

City of Coral Gables City Commission Meeting
Agenda Item H-1
October 23, 2018
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

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

City Staff

City Manager, Peter Iglesias
City Attorney, Miriam Ramos
Deputy City Attorney, Cristina Suárez
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Senior Sustainability Analyst, Matt Anderson

Public Speaker(s)

Albert Gore

Agenda Item H-1 [0:00:00 p.m.]

A discussion regarding electric vehicle charging requirements in the City's Zoning Code.

(Sponsored by Commissioner Lago)

Mayor Valdes-Fauli: Okay, H-1. Commissioner Lago, vehicle charging requirements in the City's Zoning Code.

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Agenda Item H-1 - Discussion regarding electric vehicle charging requirements in the City's Zoning Code.

Commissioner Lago: Thank you, Mayor. I'm going to be very, very brief, but I just want to give credit before we even start this discussion to our Vice Mayor, who he probably doesn't remember because he has a lot on his plate, but I think probably about a year -- would you say about a year and a half ago, he introduced me to this individual from Tesla and said, listen, I've got a lot on my plate. I know you're the guy that's interested in solar and electric vehicle charging and all kinds of different things, so take this and run with it. I think it's a great idea, and it is a great idea that hopefully will bear fruit today. So, the reason why I put this on the agenda was because we've been having long-standing conversations with the individuals from Tesla on how we can not only increase the people using or buying electric vehicles, but before they even consider that, they need to make sure that they have the proper infrastructure in place. And my concern is, as we build new housing stock, that the actual infrastructure for those electrical -- electric vehicles are not in place and could hinder people coming online and even considering buying electric vehicles. I'd like to see if maybe Matt or Jessica can stand up and maybe come up and have a discussion on this really quickly. We've had multiple meetings, and then maybe we can hear -- and have a quick presentation from Tesla in regards to this issue.

Senior Sustainability Analyst Anderson: Thank you, Commissioner Lago. So, in January, we started -- I know Ramon was working on it and we updated the Zoning Code to include 2 percent of off-street parking to be set for EV for electric vehicle and electric vehicle infrastructure and 240v run throughout the building and for access. So, we did update our Zoning Code in January of this year to reflect that. And as far as infrastructure goes within the City, we currently -- City-managed, have 16 charging stations throughout the City; 22 different charging points, a mixture of public and private, mostly public and private. And I know there's about an additional 27 charging stations private throughout the City in maybe private parking garages and so on and so forth. So, as far as infrastructure goes, I've been up here multiple times. We have the largest EV fleet in the state. As infrastructure goes, we currently have one of the largest in the state as well, so we're doing pretty good on that. But I know we're looking at future development, and I think Tesla is talking about maybe looking at 20 percent of off-street parking to be -- the conduit run for EV infrastructure. So, I guess I'll turn it over to them.

Commissioner Lago: So, then, just before Tesla steps up here, maybe this is part of your presentation. You're going to discuss what other municipalities are doing across the nation, correct? Alright, let's go. Perfect, come on up. Thank you for being here. We've been waiting for this for a long time, so the floor is yours.

Albert Gore: Thank you, Commissioner Lago. Thank you, Mr. Mayor, Mr. Vice Mayor, Commissioners. Thank you for having us. Thank you for recognizing David, the real brains behind the operation here.

Commissioner Lago: The Vice Mayor's the one that put this forward. He just doesn't remember.

Mayor Valdes-Fauli: Go ahead.

Vice Mayor Quesada: David looks more like a hipster today with the beard, so I didn't recognize him.

Mr. Gore: And we have a presentation that hopefully can -- here we go. Thank you. So, appreciate the leadership that Coral Gables has already shown on this issue. You mentioned the amendment to the Zoning Code that's already taken place and that we would like to talk about the case for a 20 percent EV readiness provision in the building code. So, we are Tesla. My name is Albert Gore. I'm on the Policy and Business Development team at Tesla. Our mission is to accelerate the world's transition to sustainable energy. We do that through electric vehicles, solar power and energy storage. I'm obviously here to talk about electric vehicles. So, there are a whole range of benefits to electric transportation. But the three most important, obviously, environmental -- the recent IPCC report reinforces the urgency of reducing our emissions. Transportation is now a number-one contributor to carbon emissions overtaking the electric power sector for the first time in four decades. Health -- there's a MIT study recently that showed that vehicle exhaust contributes to 53,000 early deaths every year. The American Lung Association ties it to strong

links in pediatric asthma. And then the economic impact here locally -- one thing -- when you have more electric vehicles in South Florida, all those transportation dollars stay here in the local economy, rather than going to Texas or Saudi Arabia. And (INAUDIBLE) percent of charging takes place at night during off-peak hours. And when that's the case, it actually (INAUDIBLE) down the pressure on electricity rates for everyone, whether they have an electric vehicle or not.

