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1 MS. PLATER-ZYBERK: Thank you very much.
 2 Good night.
 3 MR. MANTECON: Thank you.
 4 MS. MENENDEZ: Mr. City Attorney, can you
 5 please read the last item, which is E-4?
 6 MR. COLLER: Yes.
 7 Item E-4, an Ordinance of the City
 8 Commission of Coral Gables, Florida providing
 9 for text amendments to the City of Coral Gables
 10 Official Zoning Code, by amending Article 5,
 11 "Development Standards," Section 5-1409,
 12 "Amount of required parking," increasing the
 13 number of parking charging station under
 14 certain circumstances; providing for
 15 severability, repealer, codification and an
 16 effective date.
 17 MR. TRIAS: Madam Chair, about a year ago
 18 you worked on the first version of this
 19 Ordinance, and since then there were some
 20 requests to clarify and add some more detail.
 21 Mr. Gus Ceballos, who is an Assistant City
 22 Attorney, worked on the Ordinance and is ready
 23 to answer any questions, but this is basically
 24 an improvement on that first Ordinance that
 25 they worked on a year ago.

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1 Commission. The Commission requests that the
 2 breakdown be as what you see here today, which
 3 is that the electrical vehicle charging
 4 required will still remain two percent. That
 5 means that actual stations, with vehicle
 6 charging stations, ready to go, you can bring
 7 your car in, you can park and you can charge,
 8 so anytime there's more than 20 percent, two
 9 percent -- any more than 20 units in a
 10 multi-family building, two percent will be
 11 dedicated to that.
 12 The second tier will be three percent, and
 13 that is what's called EV ready. EV ready
 14 means, the pipes are there. The electrical
 15 wiring is there. What's not there is the final
 16 charging station. So, basically, somebody
 17 rents a unit, buys a unit in a building, let's
 18 say the two percent is already occupied,
 19 there's still this three percent available for
 20 a new resident to come in, you buy the
 21 equipment, it's only a few hundred dollars,
 22 that basically allows you to install it on-site
 23 and you're ready to go.
 24 MR. GRABIEL: This is three percent, in
 25 addition to the two percent?

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1 MS. MENENDEZ: Could you just go over
 2 briefly the changes or the improvements that
 3 have been made to the Ordinance?
 4 MR. CEBALLOS: My pleasure.
 5 Predominantly what's been done originally
 6 from the first proposal is, there was a bit of
 7 vagueness when it came to how somebody could
 8 meet the requirements of our electrical vehicle
 9 charging requirement in the City. Basically,
 10 under the existing Code, if you look at Section
 11 F, on the very -- the second page, in the
 12 Electrical Vehicle Charging, under F, it
 13 says -- it basically said that all new
 14 multi-family mixed-use or hotel developments,
 15 with 20 units or more, shall provide access of
 16 240 volt capabilities throughout the garage.
 17 The issue with that is, that is very vague,
 18 in terms of technical specifications.
 19 Technically you could meet that requirement
 20 with a single 240 volt line run throughout the
 21 entire garage, which anybody with knowledge of
 22 electrical vehicle charging, would charge one
 23 vehicle, not 400 parking spaces. It would only
 24 work for one.
 25 This issue was brought up to the

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1 MR. CEBALLOS: Correct. Correct.
 2 And, then, last would be 15 percent for a
 3 total of 20 percent. That last 15 percent is
 4 what's called EV capable. EV capable means,
 5 all of the initial legwork is being done with
 6 part of the new construction, meaning the
 7 conduits are being run, the space in the volt
 8 box is being accounted for, so that, in the
 9 future, if someone decides that they need to
 10 install more electrical vehicle charging
 11 stations, it's just a matter of running the
 12 wires. All of the actual groundwork is already
 13 there.
 14 So that's pretty much it, in a nutshell.
 15 Do you have any --
 16 MR. BEHAR: That would be a total of 20
 17 percent of the total amount?
 18 MR. CEBALLOS: Correct.
 19 MR. BEHAR: So let's say a big development
 20 comes and you have 600 spaces, 120 spaces have
 21 to be prepped to receive that, right?
 22 MR. CEBALLOS: Well, two percent would be
 23 ready. You have to make them good to go. So
 24 you would have 12 parking spaces that have
 25 charges. You can plug-in right now.

1 MR. BEHAR: Right. Two percent.
 2 MR. CEBALLOS: Then you would have 18 that
 3 would be EV ready, which means the conduit is
 4 there and the wires are there, the breakers are
 5 there. Everything else is there. You just
 6 need to actually install the charger.
 7 MR. BEHAR: Right.
 8 MR. CEBALLOS: And then the remaining 15
 9 percent would basically just be the pipes and
 10 the conduits and everything else --
 11 MR. BEHAR: But the addition of the 15
 12 percent would go up to like 120 spaces, because
 13 if you've got -- I'm using the example of 600
 14 spaces.
 15 MR. CEBALLOS: Correct.
 16 MS. MENENDEZ: These requirements that you
 17 have listed, are these like standard
 18 requirements? Because my understanding is that
 19 different electrical vehicles have different
 20 types of chargers.
 21 MR. CEBALLOS: Every single vehicle can use
 22 a standard Level 2 charger. The only time that
 23 there is changes is in terms of the actual plug
 24 that goes into the vehicle and in terms of
 25 what's called super chargers, which is a Tesla

1 presentation. And, you know, there's always
 2 something new in this area, and the last time I
 3 did the research was probably about six months
 4 ago, and I'm happy to see that there's more
 5 products out there. You can actually buy a
 6 cord, just like I have for my Level 1 charging,
 7 that you can plug right into the 240 volt
 8 outlet.
 9 So if there's a plug there, ready to go, it
 10 would be much more enticing for someone to say,
 11 "Oh, it's not so much of a hassle for me to buy
 12 the electric vehicle."
 13 And looking at the number of vehicles that
 14 have come online since 2016, because I wanted
 15 to buy a plug-in back in 2016, I had the wide
 16 choice of getting -- either ordering a Tesla,
 17 which I wouldn't get for years, looking at a
 18 Chevy Volt, which was available then, 2017 was
 19 available, and I get about 60 to 70 miles range
 20 on that, or a Nissan Leaf, and my dogs won't
 21 fit in a Nissan Leaf. So that made that
 22 simple.
 23 But, now, one of the things that I found
 24 shows that we have 55 different vehicles out
 25 there that are coming on the market. The

