mayor Valdes-Fauli: And around. Will you call the roll, please?

Commissioner Lago: I made a motion.

Commissioner Mena: Second.

Commissioner Lago: Commissioner Quesada second, I think, or...

City Attorney Ramos: Commissioner Mena.

Commissioner Lago: Commissioner...

Commissioner Lago: Yes.

Commissioner Mena: Yes.

Commissioner Quesada: Yes.

Vice Mayor Keon: Yeah. And how long is it going to take? How long did you give them?

Commissioner Lago: 45 days.

Mayor Valdes-Fauli: Go ahead.

(ROLL CALL CONTINUES)

Mayor Valdes-Fauli: No.

(Vote: 4-1)

Vice Mayor Keon: No. He gave you (INAUDIBLE) days.

Mayor Valdes-Fauli: Alright. We'll take a 15-minute break. We'll be back at...

Commissioner Lago: Commissioner Quesada decided to stay with 45 days.

Vice Mayor Keon: Oh, okay.

City Attorney Ramos: We stayed with 45.

Vice Mayor Keon: I didn't know.