Mayor Valdes-Fauli: Except that under our current administration in Florida and in Washington, we're not having any environmental problems. Go ahead.

Mr. Gore: Of course. (INAUDIBLE). I want to emphasize this isn't a Tesla specific presentation. This...

Commissioner Lago: Let's be honest. I'm sorry to interrupt you, but you are taking the lead on this initiative and it's important to recognize because without your push forward, I think we would be years behind the schedule we are today.

Mr. Gore: I appreciate that.

Commissioner Lago: I appreciate your humility, but I got to also give you credit where credit is deserved.

Mr. Gore: We're doing our best. I think this slide is a testament to the industry wide shift. I'd like to think that we've played a significant role in that. I will say, year to date, that 77 percent of all full electric vehicles that have been sold in the United States have been Teslas, but we're hoping to see that number go down. And I think, as you look at this slide, just represented here are 125 new all-electric vehicle models that will be released within the next 10-12 years. And here in Coral Gables, you've got a -- you know, just driving down the street, a Mercedes dealership, Audi, Jaguar, Porsche. Mercedes is going to offer electric versions of all of their models by 2022. They're building six new factories to support (INAUDIBLE) distribution globally. Jaguar has

announced they're going all electric or hybrid by 2020. And Porsche has announced 50 percent of its production will be electric in six years. So -- and also, just to put it in perspective of where we are right now, last year, there were about 200,000 electric vehicles sold in the United States. In September alone, there were 44,000 sold. We expect that number to continue to increase. And I'll just mention two of the last five Motor Trend cars of the year have been electric vehicles; the Tesla Model S and the Chevy Volt. So, it wasn't a Tesla presentation, but I will take a second just to brag. We now have the number four top-selling passenger car in the United States in the Model 3. For Q3, it was number 5; in September, it was number 4. We're outselling the top passenger car models from Nissan, Hyundai, Ford and Chevy. And as the cost continues to come down, we expect that to increase. Looking forward over the next 20 or so years, this is data from Bloomberg New Energy Finance. On the left, you have annual global passenger car sales. And by 2040, they expect over 50 percent -- 54 percent to be exact of new passenger car sales to be electric. And on the right, the percentage of the total number of cars out on the road that are electric, they expect to be one-third. So, I want to talk about charging. Typically, what we see now is this breakdown, where 85 percent charging takes place at home. You wake up, you've got a full charge every morning. The remainder is a mix of DC fast charging and destination charging, which will take place at your workplace, or if you go to the mall or, you know, out -- and park in a commercial parking garage in the city. That's the remainder, but the bulk of it will take place where you live. And as the cost comes down for electric vehicles, this is the ideal breakdown that we'd like to maintain and there are a number of reasons why. But the most important is customer experience. You know, ideally, it shouldn't require a huge lifestyle shift to become an EV owner. Ideally, charging will fit into your existing routine, existing lifestyle. Also, D -- relying on DC fast charging is expensive. It's expensive to build, expensive to charge. So, this is the idea, charge where you park, whether it's at home, at work or out in the city. People -- most cars sit idle for more than 20 hours a day. And if we can get more charging infrastructure out there, we can take advantage of that idle time. So, this is a change of paradigm. This is a little bit of an unfair comparison. I don't think going to a gas station is as difficult as going to a water from a well, but -- sorry, going to a well for water. But as an EV owner, I will say having your transportation fuel on tap at your home or at your office is as big of a shift as having water on tap. So, the challenges

going forward, what we're here to talk about today, as we increase the volume of the Model 3 and other models as well from Chevy and all the automakers I listed earlier, we expect more and more EV owners to be renters and folks who live in multiunit dwellings. So, going in and retrofitting a multiunit dwelling to have EV charging is incredibly complex and incredibly expensive. For a single-family home, it's, you know, usually a one-week process. You get an electrician. It's maybe a few hundred dollars and you're good to go. But if you're in a multiunit dwelling, it can take up to a year. You've got a number of other stakeholders. You've got the building owner, the parking operator, the corporate office, property manager and so on. So, solving this problem early on by placing it in the Code is an essential part of facilitating this transition to electric vehicles. So, the ordinance that we've seen -- has been adopted in a number of cities in California. It's also been adopted in Atlanta -- is one that requires 20 percent EV readiness for -- 20 percent of parking spaces in new commercial residential construction to be EV ready. And what that means is that you've got sufficient capacity and breaker space to provide 40 amps of electricity to 20 percent of the parking spaces.