1 product, which that's not being considered
 2 here, because the energy requirements are
 3 simply not something that's feasible at this
 4 moment.
 5 Every other -- whether it's a Tesla,
 6 whether it's a Chevy, whether it's a Ford,
 7 everybody can use a standard Level 2 charger.
 8 The amps is the same across the board.
 9 MS. ANDERSON: Tesla can use a Level 2
 10 charger, as well.
 11 MR. CEBALLOS: Correct. Correct. Oh, you
 12 can charge a Tesla with a Level 1 charger.
 13 MS. ANDERSON: You can, and I charge my
 14 Volt with a Level 1 charger.
 15 MS. MENENDEZ: Did you become an expert in
 16 this area when you took on this assignment?
 17 MR. CEBALLOS: I have, yes.
 18 MR. TRIAS: And he was so nice that he came
 19 to make the presentation for us, so we're very
 20 lucky.
 21 MS. ANDERSON: Well, I did send out a few
 22 pieces of material --
 23 MR. TRIAS: I was going to add, yes, please
 24 make your presentation, Ms. Anderson.
 25 MS. ANDERSON: Yeah, I'll make my

1 number of sales that we had in January alone
 2 are five times more than we had in all of 2018.
 3 So we're experiencing a massive increase in
 4 production, and I would say that manufacturers,
 5 such as BMW, Mercedes, Audi, and Volvo, that
 6 have sunk the money into these projects to
 7 create all of these new vehicles, must know
 8 what the public really wants.
 9 And I can tell you, from someone that is
 10 driving one, I don't suffer from the anxiety of
 11 getting gas in the morning, ever. I probably
 12 fill my vehicle, because mine is a hybrid, once
 13 a year.
 14 MS. MENENDEZ: Oh, wow.
 15 MS. ANDERSON: I'm serious. It's only when
 16 I go to Orlando, somewhere beyond the 60 to
 17 70-mile range, then I need it. And if I had
 18 one of these vehicles, I probably wouldn't need
 19 to buy gas at all, some of these newer
 20 vehicles, because you have 100, 200, 300 mile
 21 ranges.
 22 I know where there's a restaurant in West
 23 Palm Beach that I can stop at and get charge.
 24 I know that I have free charging in Winter
 25 Park, in Orlando, you know, and I hunt and shop

1 for things that way.
 2 So if we're really going to be on the
 3 cutting edge here, to encourage people to buy
 4 vehicles that provide us cleaner air for our
 5 cities to walk in, and I always felt that that
 6 was something that we could really be a
 7 forefront on, if we stop burning fuels -- when
 8 I went to Chicago some 20 years ago, and had to
 9 gasp for air in those streets, like we're
 10 starting to have to do here now, when you have
 11 the trucks and then the idling vehicles going
 12 by, if we build it, they will come. If we
 13 offer it, people will buy it.
 14 And when I was on the Sustainability Board,
 15 people came in there and said, "Because you all
 16 have charging stations, I felt comfortable
 17 buying a vehicle." If we build apartment units
 18 without them, people don't have the choice. My
 19 daughter in Nevada doesn't have that choice
 20 right now, because there are not apartments
 21 available that offer charging.
 22 And this is a topic that we need to explore
 23 even more, you know, do we provide guidelines
 24 for residents that don't have a driveway or
 25 sufficient space for all of their vehicles for

1 saying it's not possible. I'm an attorney. I
 2 am not an engineer in any which way.
 3 MS. MENENDEZ: You're our expert now.
 4 MR. CEBALLOS: A little bit.
 5 MS. MENENDEZ: A little bit, yeah.
 6 MS. ANDERSON: A conduit under the sidewalk
 7 and away you go, I would think. You know, put
 8 the wires through, you know, and just have it
 9 well sealed, I would think. But, I mean,
 10 unless we make it possible for someone to make
 11 these choices, they're not going to be able to
 12 make the choices.
 13 You know, keep in mind, most of our
 14 pollution is not from power plants, it's from
 15 cars. You know, that's a big chunk there.
 16 MS. MENENDEZ: Thank you for sharing that
 17 information.
 18 MS. ANDERSON: Okay.
 19 MS. MENENDEZ: No, and the information you
 20 provided is --
 21 MS. ANDERSON: You have a plug on this one.
 22 I was tickled. I'm thinking of getting one.
 23 MS. MENENDEZ: Any other comments?
 24 MR. MANTECON: I have a question. So what
 25 percentage of the sales of all cars are either

1 charging in the future.
 2 One of the things that I provided you was
 3 these pads that people can drive onto. You
 4 don't need to get out of the car and plug it
 5 in. You just park it. I mean, is this
 6 something feasible in our swales? I don't
 7 know. I don't know.
 8 MR. CEBALLOS: I would not be able to tell
 9 you.
 10 MS. ANDERSON: That is something you need
 11 to look at. I mean, if it's feasible in
 12 parking garages, there might be, you know, an
 13 application based on elevation and flooding and
 14 so forth that might work.
 15 MR. CEBALLOS: My concern would be the
 16 infrastructure. The swale would probably be a
 17 little bit more difficult than the parking
 18 garage.
 19 MS. ANDERSON: It depends on the drainage.
 20 MR. CEBALLOS: I'm saying, to get the
 21 appropriate --
 22 MR. BEHAR: To create the infrastructure
 23 will be a huge undertaking.
 24 MR. CEBALLOS: Yeah. To get that type of
 25 electrical equipment there. I mean, I'm not

1 hybrids, which -- not hybrids, electric,
 2 because there are some electric cars that are
 3 the electric slash -- like the Chevy Volt, for
 4 example, that can be charged, but also happens
 5 to be a hybrid.
 6 But what percentage of cars that can be
 7 plugged in are being sold in the market today?
 8 MS. ANDERSON: Currently?
 9 MR. MANTECON: Currently.
 10 MS. ANDERSON: Currently, in the United
 11 States, this past month, 17,040 vehicles were
 12 sold, and all of last year, last year, you had
 13 less, 12,009. People, in the United States,
 14 are moving in this direction.
 15 MR. MANTECON: No, I understand. My
 16 question is, what percentage of the cars being
 17 sold as a whole, so plug-in capable cars versus
 18 gas only cars?
 19 MS. ANDERSON: GM shutdown their facilities
 20 and are going to all electric. I mean, that's
 21 been in the headlines.
 22 MS. MENENDEZ: I don't know if anybody has
 23 that answer.
 24 MS. ANDERSON: I don't know if we can
 25 project from the ten years, but based upon the