Mayor Valdes-Fauli: Yet you tell us that by 2040, 40 percent of our vehicles will be electric, and you want us to, in 2018, to have 20 percent capacity. Isn't that a little ahead of our time? Imposing this requirement on buildings and private enterprise and private developers. I just don't agree with interfering with private enterprise in such a way that we will increase our (INAUDIBLE).

Mr. Gore: Sure. Understood. It's...

Mayor Valdes-Fauli: It doesn't make sense in the long run. I'm not -- especially since we don't have any global warming, according to our government, but I'm all for private enterprise and this is interfering in it.

Commissioner Mena: I think what's important for us to understand is -- and I think it's probably the distinction you're trying to touch on here is sort of the conduit versus having actual...

Mr. Gore: Yes.

Commissioner Mena: Stations, and what...

Commissioner Lago: And I think that's -- I think Commissioner Mena...

Commissioner Mena: Yeah.

Commissioner Lago: Hit the nail on the head.

Commissioner Mena: And what's the cost. You know, I know that's a hard thing to answer, but what kind of costs are we talking about for just the conduit portion, which I think is what you're suggesting.

Commissioner Lago: During the construction phase -- and Peter can talk a little bit more about this. If you engage in the installation of the conduit during the construction phase, it is incredibly cheaper than having to do it after the building's been already finished and people are moved in. So, the idea -- and I understand what the Mayor's comments are and he makes sense, but you can see the numbers. I mean, numbers are jumping incredibly fast in regards to the people that are starting to buy electric vehicles. And this is without even a spike in regards to oil prices and oil prices have gone up, but the cost of fuel has not really gone up as substantially as it was a few years in the back when it was at \$5 a gallon. And if that would have happened, you'd see, you know, people jumping on electric vehicles and getting away from large SUVs, which happened for a long time. Now, electric vehicles are, you know, light years ahead of what they were ten years ago. And the trend is continuing to head in that direction. Like I told you before, I'm saving \$200 a month in gas. Do the numbers. It's almost \$3,000 a year. You know, like \$2,500 a year. That's a lot of money in my pocket versus putting it into a vehicle.

Mayor Valdes-Fauli: That's...

Commissioner Lago: Some people -- and a lot -- and a lot more people are heading in that direction. And the cost if you do it before the construction is completed is pennies on the dollar versus having to come in later and a person come to your building and say, hey, listen, I want to rent or I want to buy in this building, but I have an electric vehicle. I'm considering buying an electric vehicle. And that person who owns the building would have to basically hand them over a large bill to retrofit the existing building to meet their needs.

Mayor Valdes-Fauli: But should we, as a government, impose that? You know, that's my question. And I don't think we should. I'm all for private enterprise. And I think that people will get there when they see the advantages. We should not -- because you save -- because we would save \$2,500 or whatever it is a year. We should not impose a requirement that people buy electric vehicles. It doesn't make sense.

Commissioner Lago: But we're not imposing it.

Mayor Valdes-Fauli: Yes, we are.

Commissioner Lago: If I may, Commissioner -- we're not imposing it because -- all we're doing is putting the infrastructure there. We're not delivering on the actual connection to the vehicle, which is what's a little -- which is really the more costly part. But we do already impose certain restrictions on people. For example, we impose -- I know you weren't here, but we impose a LEED requirement for developers, that their buildings need to be LEED. Why? Because we see the need to move in a more energy efficient manner. Even though the federal government and the state avoids the discussion of global warming or sea level rise, I don't. And I've said it before. I'm a proud Republican, but I'm in a nonpartisan seat and I believe in global warming. I believe in sea level rise, and I need to do what I think is in the best interest of the community, even if leaders at the top are turning a blind ear to -- excuse me, are turning a deaf ear to it. I think that's...

Mayor Valdes-Fauli: (INAUDIBLE), right?

Commissioner Mena: Let me just, I think, circle back to my question because you hit part of it, which makes total sense, right, which was that it's more efficient, economical to do it on the front end...

Commissioner Lago: Yeah.

Commissioner Mena: Than to try to retrofit later. That makes obvious sense. What I'm still trying to get my hands around and sort of dovetails with the Mayor's concern is what's the added cost for just the conduit, infrastructure or whatever you want to call it, relative to construction cost. I'm not really sure how you would assess that, but what kind of added costs and what kind of imposition are we really talking about here? Because if it's a minor one, then great. If it's something more significant, then we have to have that discussion.

Mr. Gore: Sure. And I appreciate the Mayor's concern and I appreciate your restatement that concern. The best data we have is a study from Southern California Edison and Pacific Gas and Electric. And then there was another study done by the City of San Mateo, who are pretty far along in EV deployment. And I'd be happy to share those with you after the meeting. Both of those analyses show an added cost of between -- I believe the -- you know, it's .17, .34 percent...

Commissioner Mena: Say that again, sorry.

Mr. Gore: I believe that -- I'll have to share the specific data with you, but I believe it's in the range of 0.17, 0.34 percent to the buildings that they analyzed. It's a similar requirement, but I'll share that with you...

Commissioner Lago: So, you're talking about less than a one percent...

Mr. Gore: It's much less than one percent.

Vice Mayor Quesada: So, can I jump in here for a second?

Commissioner Lago: Of course.

Vice Mayor Quesada: Mr. Mayor...

Commissioner Lago: And by the way, can I just add one thing because...

Vice Mayor Quesada: Yeah.

Commissioner Lago: This is important to Commissioner Mena's point. So, you're talking about .17, .17. But what is the added value for someone who comes to your building and says, hey, I have an electric car or I'm considering one and I want to rent in your building or I want to buy in your building because to do this after the building's already built, it's going to cost me an exorbitant amount of money to pay an electrician to upgrade the panel, to upgrade the service. Oh, no. All we have to do is just buy the connection, connect it to a conduit, one -- maybe one piece of wire and then you connect it to a car. I mean, that is -- that's attractive. It's attractive for somebody who is considering that. And he just told you that in the last -- that their vehicle, the Model 3, is now the fourth largest most purchased vehicle in the country. I didn't even know that. So, you see where the trends are going. And I -- again, I agree with your concern and I didn't know the exact numbers, but I was expecting something more in the range of one to five percent. You're seeing where the construction costs are going, and our City Manager can tell you probably better than anybody -- better than me that construction costs have gone through the roof in the last two years. If you're talking about steel, if you're talking about conduit, if you're talking about everything from drywall to framing to finish work. So, .1 to a .3 cost added to a construction project when it adds a significant value to a potential end user or buyer or renter I think is worth the cost.

Mayor Valdes-Fauli: Okay, (INAUDIBLE).

Commissioner Lago: Or at least consideration, at least consideration.

Mayor Valdes-Fauli: Let's go on, please.

Vice Mayor Quesada: Just real quick on this, on this point. You know, it's almost like the chicken or the egg conversation that we had. And Mr. Mayor, it's funny. I hadn't thought about the way you mentioned it until you said it right now. We're imposing this on them. I'm very much in favor of this just because it's almost like when we're building a project anticipating what traffic is going to come, we have to do the studies and all those kind of things. Actually, the most powerful slide that you guys -- for me is all the different vehicles that are being manufactured -- actual vehicles being manufactured by the different companies. I thought that's -- I think it's very compelling. So, it's sort of predicting what's going to happen in the future, what the needs are going to be. Look, my next car -- I want to buy an electric vehicle. My lease is up in March and that's what I want to do. I think you're seeing so many of those on the road...

Mayor Valdes-Fauli: Your scooter is your vehicle.

Vice Mayor Quesada: That's what I was referring to. That I think it's obvious it's coming. We're seeing it. You're seeing so much more of them. So, if it's going to be a situation that it's going to determine whether I'm moving to a building or not, it could potentially hurt us in the long run. I am very much in favor of this.

Mayor Valdes-Fauli: Will you make it a motion?

Vice Mayor Quesada: So move. Well, I don't what the exact motion is.

Mayor Valdes-Fauli: Let's move on.

Commissioner Lago: No, no, no. I'm going to close it. I'm just saying, this is a discussion that I put on the agenda. What I'm going to do is I'm going to draft legislation. If anybody wants to jump onboard and cosponsor with me, you're more than welcome. Madam City Attorney...