1 investment -- did you get this?
 2 MR. MANTECON: Yeah. I mean, my only issue
 3 is, I think, honestly, if we're going with two
 4 percent stations, I mean, I think it's really
 5 low considering the amount of cars that are
 6 coming into the market and the way that the
 7 market is moving.
 8 I mean, I'm a developer myself, and
 9 obviously I'm shooting myself in the foot,
 10 because it's obviously a bigger cost to
 11 developers, you know, to do it, but I think
 12 that -- you know, we're obviously going in that
 13 direction, and I understand there's a 15
 14 percent that's being required to be capable
 15 potentially in the panels, but at the end of
 16 the day, once you build the project, you know,
 17 the fact is, I'm not coming back there and
 18 changing anything. I mean, it is what it is,
 19 you know.
 20 MS. ANDERSON: I would prefer to have the
 21 wires already pulled and at least the plug
 22 there, you know, unless the preference is to
 23 have them hardwired.
 24 MR. TRIAS: Mr. Mantecon, these are
 25 minimums. Obviously, you can do more, if you

1 the Code for handicap, if you have from one to
 2 25, you need one, you know, up to 100, you need
 3 -- and I think maybe we've got to look at it
 4 that way, not just across the board.
 5 I think, personally, the less number of
 6 spaces, parking spaces, the higher the
 7 percentage you may want --
 8 MS. ANDERSON: You also bring up another
 9 good point, Robert. I haven't seen a single
 10 handicapped parking space anywhere EV ready,
 11 where you could plug-in, none, and, you know,
 12 that's going to be raised by somebody as an
 13 issue, because if you offer it for the
 14 ablebodied, you need to offer it for the
 15 accessible handicapped spaces.
 16 MR. BEHAR: You know, I'm surprised that
 17 development have not gotten sued yet for not
 18 providing that.
 19 MS. ANDERSON: Yeah. I know. It's going
 20 to come.
 21 MS. MENENDEZ: I don't think anybody has
 22 required it, though. Doesn't it have to be a
 23 regulation before you can get sued?
 24 MS. ANDERSON: No.
 25 MR. BEHAR: No.

1 choose to.
 2 MR. BEHAR: Yes, but I think -- listen,
 3 we've got to look at it in two ways. When
 4 you've got a small project, you have 20 units,
 5 the amount of spaces is very little. You're
 6 probably going to have, you know, a maximum, on
 7 20 units, 30 spaces. Two percent is very
 8 little, okay, and it's only one space, at the
 9 end of the day.
 10 So maybe this has to be considered a little
 11 bit different, almost in the same way that the
 12 handicapped parking requirements are done. If
 13 you have from -- you know, from one to 25
 14 spaces, you're required at least two spaces to
 15 be ready. If you do, you know, 25 to 100, you
 16 add a couple more, because -- and that was what
 17 I was asking by the 20 percent.
 18 If you have a lot of spaces, you know, 500
 19 spaces in a building, you're setting a cost
 20 that you should have it ready for future, but
 21 it may not be, you know, hardwired to do 120
 22 spaces from the get-go, but it has to be
 23 incremented based on the number of spaces
 24 provided, parking spaces.
 25 And I used the handicaps, you know, because

1 MS. ANDERSON: You can get sued on your
 2 website.
 3 MS. MENENDEZ: Well, I understand.
 4 Anybody can get sued, but --
 5 MR. BEHAR: Let's not go there. We don't
 6 want to open that.
 7 MS. MENENDEZ: -- the question is, does it
 8 stand? And so the question, shouldn't the
 9 County Handicapped Division look at that point?
 10 I think it's an excellent point.
 11 MS. ANDERSON: Well, like anything you
 12 offer for an individual with disability versus
 13 an ablebodied person, if you go -- and I've
 14 done a lot of disability access work. If there
 15 are coat hooks in the restroom, in the stalls,
 16 for the individuals that are ablebodied, you
 17 better have a coat hook in the one for the
 18 accessible unit, as well. So whatever you
 19 offer for the ablebodied individuals, you have
 20 to offer for the others.
 21 I've gone into hotels, and, you know, if
 22 they have little pamphlet stands or they have
 23 stamp machines or they have an ATM that's
 24 available for the ablebodied, it better be
 25 accessible for an individual with a disability.

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1 MS. MENENDEZ: I think that's an excellent
 2 point.
 3 MR. BEHAR: But don't go too far --
 4 MR. TRIAS: Yeah.
 5 MS. MENENDEZ: And I think that's something
 6 that we should probably include.
 7 MR. TRIAS: Madam Chair, yeah, I see that
 8 there's a lot of interest in this topic. I
 9 think if we can get some level of support, as a
 10 recommendation to the Commission, I'm sure that
 11 our expert, Mr. Ceballos, will be able to --
 12 MS. MENENDEZ: I also like what Robert
 13 said. I think his observation, as far as the
 14 number of spaces, how you only get one, you
 15 know, when you have like 20 spaces, I think
 16 that's a great observation, also.
 17 MR. TRIAS: Yeah.
 18 MS. MENENDEZ: Something that you all could
 19 look at, also, and not really stick to this
 20 percent, per se, but maybe look at it as the
 21 handicap, but, you know, I don't know if
 22 everybody feels that way or --
 23 MR. GRABIEL: I think so.
 24 MS. MENENDEZ: I think it's great --
 25 MR. BEHAR: I think it needs to be done

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1 end, will be -- maybe that has to be a minimal
 2 of 10 percentage, so you provide two spaces,
 3 but when you get to more, maybe that percentage
 4 has to -- and the location and everything that
 5 has to come along with it.
 6 MS. ANDERSON: Right.
 7 MR. CEBALLOS: Let me provide some quick
 8 responses. In regards to your question, I
 9 looked online real quick, very high level
 10 research, and it says that globally, as of
 11 December 2018, it's two percent of the market
 12 share globally. That's probably much higher in
 13 the United States, but, globally, passenger
 14 vehicles that are plug-in is around two
 15 percent.
 16 MS. ANDERSON: Right. You know, India,
 17 China and places --
 18 MR. CEBALLOS: That's why I'm saying, it is
 19 global. I haven't had the chance to really
 20 find the answer for you.
 21 In regards to the research, we have looked
 22 at many other cities that have adopted similar
 23 policies, that already have them in their
 24 books. Our original plan, the original
 25 proposal that we had, was 20 percent EV -- not

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1 that way.
 2 MS. ANDERSON: I think it's a good idea.
 3 And as far as being EV ready, to me, EV ready
 4 would be at least to have an electrical box
 5 there with a plug.
 6 MR. BEHAR: See, Rhonda, I think that not
 7 knowing the future outcome, I think that the
 8 garage, each level, each area, has to be ready
 9 so it becomes almost like a distribution panel,
 10 that from that point, it could be taken to that
 11 space, that space, and that space, but, you
 12 know, for us to go now and say, "Well, 15
 13 percent" -- you want to provide convenience to
 14 those people, and, actually, in my opinion,
 15 those spaces should probably be closest to the
 16 door, entry door to those floors, because they
 17 should have a benefit -- be provided with a
 18 benefit by doing that.
 19 I think this, you know, is a great start,
 20 but I think it needs to be studied in a little
 21 bit more detail, you know, the percentages.
 22 And it varies. Like I said before, if I have
 23 less spaces, maybe the percentage has to be a
 24 little bit higher, because if you've got 20
 25 spaces, 20 parking spaces, two percent, at the

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1 EV ready, with actual parking installation
 2 completed.
 3 It was, when it was brought forth to the
 4 Commission, that it was kind of dialed back,
 5 that we believed it was too much, that we were
 6 providing too many parking space. So this has
 7 become a bit of a happy medium. Actually, the
 8 County right now has in their works a more
 9 intense electrical vehicle requirement. I'm
 10 not sure if that's going to pass --
 11 MR. BEHAR: But with all due respect, it's
 12 not 20 percent, because I do a lot of work in
 13 the County. It's not 20 percent.
 14 MR. CEBALLOS: It's not 20 percent yet.
 15 I'm just saying, it's in the works. It
 16 actually is 20 percent what they were
 17 originally proposing.
 18 MR. BEHAR: But my concern, if you're going
 19 to put 20 percent is going to reserved for
 20 that, and if you don't have an electric
 21 vehicle, that parking space will sit empty and
 22 we're going to have a lot of empty spaces, that
 23 will not be able to be occupied. And then
 24 what's going to happen is, what happens in a
 25 lot of developments, that you have a lot of

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1 extra spaces, your garage become bigger,
 2 because, in addition to provide those
 3 requirements, you have to provide the regular
 4 spaces for the non-electric cars.
 5 And what I'm getting concerned is that, if
 6 we demand that, and that's going to be
 7 reserved, and there's not -- again, I'm going
 8 to use the garage, you know, that let's say has
 9 500 spaces and you have to dedicate 100 for
 10 electric, and there's not 100 users, we're
 11 going to have 100 spaces that are going to be
 12 empty, plus the additional spaces that are
 13 required to meet my Code, because --
 14 MR. CEBALLOS: Well, these wouldn't affect
 15 your Code. So if you're required 500, whatever
 16 is electrical meets the requirement for the
 17 500.
 18 MR. BEHAR: I get it, but go beyond. If
 19 you need 100 to dedicate for electric, and I
 20 have residents that don't have electric cars, I
 21 need to provide them with spaces.
 22 MR. CEBALLOS: Well, I think that's the
 23 reason why we have this, because only two
 24 percent is required to be reserved for
 25 electrical.

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1 percent that are ready to be installed, it
 2 could be done within a matter of hours, if not
 3 maybe a couple of days, and then that fifteen
 4 percent requires work. There's still some
 5 serious legwork that needs to be done to make
 6 it EV ready, and that would only happen as the
 7 demand in your building calls for it. If not,
 8 those other spaces would still be available to
 9 everybody else.
 10 MS. ANDERSON: The problem I see is, people
 11 buy what they can use, and if they can't use it
 12 without having to invest in the building to
 13 pull the wires, to do the electrical work that
 14 could have been done through those conduits at
 15 the time of the original construction --
 16 because we're talking about new construction
 17 here, right?
 18 MR. CEBALLOS: Correct.
 19 MS. ANDERSON: Okay. That we're actually
 20 discouraging people from doing it. So what I'm
 21 simply talking about is not necessarily having
 22 a charging station there, but have the wires
 23 pulled and have the plug there.
 24 I literally take my charge cable with me
 25 when I travel just in case I can plug-in

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1 MS. MENENDEZ: And the others are ready.
 2 MR. CEBALLOS: The other 98 percent do not
 3 need to be reserved, and as the need arises,
 4 then you have that three percent, which is
 5 already ready to go.
 6 MS. MENENDEZ: You're ready for it.
 7 MR. CEBALLOS: So let's say you have a 100
 8 unit building and you have, you know, 10 people
 9 that want to move in, your two spaces don't
 10 account for it, but now you have at least
 11 another three spaces that are ready to go with
 12 a simple charger.
 13 You still have residents that want more,
 14 now you have the EV capable area, that at least
 15 has the roadwork. It's going to require work,
 16 I mean, to run cables, especially of that
 17 thickness, through those conduits, is not a
 18 simple process. It's something that has to be
 19 done. It's obviously pennies on the dollars in
 20 comparison to retrofitting a building years
 21 down the road, but I think it achieves what
 22 you're trying to get at.
 23 We're not going to reserve 20 percent of
 24 the parking spaces strictly for EV. No, right
 25 now the Code only requires two percent, three

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1 somewhere.
 2 MR. CEBALLOS: If you'd like to proffer a
 3 suggestion, maybe increase the level of EV
 4 ready from three percent to five percent or ten
 5 percent. That's perfectly reasonable. I mean,
 6 it's up to the Board. Right now we have two
 7 percent guaranteed ready to go, three percent
 8 EV ready and fifteen percent just capable.
 9 So if you'd like to increase that level of
 10 readiness for what you're referring to, that
 11 you just bring in your plug and you can
 12 basically plug it in --
 13 MS. ANDERSON: Based upon the number of
 14 manufacturers that I see on this sheet here,
 15 with 55 different vehicles, I think there's a
 16 need now for at least fifteen percent on new
 17 construction. We're not building these
 18 buildings tomorrow. We're building these
 19 buildings, you know, three, five years from now.
 20 MR. CEBALLOS: I don't disagree with you.
 21 Simply, this is the proposal that was presented
 22 and guided to me through the Commission.
 23 MR. TRIAS: Madam Chair --
 24 MS. MENENDEZ: Yes.
 25 MR. TRIAS: -- if I could provide some

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1 assistance.

2 MS. MENENDEZ: Yes.

3 MR. TRIAS: I think that the Zoning Code is

4 certainly not the best method to deal with a

5 change in industry and the latest and so on. I

6 think, let's keep in mind that all we're trying

7 to do is have a minimum requirement in the

8 Zoning Code, so it's there.

9 I think that, in addition to that, I can

10 see a lot of interest in the topic. My opinion

11 is that, in the future, we will probably have

12 less parking -- less number of parking spaces,

13 but more of them will be -- or all of them,

14 perhaps, will be electric. So I think that's

15 the trend.