City Attorney Ramos: Yes, sir.

Commissioner Lago: Can we draft legislation, work hand in hand with this gentleman so that we can have this before the next Commission meeting? I mean, it's pretty standard. I mean, it already exists in Atlanta and California and other...

Vice Mayor Quesada: Mr. Mayor, is there...

Mayor Valdes-Fauli: Maybe we should have -- maybe the drafting of that legislation -- and I agree with you, but it should not be working closely with Tesla. It should be working with the industry and not...

Commissioner Lago: Yeah, I agree. Okay, we'll work with the industry, but I also should have mentioned Jessica and Matt, can we get them to be included in this process and we can just kind of put together a piece of legislation that is all encompassing across multiple -- maybe we can call BMW, maybe we can call Tesla, maybe we can -- other industry partners that will get involved in this.

Commissioner Mena: And I'm going to...

City Attorney Ramos: And to the Mayor's point, it's not going to be Tesla specific. It can't be.

Commissioner Lago: Yes.

City Attorney Ramos: It will be industry -- generally for the industry, as we have with other -- with the electric -- the 20 percent we have now or what's the percentage...

Unidentified Speaker: 10 percent.

City Attorney Ramos: The 2 percent we have now is not specific to any particular company. This would be the same way.

Commissioner Mena: I'm going to also ask that Peter and our Building Department get us some...

Commissioner Lago: Validate?

Commissioner Mena: Yeah, information on what the anticipated additional cost would be...

Mayor Valdes-Fauli: Yeah, what cost.

Commissioner Mena: And some sort of explanation on what we can expect there because I want to make sure -- obviously, he presented some, you know, back-of-the-napkin numbers that I know you said you'd get us more information.

Unidentified Speaker: Yes.

Commissioner Mena: But I would like also for our building people to evaluate it and make sure that they agree with it so that we have a clear understanding of what it is that we're going to be imposing on people who are developing buildings.

Mayor Valdes-Fauli: Alright.

City Manager Iglesias: We can look at it two ways, Commissioner. One way is providing the space for the infrastructure, the conduit and the spaces. Or -- and the other would be providing the actual service and the actual connections. We'll look at it both ways.

Mayor Valdes-Fauli: Okay.

City Attorney Ramos: Something else that we need in order to draft is -- we have 2 percent for the other. What -- Tesla has been asking for 20 percent. What percentage are we looking at?

Commissioner Mena: But I think there's a very important distinction here that I want to make sure everybody's clear on because sometimes people misunderstand. It's not that we're looking to have 20 percent of current...

Commissioner Lago: Spaces.

Commissioner Mena: Parking be for...

City Attorney Ramos: No, no.

Commissioner Mena: Electric vehicles.

City Attorney Ramos: Just readiness.

Commissioner Mena: It's just the readiness so that it can then be responsive to the market demands. So...

Commissioner Lago: That's it. Exactly...

Commissioner Mena: Right.

Commissioner Lago: In the future.

City Attorney Ramos: The question is what percentage of readiness...

Commissioner Lago: Very well put.

City Attorney Ramos: Are we going to require?

Mayor Valdes-Fauli: Cristina, you wanted to say something?

Deputy City Attorney Suárez: Commissioner Mena kind of addressed the question that I had is we're looking for more direction from the Commission as to what you want that legislation to...

Mayor Valdes-Fauli: The readiness...

Commissioner Lago: The readiness.

Mayor Valdes-Fauli: (INAUDIBLE) actual spaces.

Deputy City Attorney Suárez: Is there a certain percentage or (INAUDIBLE)...

Commissioner Mena: My -- I'd like to see what other cities are doing.

Commissioner Lago: Yeah, what other cities are doing. And I know Commissioner Keon has a -
- wants to make a comment. But other cities are moving in the direction -- from the research that I've done -- is they're moving in the direction of 20 percent because they see that the viability is there, and the market is heading in that direction. Commissioner -- I'm sorry.

(COMMENTS MADE OFF THE RECORD)

Commissioner Lago: Commissioner Keon -- she wanted to make a comment.

Mayor Valdes-Fauli: Yeah, but let's finish up. We have (INAUDIBLE) the Commission.

Commissioner Keon: Right.

Mayor Valdes-Fauli: Go ahead.

Commissioner Keon: It's a question for Peter because I don't know that much about -- I don't know that amperage. In -- if you require this in a building, does it affect the amount of amperage in that building or is -- would it be -- would the amperage be the same regardless?

City Manager Iglesias: No, it would not be because a lot of these -- right now, my understanding is the National Building Code requires it to be (INAUDIBLE) one time. However, we have the readiness issue that can put a larger (INAUDIBLE), a larger service and then conduit and leave the (INAUDIBLE) for later when it would be required. So, that would be a preparation of the building for that. So, that it won't be a retrofit, it would be there.

Commissioner Lago: (INAUDIBLE) infrastructure.

City Manager Iglesias: The other way is we also can look at the cost of actually providing that service to a building at that time. So, we can look at basically a preparation of the building to receive that 20 percent, then the actual cost of the 20 percent...

Commissioner Keon: Yeah, I...

City Manager Iglesias: Once we implement it.

Commissioner Keon: I think the bigger cost is not in the conduit. I think the bigger cost to the developer is the infrastructure, the amount of amperage in the electrical system within the building that would be required to be able to do this. So, it's not just conduit. I think there's a number of items here. And my other question...

City Manager Iglesias: That is -- that is correct, Commissioner.

Commissioner Keon: Right.

City Manager Iglesias: That is correct.

Commissioner Keon: Right, so, I think you need to look at it -- what is the required amperage and what (INAUDIBLE)...

Commissioner Mena: No, we need the full picture.

Commissioner Keon: (INAUDIBLE) some conduit so it's not just -- it's not just a matter of bringing conduit from what, you know, you would normally -- what you would estimate the amperage requirement of a building to be when you're putting in electrical volt, but to then -- you're going to have to increase it if you're looking at supplying 20 percent of your parking...

City Manager Iglesias: 20 might be -- yes.

Commissioner Keon: Yeah. You know, you -- that increases amperage, so that's another -- that is a different item that you have to add to this, as well as conduit and whatever else. It's the actual amperage. The other question I had that you need to consider is what does that do to our parking requirement if you retain that 20 percent as part of the current parking requirement or is it in addition to the current parking requirement? So, you need to identify that because, you know, in

certain buildings, you know, someone is assigned a parking space. You have assigned and dedicated parking for you. So, you know, if you buy an electric car, if you live in a certain condo and you buy an electric car and you are assigned -- in your condo docs, you're assigned a parking space, you can run that electrical charging unit to your spot. But if you live in a building where it is -- you know, there's just this much parking and you find a place and you don't have a dedicated parking space and you require a dedicated parking space because the likelihood is you're going to pull in there at night. You're going to park your car and you're going to go upstairs, have dinner, go to bed, whatever. So, you're taking out a parking place -- you, in a sense, end up with an assigned parking space. I mean, I know that's up to the developer and the management company to really try and figure out. But are we adding, you know, an additional demand on them by just the nature of this product? And you know, the same thing in -- you know, if we do it in our parking garages. You know, I -- I mean, you're driving around, you know, from floor to floor and you see all of the, you know, charging spaces that are empty and you can't find a parking space. You're going to have to decide how you're going to use that, you know. If they're meter -- I guess they're metered, right, so that you pay for your charge? You know, they're metered or whatever and so...

City Attorney Ramos: But I have -- we have to be clear, I think, again, and please correct me if I'm wrong. This is not proposing that there's 20 percent of spots today.

Commissioner Keon: No, no.

City Attorney Ramos: This is proposing that the conduits are there so that if, in ten years...

Commissioner Lago: As needed.

City Attorney Ramos: They need to move to five and then seven and then eight and then fifteen percent, that that availability is there without them having to retrofit.

(COMMENTS MADE OFF THE RECORD)

Commissioner Keon: Right. But what I'm saying to you, it does affect our parking requirement because (INAUDIBLE) that everyone -- you have -- you know, when it's in a rental building. I mean, I really would like you to talk to the developers of some of the rental buildings. I mean, there's two or three developers in this city that have done a lot of rental buildings, you know. And talk to them as to how they manage that.

City Manager Iglesias: I think your question is if you have 20 percent of let's say, 100 parking spots, 20 percent -- 20 would be assigned for charging, and that may affect the overall parking and I...

Commissioner Mena: But it's responsive to demand.

City Manager Iglesias: Understand that.