16 Certainly what Mr. Behar pointed out is

17 true. If you reserve spaces, you have more

18 spaces. In other words, that's --

19 MS. MENENDEZ: Not being occupied.

20 MR. TRIAS: -- very inefficient --

21 MS. MENENDEZ: I think that's a great

22 point.

23 MR. TRIAS: -- terrible, terrible idea.

24 So I think that we can have all of that in

25 the language somewhat, but certainly the Zoning

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1 the number of pumping stations in a gas station

2 in the Zoning Code. The market does that. So

3 there's a limit to what we can do with the

4 Zoning language. I think we need to keep that

5 in perspective and I think that all that is

6 being proposed is the minimum.

7 MS. MENENDEZ: It is the minimum. I was

8 going to point that out. It's the minimum and

9 I think that a building that recognizes the

10 demand for more charging stations are probably

11 going to exceed that minimum. They're going to

12 put in whatever they think the market is

13 driving, you know, the whole --

14 MR. BEHAR: And I think the two percent may

15 be too low.

16 MS. MENENDEZ: The initial point that you

17 made, you know, as it relates to, we should

18 look at the minimums right off the bat, as the

19 handicap, I thought that was an excellent

20 observation. But as far as the future, I think

21 this is fine. This is a minimum. I think the

22 market is going to drive it.

23 If it has to be revisited in the future,

24 that can always be done, but the Publix you

25 mentioned, the places, those are private

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1 Code is not the most flexible way to deal with

2 all of these issues.

3 MS. ANDERSON: I don't have any issue with

4 them not being reserve. You need one for the

5 handicapped accessible areas. There should

6 then maybe a few preferential spaces to try to

7 give people, you know, the opportunity, the

8 benefit of parking closer, that have taken this

9 step that we want them to take, and we can

10 disperse the rest of them elsewhere, but I

11 already don't get parking and plug-in

12 capability with the percentages that we have

13 now.

14 There is a Publix on 57th Avenue that

15 offers four spaces. They're full. Three

16 charging, when you over there.

17 When I stop by the restaurant sometimes in

18 West Palm Beach to go, they're full, and that

19 was last year. This year, we have five times

20 as many -- the trend is five times as many

21 plug-in vehicles being purchased, because

22 people don't want to hassle with gas guzzling

23 cars anymore.

24 MR. TRIAS: But the question that I'm

25 proposing is, for example, we don't regulate

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1 places. I mean, I would ask the Publix manager

2 to consider putting more stations in there. If

3 the demand's there, they're going to provide

4 it, I would think.

5 MS. ANDERSON: But the residential units,

6 people make choices on what they're going to

7 buy in the way of a vehicle based upon where

8 they live. You know, if there is not a charge

9 station there, they will not buy an electric

10 vehicle. If it's there, just like the woman

11 that came to the Sustainability Board said, "I

12 made the choice to buy that vehicle based upon

13 the availability of charge stations in this

14 City."

15 They're getting filled and are being used a

16 lot.

17 MR. TRIAS: So the question is, if you want

18 to make a recommendation, as far as a different

19 number, please do, and that's really the role

20 of the Board. The Commission wants to hear

21 your opinion.

22 MS. ANDERSON: My opinion is that we do 20

23 percent available with an outlet.

24 MS. MENENDEZ: You're saying, available,

25 right off the bat, with a plug?

1 MS. ANDERSON: That's my opinion.
 2 MS. MENENDEZ: So they would be taking up
 3 20 percent of all of the parking, not knowing
 4 whether there's a demand or not.
 5 MS. ANDERSON: No. It's there. Anybody
 6 can park there.
 7 MR. BEHAR: If there's no demand, you still
 8 have a plug.
 9 MS. MENENDEZ: Those are going to be empty.
 10 That's the problem I have, that if the demand
 11 is not there, those spaces are going to be
 12 empty, and then what happens if there's not
 13 enough spaces for the vehicles in that garage?
 14 MR. BEHAR: Well, anybody could park there.
 15 From what I understand, anybody could park
 16 there. They're not reserved. What you
 17 clarified a little while ago --
 18 MR. CEBALLOS: I think we're mixing two
 19 different terms.
 20 MR. MANTECON: Yeah.
 21 MR. CEBALLOS: I believe what you're
 22 suggesting is to take EV reserved at two
 23 percent and take the EV ready all of the way up
 24 to 18 percent, which would mean, if you have
 25 100 spaces --

1 MS. ANDERSON: Right. You get a Level 1
 2 charger with your car when you buy it. You get
 3 one of these with your car when you buy it. I
 4 mean, that was the first thing I did. I went
 5 down there and I said, "Let me see it. How
 6 long is the cable?" I stretched it out, to
 7 make sure I can sling it underneath my garage
 8 door from my 110.
 9 MS. MENENDEZ: It's not dedicated --
 10 MR. CEBALLOS: Just to clarify, we're not
 11 talking about Level 1s.
 12 MS. ANDERSON: I know, but I'm just telling
 13 you, this comes with the car. I can buy all of
 14 these other things. I'd be glad to do so.
 15 MR. BEHAR: Look, we need to study, 60 amp
 16 breaker for each space, because that's what
 17 it's going to require. You have to look at the
 18 implication, cost implication, that's going to
 19 pose on any development.
 20 If you're talking, you know, ten spaces,
 21 it's not a big deal, okay. I do have a problem
 22 that we have to, today, tell them that you have
 23 to put a 60 amp breaker, and, Alex, you
 24 could --
 25 MR. MANTECON: So right now, the way it's

1 MS. MENENDEZ: No. No. No. I don't think
 2 that's what she's saying.
 3 MS. ANDERSON: I'm saying, make those
 4 ready. Have a plug-in them, so I can buy one
 5 of these gadgets, hang it on the wall and I'm
 6 ready to go. I will buy the chord.
 7 MS. MENENDEZ: Yes. I'm understanding her
 8 to say that she wants, right off the bat --
 9 MR. CEBALLOS: No, she's asking for a
 10 charger, correct?
 11 MS. ANDERSON: No. I can buy my own
 12 charger.
 13 MR. BEHAR: plug-in. A plug.
 14 MR. CEBALLOS: A plug. So basically making
 15 it ready. Maybe I can add some beef to this
 16 language to make it so it already has a plug,
 17 so that it's ready to go, the infrastructure is
 18 there, the socket is there, your standard 240
 19 with 40 or 60 amp, whatever the market deems is
 20 appropriate, on 18 percent. So that if you
 21 have 100 spaces, two of them would be reserved.
 22 The only people that could park there is
 23 electric vehicles. The other 18, there would
 24 be an electrical socket there, but they're not
 25 reserved.