Commissioner Lago: That's what I was going to say. It's responsive to demand in the sense that you're not dedicating those spaces, that 20 percent just to electric vehicles. What ends up happening is we are going to be ready so that when a building is built and let's say at that point they already have all the needs in place and people come in and they start asking for electric vehicle charging stations, that person can go and purchase or hire a company to come in and either install a Tesla system or an EV Go system, like the one that I use, and they can install their charging station because the electric capacity is already in place. But they already have an assigned parking space, so it doesn't really matter. Their assigned parking space is the one that's -- it's their assigned parking space.

Vice Mayor Quesada: So, I'm thinking...

Commissioner Lago: In other words, it's not...

Vice Mayor Quesada: What I think I'm hearing is...

Commissioner Lago: It's not about taking 20 percent of the spaces and saying they're only for electric charging vehicles.

Vice Mayor Quesada: I think...

Commissioner Lago: No, it's...

Vice Mayor Quesada: I think I'm hearing enough.

Commissioner Lago: Yeah.

Vice Mayor Quesada: That the City Attorney's Office and the Building Department need to have a conversation, put a draft together for us and then discuss it with us.

Mayor Valdes-Fauli: Yes.

City Attorney Ramos: Yes. And in terms of timing, Commissioner?

Mayor Valdes-Fauli: And bring it up -- when do you want it to come back?

City Attorney Ramos: It needs to go to the Planning and Zoning Board because it's an amendment to the Zoning Code.

Commissioner Lago: That's fine.

City Attorney Ramos: So, you're probably looking at December or January...

Mayor Valdes-Fauli: Okay.

City Attorney Ramos: To come back here.

Commissioner Lago: That's fine. If we can (INAUDIBLE) -- I just really want to ensure Jessica and Matt have a chance to give their input. If you have any comments you want to make now or you want to reserve to meet with staff, I don't have an issue. I just want to make sure -- this is not that complicated. This is just a simple look into the future.

Mayor Valdes-Fauli: Ramon, you wanted to say something?

Commissioner Lago: And I want to make sure that the cost, like Commissioner Mena had mentioned, that the costs are clearly delineated so that we understand everything that entails into moving in this direction.

Commissioner Mena: And it might make sense -- once it's a little more fleshed out, I don't know if it makes sense for it to come back to us before it goes to Planning and Zoning so that...

Commissioner Lago: You feel comfortable?

Commissioner Mena: No, just so...

City Attorney Ramos: That's not a bad idea.

Mayor Valdes-Fauli: (INAUDIBLE)

City Attorney Ramos: Kind of in concept.

Mayor Valdes-Fauli: Can I make a -- I say that it should go to them because they will bring up a discussion. We have very qualified there.

Commissioner Mena: Sure.

Mayor Valdes-Fauli: And they'll bring issues that maybe we're not considering.

Commissioner Lago: You know what we can do...

City Attorney Ramos: It goes...

Commissioner Mena: It should absolutely go to them.

City Attorney Ramos: It goes to them anyway, but maybe we should bring it in concept...

Mayor Valdes-Fauli: Okay.

City Attorney Ramos: First, then have it go to P&Z, and then have it come back for...

Commissioner Lago: How about we do this?

City Attorney Ramos: First reading.

Commissioner Lago: To save time -- which I think this is important (INAUDIBLE) projects are in the works right now -- why don't you send us a memo to each one of us with the, you know, kind of in concept, the ordinance, before it goes to Planning and Zoning. And if any of us have input, we'll make some input or we'll call for a sunshine meeting. I just don't want to miss too many meetings.

City Attorney Ramos: No. I think we can put it on in November.

Commissioner Lago: Okay, that's fine.

Unidentified Speaker: Yeah.

Mayor Valdes-Fauli: Alright. Let's -- thank you very much, sir.

Mr. Gore: Thank you, sir.

Mayor Valdes-Fauli: Thank you. Ramon, you wanted to say something?

Planning and Zoning Director Trias: Mayor, if I understand what you're requesting, currently, there's two percent of the required parking spaces are supposed to be electric, two percent of the required. What you're saying is that you want to have an additional number of spaces that could be retrofitted, but not necessarily be...

Mayor Valdes-Fauli: Not necessarily allocated to that, yes.

Planning and Zoning Director Trias: And then secondly, the amendment that you passed in January has three levels of electrical power and so on that the Commission was -- Commissioner was referring to. I assume that remains and that is anticipated already in the text. We could verify with different experts and so on, but I think that's there, and the only change would simply be that -- adding that extra 18 percent potential...

Commissioner Lago: Yes.

Commissioner Keon: Right.

Planning and Zoning Director Trias: Okay.

Commissioner Keon: But also, what is the -- so, with -- at what -- what amperage do we need and which one are we talking about.

City Manager Iglesias: 20 percent of Tesla stations may double the requirement -- the service requirement of a building.

Unidentified Speaker: Service.

Unidentified Speaker: Yeah.

Planning and Zoning Director Trias: Right now, we...

City Manager Iglesias: (INAUDIBLE)

Planning and Zoning Director Trias: We have three levels...

City Manager Iglesias: However, what we can do is we can look at this from providing conduit and providing physical space for the transformer for the service so that the retrofit can be much easier when the spaces that are there. And that is much cheaper than going back and doubling the service of a building right now when it may not be required.

Commissioner Lago: Or not being able to upgrade your service because the electrical closet or electrical room is too small.

Unidentified Speaker: Right.

City Manager Iglesias: You can't put another transformer.

Commissioner Lago: Or it doesn't meet Code or you need a larger transformer, which can't be built into the system and you already have something that's been built out a block, in a corner of a hall where it's unreachable.

Commissioner Mena: What I want to understand is the upfront added cost.

Mayor Valdes-Fauli: Alright.

Commissioner Mena: If there's going to be costs later when they want to actually then make it an electric vehicle parking, I don't care about that...

Commissioner Lago: It's their cost.

Commissioner Mena: Because that's -- that will be supply and demand.

Commissioner Lago: Yes.

Commissioner Mena: If they want to do it at that point, that's on them. I want to know what the upfront added cost would be resulting from...

City Manager Iglesias: Commissioner, we will give you the upfront added cost for that system to be able to place the system later when it's required.

Commissioner Mena: Right.

City Manager Iglesias: Without having retrofit issues.

Commissioner Lago: Something you won't be able to gauge, Commissioner Mena -- and this is something that we're going to have to make a decision as a Commission, is what is the additional public benefit...

Commissioner Mena: Sure.

Commissioner Lago: To a developer who is offering the service. Because when you -- right now, when you run out of service and you only put two percent of vehicles and you see where the trend is headed and you run out and someone comes to rent in your building and you say, I'm sorry, we don't have a service for you because we don't have the capacity. That person is going to leave your building and that person is going to -- because I want to have an electric car. The savings are so -- they're increasing so much that people are going to say, listen, I won't rent in your building or I won't buy in your building because you can't provide me with the service that I need.

(COMMENTS MADE OFF THE RECORD)

Commissioner Lago: So, that's a decision that we're going to have to -- we're going to have to gauge that.

Commissioner Mena: But the tricky thing about that is does that not sort of support what the Mayor is saying, which is that if that -- if what you're saying is accurate -- and I'm not saying it's not -- then isn't there already an incentive -- private sector incentive for those developers to do it on their own without it being required?

Vice Mayor Quesada: You sound like Russo (phonetic).

Commissioner Lago: Yeah, but it's...

Vice Mayor Quesada: I think what we should do is have the Economic Development Department do an analysis of South Florida, look at other jurisdictions as well. But Leonard or anyone else in the Economic Development Department, can you guys do an analysis to see what buildings are offering these types of services and if their rental rates are higher or lower, it doesn't matter. And any other natural thoughts or research that come out of that and just report it back to us. Thank you.

City Attorney Ramos: If we're going to have a comprehensive memo from all the different sounds like departments in the city, we may be looking at December.

Commissioner Mena: Yeah.

Vice Mayor Quesada: Yeah.

Commissioner Keon: Okay, but I also would like you to talk to some of the major developers in the City as to, you know, where they see -- because I do think it is -- I think they will do it on their own because it's in their best interest in their buildings to be able to have that available to them. But I mean, we have -- we have three or four developers that have done a lot of development in our downtown that could probably help us, you know, look at that -- that issue.

Commissioner Mena: Yeah. Listen, I think it's a really good idea and that we need to vet it. I just want more data so that we can...

Commissioner Keon: Yeah, me too.

Commissioner Mena: Make an informed decision. That's all.

Commissioner Keon: Yeah.

Mayor Valdes-Fauli: Why don't we -- Thank you very much, everybody. Let's continue. Thank you.

Commissioner Lago: Thank you.