1 written, the cost impact to developer is almost
 2 exactly the same, whether you do it this way or
 3 you do it the way she's doing it, because the
 4 biggest impact that you have is going to be
 5 your main electrical panel, your main feeds
 6 coming into the building, and all of that --
 7 the way it's written right now, all of that has
 8 to be in place already, because it's saying
 9 that your subpanels already have to have the
 10 capability to be able to have the 60 or 40 amp
 11 breakers per panel, which means that your
 12 loads, when you design it from day one, all of
 13 your main runs, all of your main feeds coming
 14 off your transformers into your subpanels, they
 15 all have to be capable of supplying that.
 16 You haven't put in the breakers, all you
 17 haven't done is -- the only part that's missing
 18 here is putting in the breakers and putting in
 19 the wire going into that location, as she's
 20 describing, to be able to have an outlet.
 21 If you're going to this extent already and
 22 forcing a developer to go to this extreme,
 23 going that extra step that she's describing, I
 24 would be in favor of, because it's a nominal
 25 amount of money to go from here to there.

1 MR. BEHAR: Well, you're right, but keep in
 2 mind, the one bedroom apartment or two-bedroom
 3 apartment requires a total of like 60 amp,
 4 right, 100 max.
 5 MR. MANTECON: 100, yeah.
 6 MR. BEHAR: 100. So think of what we're
 7 doing to a project.
 8 MR. MANTECON: Yeah. No, this -- the way
 9 that it is even being presented right now, as a
 10 project, it's a very big impact on your
 11 electrical loads. There's no two ways about
 12 it.
 13 MR. BEHAR: It's almost twice as much as
 14 you currently would have.
 15 MR. CEBALLOS: From my understanding, I
 16 apologize that I don't have Staff here,
 17 electrical, that actually did the study and our
 18 Director, that also made -- they did the rough
 19 math, and they said, from EV ready to EV
 20 capable, roughly the breakdown of the cost for
 21 the capable would be two percent of whatever
 22 the cost of the parking podium -- the parking
 23 section, whatever that cost is, roughly two
 24 percent would be this EV capable, and roughly
 25 double of that, four percent, is what would it

1 meeting. That's what led to all of these
 2 numbers.
 3 MS. MENENDEZ: Right.
 4 MR. CEBALLOS: I'm open to any suggestions
 5 that the Board may have.
 6 MS. ANDERSON: Right. When did you start
 7 working on this, how long ago?
 8 MR. CEBALLOS: It's been a few months.
 9 MS. ANDERSON: It's been a few months?
 10 Okay. Because, I mean, I've seen such an
 11 explosion of plug-ins driving around. I see
 12 the need.
 13 MR. CEBALLOS: What's unique about this
 14 City is that we have the largest electrical
 15 vehicle fleet in the State, even given the
 16 small size of our municipality. We have the
 17 largest electrical vehicle fleet.
 18 MS. ANDERSON: Right.
 19 MS. MENENDEZ: That's a great stat.
 20 MR. BEHAR: And just, I'm in favor of
 21 future usage of electric. I, myself, am
 22 looking at -- by the way, Porsche is also
 23 coming out with one. I looked at it.
 24 MS. ANDERSON: It's on this list.
 25 MS. MENENDEZ: It's there.

1 cost to do EV ready, which means run the
 2 conduit and put everything in, all of the other
 3 structure.
 4 MS. MENENDEZ: Yeah, but they're talking
 5 about load. They're talking about the
 6 actual --
 7 MR. CEBALLOS: No. No. We're talking
 8 strictly about cost, not anything else.
 9 MR. BEHAR: The electrical load --
 10 MR. CEBALLOS: I'm going strictly off of
 11 what they told me. I apologize they're not
 12 here.
 13 MR. BEHAR: We deal with this on a daily
 14 basis.
 15 MS. MENENDEZ: But they're talking about
 16 designing the electrical --
 17 MR. CEBALLOS: We sat down in a room
 18 specifically with developers, people from the
 19 industry, our chief electrical engineer. So we
 20 sat down with experts in the field and that's
 21 the number, the rough breakdown, because the
 22 numbers that Tesla gave were a bit too -- they
 23 don't seem to add up, in our opinion.
 24 But, once again, I'm not an engineer. That
 25 is simply what was carried over from that

1 MR. BEHAR: Okay. I didn't see it there.
 2 MS. ANDERSON: Look, I have the Range for
 3 you.
 4 MS. MENENDEZ: But they haven't bought a
 5 lot of them, but it's there.
 6 MR. BEHAR: Not yet. But I'm looking at
 7 it. I did look at it, okay.
 8 MS. ANDERSON: Well, I mean, you have fewer
 9 moving parts --
 10 MR. BEHAR: No question.
 11 MS. ANDERSON: -- less maintenance.
 12 MR. BEHAR: But we need to look at the
 13 implications that it's going to affect.
 14 MS. MENENDEZ: Do we have any suggested
 15 amendments that we want to make a motion on or
 16 how do you guys want to --
 17 MR. BEHAR: I recommend that you go back,
 18 look at the percentages, like -- in a manner
 19 like I suggested, that maybe for -- when you
 20 have less parking spaces, you have a higher
 21 number, and then, you know -- to me, I would --
 22 Alex, what do you think?
 23 If you would put a conduit, the main
 24 conduit feed that goes from the main electrical
 25 panel to those areas, but you don't have to

1 wire every single space today, because if
2 you're selling, you know, an apartment, later
3 on, the association will be the one that has to
4 take that upon themselves to do it.

5 I see it a little bit excessive to have to
6 wire every -- up to the twenty percent today.
7 I'm not in favor of that.

8 MR. MANTECON: I think there's also a big
9 difference in between a condominium and a
10 residential rental building. So, for example,
11 landlords, in general, are basically just going
12 to rent the unit and they're not going to spend
13 any extra money on infrastructure in order to
14 be able to, you know, give that extra service
15 to their tenants, in general.

16 If you're a condo owner and you have the
17 ability to say, "Hey, I know there's a conduit
18 behind my unit, behind my parking space or near
19 my parking spaces, that, you know, I can spend
20 an extra, whatever, a thousand dollars or five
21 hundred bucks and be able to put a breaker and
22 be able to run wire to it and be able to have a
23 240 volt 40 amp outlet to be able to put your
24 EV one or EV two connector out of it," as a
25 condo owner, you're willing to invest money.

1 that number is going to be thirty, forty, fifty
2 percent. And as an owner, as a developer,
3 you're going to look at it and say, "Oh, man,
4 we didn't prepare enough for this, and what do
5 we do now," being able to put in new
6 transformers, being able to put new panels, new
7 subpanels, that cost becomes exorbitant and you
8 never do it.

9 MS. ANDERSON: Yeah. The usual answer is,
10 it doesn't happen. I've even dealt with, you
11 know, condo associations. It's a battle royale
12 to try to get, you know, a charge station in
13 one of these places, months and months, and
14 people just aren't going to buy the vehicles if
15 they're not going to be able to use them.

16 I mean, you've got to have the electrical
17 feed to the building, capable of carrying a
18 load from the onset. So, I mean, if that's
19 going to be an additional burden that's going
20 to be have to be borne, it's not going to
21 happen. We have to make it available for
22 folks, because this is where the industry is
23 moving. I mean, otherwise General Motors
24 wouldn't have shutdown a plant to go all
25 electric.

1 As a renter in a place you're not, in general.

2 MS. MENENDEZ: Unless it's in the books.

3 MR. MANTECON: Unless it's in the books,
4 yeah, exactly.

5 MS. MENENDEZ: That's why we're looking at
6 it.

7 MS. ANDERSON: Right.

8 MR. MANTECON: You know, I think there's
9 a -- and the biggest issue that I have with it
10 is, yes, if I live in a residential apartment
11 building and I want an electric car, and I
12 can't charge it in my own residence, am I
13 really going to go and buy that electric
14 vehicle, if I don't have that luxury of doing
15 it? Or if I go to the landlord and ask him,
16 "Hey, can you put it?" He's like, "No, it's
17 going to cost me \$2,000 extra to run this for
18 you, no. You know, figure it out."

19 I'm just not going to buy it. I'll just go
20 and buy a gas vehicle. That's basically what
21 you're motivating people to do. And I think
22 ten years from now, twenty years from now,
23 we're going to look back and when this -- this
24 number that we're talking about, where two or
25 three or five percent of vehicles are electric,

1 MS. MENENDEZ: Do you want to make a
2 suggestion, as far as what changes you'd like
3 to see, that we could vote on?

4 MS. ANDERSON: My suggestion is to make
5 them twenty percent EV ready, with the -- you
6 know, disperse the electrical boxes where
7 people can buy -- whether they want to go to a
8 pad type situation for their spot or they want
9 to plug it in manually with a plug, they can
10 choose whatever device they're on, because a
11 lot of the cost is in these stations. You
12 know, you can go from a five hundred dollar
13 station to, you know, several thousand dollar
14 station, and I think that's something that the
15 vehicle owner can take on, depending on how
16 they want to charge their vehicle.

17 But if the electrical wiring is there and
18 there's an electrical box there dispersed
19 throughout the parking spaces, you know, then
20 they can have that conversation with the owner
21 of the apartment building or the condominium
22 unit about reserving a spot for my car, because
23 I need that plug. The plug is there. I can do
24 it. We can shuffle the cars around.

25 By no means do I say you have to reserve

1 the spots, all of these spots, for these
 2 vehicles.
 3 MS. MENENDEZ: Okay. So you're looking to
 4 just put it all that it be ready? In other
 5 words, two and three are combined to really be
 6 two?
 7 MS. ANDERSON: Yes. Based upon the growth
 8 I see in January alone of this year, the market
 9 is there.
 10 MS. MENENDEZ: And it's twenty percent.
 11 How did you come up with the twenty percent, if
 12 I may ask? What's the --
 13 MS. ANDERSON: The math?
 14 MS. MENENDEZ: -- the math for the twenty
 15 percent?
 16 MS. ANDERSON: It's sales records for
 17 January of 2019, compared to sales records from
 18 all of last year. You know, it's a five-fold
 19 increase.
 20 MS. MENENDEZ: Does anybody want to comment
 21 on that or do you want to just go into a
 22 motion, that Ms. Anderson is -- are you
 23 proffering --
 24 MR. COLLER: If I might suggest that maybe
 25 the way to do it, because I don't know if

1 percent total.
 2 MR. COLLER: Okay. So that's a motion to
 3 amend this.
 4 MS. MENENDEZ: Amend what's been proposed
 5 by Staff.
 6 MR. COLLER: Proposed by Staff.
 7 MR. MANTECON: And that EV ready refers to
 8 a 40 amp 240 volt line, right?
 9 MS. MENENDEZ: Yes. It would be number
 10 two, is what she's --
 11 MR. MANTECON: Okay.
 12 MR. BEHAR: And it would be a minimum.
 13 MR. CEBALLOS: A minimum of 40 amp --
 14 MR. BEHAR: It would probably be more like
 15 60.
 16 MR. CEBALLOS: Level 2, from my
 17 understanding, it ranges from forty to sixty.
 18 Obviously, the higher the amperage, the faster
 19 the car will charge, but --
 20 MR. TRIAS: So the only change, just to
 21 clarify, is on 2, three percent changes to 18
 22 percent.
 23 MR. CEBALLOS: And we eliminate 3.
 24 MS. MENENDEZ: And we eliminate 3.
 25 MR. TRIAS: Yeah. That's it. That's the

1 everybody on the Board feels this way, is why
 2 don't we have, first of all, a motion to amend
 3 this, see if the amendment passes, and then you
 4 can move the entire item.
 5 So, as I understand it -- I mean, if you
 6 want to proceed in that way, because I see some
 7 unreadiness on the increase to twenty percent.
 8 So why don't we first see if that amendment has
 9 the support of the Board. If it does, then you
 10 can move the entire item. If it doesn't, then
 11 you move the item without it.
 12 MS. MENENDEZ: You're saying, her amendment
 13 to this?
 14 MR. COLLER: Well, we would need a second
 15 to her motion, which, as I understand it is --
 16 your proposal is to make it twenty percent EV
 17 ready; is that right?
 18 MS. ANDERSON: EV ready. That doesn't mean
 19 it has to have the charge station on it
 20 necessarily, but you have the wiring and you
 21 have the electrical outlet.
 22 MR. CEBALLOS: So would that be two percent
 23 reserved and an additional twenty percent EV
 24 ready or eighteen percent EV ready?
 25 MS. ANDERSON: Eighteen percent. Twenty

1 only amendment being proposed. So if there's a
 2 second, I would recommend that you vote on it.
 3 MR. MANTECON: I have one question, though.
 4 There's nothing in here that basically changes
 5 the burden on the cost of electricity to the
 6 owner versus -- you know, I think at some stage
 7 there's got to be some, you know -- I mean,
 8 it's a big burden on the electrical consumption
 9 for the owners of the multi-family project, if
 10 it's a multi-family project or whatever or it's
 11 a condo association, which I think would be
 12 unfair.
 13 MR. BEHAR: But the condo association would
 14 be different, because, look, as a condo, that
 15 could be an incentive that I provide, a
 16 marketing, you know, for the buyer and that
 17 could be wired to that unit specifically that's
 18 going to be using it. In an apartment, it's
 19 much different. You know, in a rental, you
 20 know, community, it's much different.
 21 In a condo, it's not going to be an issue,
 22 because, you know, that's going to be an
 23 amenity that the developer is selling that unit
 24 with.
 25 MS. MENENDEZ: But even for a rental, I see

1 it as an amenity, as well, and it could be
2 worked out where that renter might pay
3 something as a result of having that amenity,
4 as compared to someone -- because there are
5 additional costs, in particular, the
6 electricals.

7 MS. ANDERSON: The cost of electricity is
8 actually quite minimal. I played around with
9 the mileage and the cost, and I barely see a
10 bump on my electrical bill. I really can't
11 tell it's there. I mean, my electrical bill
12 last month, with my car charging and driving it
13 around, and my daughter even drove it, it was
14 \$98. I charged in Winter Park and paid for the
15 charging. The equivalency of a gallon of gas
16 is in the 20 cent range. So I'm basically
17 paying 20 cents per gallon.

18 So I think the residential apartment owner,
19 they can make their own decision on how much
20 they charge.

21 MR. MANTECON: I just want to make sure
22 there's nothing here that would preclude the
23 landlord, you know, from being able to charge
24 for this, I mean, because, at the end of the
25 day, I think it's --

1 MR. MANTECON: No, I agree. I just want to
2 make sure that there's nothing precluding them
3 from being able to charge.

4 MS. MENENDEZ: I agree. What's important
5 is to tell whoever is developing a project
6 those costs that they might incur as a result
7 of our requirements of the Code, not
8 necessarily how to regulate it.

9 Okay. So we have a motion on the floor.
10 Do we have a second?

11 MR. MANTECON: I would second it.

12 MS. MENENDEZ: Okay. We have a motion and
13 a second. Can you call the roll, please?

14 THE SECRETARY: Rhonda Anderson?

15 MS. ANDERSON: Yes.

16 THE SECRETARY: Robert Behar?

17 MR. BEHAR: No.

18 THE SECRETARY: Julio Grabiél?

19 MR. GRABIEL: Yes.

20 THE SECRETARY: Alex Mantecon?

21 MR. MANTECON: Yes.

22 THE SECRETARY: Maria Menendez?

23 MS. MENENDEZ: Yes.

24 MR. COLLER: So you have a second vote now
25 on the item. That was on the amendment. So

1 MR. COLLER: I was going to say that this
2 does not address that, and that would be really
3 between the landlord and the tenant.

4 MR. CEBALLOS: You're concerned with
5 something that was brought up in one of our
6 meetings and it was discussed, and we felt that
7 it would just be overregulation if we
8 considered that. I mean, it would be up to the
9 private individual to determine how he wants to
10 meter it. If they want to install -- they can
11 actually install basically chargers that have a
12 point of sale built into it.

13 So if they decide to do that, they're more
14 than welcome to do that, or, as suggested, it
15 can be linked directly to that unit and that
16 unit would be metered and that would somehow be
17 linked to their FP&L account. But we decided
18 that we weren't going to include that, because
19 we deemed it --

20 MR. TRIAS: And I'm glad you didn't --

21 MS. MENENDEZ: I think that's too much
22 regulation.

23 MR. TRIAS: -- because that level of -- I
24 most advise the Board that that level of
25 regulation doesn't belong in the Zoning Code.

1 the item has passed. The motion is to adopt
2 it, according with the Department
3 recommendations, with the amendment.

4 MS. MENENDEZ: Right. It's a
5 recommendation to our Commission.

6 MR. COLLER: Right.

7 MS. MENENDEZ: Okay.

8 MR. COLLER: So we just need to call the
9 roll on the item itself.

10 MR. TRIAS: We need a motion.

11 MR. COLLER: With the amendment.

12 MS. ANDERSON: With the amendment, okay.

13 MR. MANTECON: I'll make a motion for the
14 item.

15 MS. MENENDEZ: As amended?

16 MR. MANTECON: As amended.

17 MS. ANDERSON: Do we need to make a motion
18 or --

19 MR. COLLER: Yes.

20 MS. ANDERSON: Okay. Second.

21 MS. MENENDEZ: Call the roll, please.

22 THE SECRETARY: Robert Behar?

23 MR. BEHAR: No.

24 THE SECRETARY: Julio Grabiél?

25 MR. GRABIEL: Yes.

1 THE SECRETARY: Alex Mantecon?
 2 MR. MANTECON: Yes.
 3 THE SECRETARY: Rhonda Anderson?
 4 MS. ANDERSON: Yes.
 5 THE SECRETARY: Maria Menendez?
 6 MS. MENENDEZ: Yes.
 7 MR. CEBALLOS: Thank you.
 8 MS. MENENDEZ: Okay. And do we have any
 9 discussion items? Our next meeting is March
 10 13th, 2019.
 11 Motion to adjourn?
 12 MR. BEHAR: Second. Moved. Second.
 13 MS. ANDERSON: Moved. Second.
 14 MR. MANTECON: Third. Four.
 15 MS. MENENDEZ: Adjourned.
 16 MS. ANDERSON: Have a great night, guys.
 17 (Thereupon, the meeting was concluded at
 18 7:55 p.m.)
 19
 20
 21
 22
 23
 24
 25

1 CERTIFICATE
 2
 3 STATE OF FLORIDA:
 4 SS.
 5 COUNTY OF MIAMI-DADE:
 6
 7
 8
 9 I, NIEVES SANCHEZ, Court Reporter, and a Notary
 10 Public for the State of Florida at Large, do hereby
 11 certify that I was authorized to and did
 12 stenographically report the foregoing proceedings and
 13 that the transcript is a true and complete record of my
 14 stenographic notes.
 15
 16 DATED this 25th day of February, 2019.
 17
 18
 19 SIGNATURE ON FILE
 20 _____
 21 NIEVES SANCHEZ
 22
 23
 24
 25