

# Planning and Zoning Board Meeting

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<p>1</p> <p>2 have had your big firms, your big</p> <p>3 lawyers, and certainly had the same</p> <p>4 outcome.</p> <p>5 They would have had the same</p> <p>6 opportunity to speak. This is really</p> <p>7 intended to shore up the process and make</p> <p>8 sure that property owners are given an</p> <p>9 accurate timeline and they are held out</p> <p>10 in the wind, if you will.</p> <p>11 <b>MR. TORR:</b> Is Staff in full support</p> <p>12 of this?</p> <p>13 <b>MR. CEBALLOS:</b> Yes. This was 100</p> <p>14 percent a collaboration with myself and</p> <p>15 the department.</p> <p>16 <b>MR. BEHAR:</b> Okay. We have a motion</p> <p>17 and a second. Arceli.</p> <p>18 <b>MS. ARCELI REDILA:</b> I'm sorry, who</p> <p>19 was the second?</p> <p>20 <b>MR. WITHERS:</b> Mr. Withers.</p> <p>21 <b>MS. ARCELI REDILA:</b> Mr. Torre?</p> <p>22 <b>MR. TORRE:</b> Yes.</p> <p>23 <b>MS. ARCELI REDILA:</b> Ms. Miro?</p> <p>24 <b>MS. CLAUDIA MIRO:</b> Yes.</p> <p>25 <b>MS. ARCELI REDILA:</b> Mr. Bucelo?</p>	<p>1</p> <p>2 <b>MR. MR. BUCELO:</b> Yes.</p> <p>3 <b>MS. ARCELI REDILA:</b> Mr. Behar?</p> <p>4 <b>MR. BEHAR:</b> Yes.</p> <p>5 <b>MS. ARCELI REDILA:</b> Mr. Withers?</p> <p>6 <b>MR. WITHERS:</b> Yes.</p> <p>7 <b>MR. BEHAR:</b> Okay. Thank you. Next</p> <p>8 item please.</p> <p>9 <b>MR. COLLER:</b> Item E-8.</p> <p>10 An Ordinance of the City Commission</p> <p>11 of Coral Gables, Florida providing for a</p> <p>12 text amendment to the City of Cora Gables</p> <p>13 Official Zoning Code by amending Article</p> <p>14 10, "Parking and Access," Section 10-110,</p> <p>15 "Amount of Required Parking" to modify</p> <p>16 requirements for electric vehicle</p> <p>17 charging, providing for severability,</p> <p>18 repealer, codification, and an effective</p> <p>19 date.</p> <p>20 Item E-8 public hearing.</p> <p>21 Gus has been busy.</p> <p>22 <b>MR. CEBALLOS:</b> So EV charging,</p> <p>23 this is another code amendment. This was</p> <p>24 recently amended; I'm not sure if you all</p> <p>25 recall, this was amended recently.</p>
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<p>1</p> <p>2 I will not try to bore you with</p> <p>3 this entire presentation, and I will take</p> <p>4 you to the pertinent changes.</p> <p>5 So one of the big changes is that</p> <p>6 we are reducing the requirement from 20</p> <p>7 off-street parking spaces to 10. So any</p> <p>8 property, any development that has a</p> <p>9 minimum of 10 off-street parking spaces</p> <p>10 would trigger this requirement.</p> <p>11 It's down from 20 to 10. Not a</p> <p>12 significant change. At the end of the</p> <p>13 day this is pretty much only going to</p> <p>14 affect larger buildings, not your typical</p> <p>15 small homes or, you know, duplexes,</p> <p>16 things of that nature.</p> <p>17 So the big changes are we're going</p> <p>18 to increase EV charging from two to five</p> <p>19 percent, EV-ready from three to 15</p> <p>20 percent, and EV-capable up to -- we're</p> <p>21 going to actually reduce the EV-capable</p> <p>22 to 10. Let me break that down on what</p> <p>23 each one of those means.</p> <p>24 EV charging means you pull up in</p> <p>25 your Tesla, the charging station is</p>	<p>1</p> <p>2 there. You grab the cord and you can</p> <p>3 plug it directly into your car. You're</p> <p>4 ready to go. That's five percent. So if</p> <p>5 you need 100 spaces, five of your spaces</p> <p>6 need to have charging stations ready to</p> <p>7 go. You can come in and plug in whatever</p> <p>8 vehicle you'd like.</p> <p>9 EV-ready. That means that the</p> <p>10 charging station is not there, but the</p> <p>11 conduit through the building with the</p> <p>12 applicable wiring to the bolts to where</p> <p>13 the breaker room is -- inside the breaker</p> <p>14 room theres going to be a breaker.</p> <p>15 Everything is going to be ready to go.</p> <p>16 The only thing pending is someone to come</p> <p>17 along and bring a charger and set it up.</p> <p>18 Or put a termination plug so you can come</p> <p>19 along and plug in your car. That's the</p> <p>20 only difference.</p> <p>21 EV-capable is everything I just</p> <p>22 described without the breaker and without</p> <p>23 the wire. That is easiest way I can</p> <p>24 describe it. So the penetrations through</p> <p>25 the structure, the actual piping is all</p>

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<p>1 2 there. There'll be room in the vault 3 room for additional breakers down the 4 line, but they won't be installed. So 5 retrofitting is much easier in comparison 6 to the study we looked at to change from 7 300 to \$1,300, whether you do it 8 beforehand or after, to retrofit, so it's 9 much cheaper.</p> <p>10 We are reducing -- originally our 11 proposal was to up the EV-capable to 20 12 percent, but we've seen that might be a 13 bit of a shock to all, going from 20 14 percent all the way to 40 percent. So we 15 reduced the EV-capable since we're 16 increasing the EV-ready so much and we're 17 already increasing the EV charging. The 18 current proposal is just to lower the 19 EV-capable.</p> <p>20 As you can see on the screen right 21 now, after this year will require a 20 22 percent EV-ready, so we wanted to make 23 sure that we -- that we were providing EV 24 charging at a higher rate. 20 percent is 25 EV-capable in Miami. Miami Beach</p>	<p>1 2 currently only has two percent and then 3 what I know is as you can see a 4 breakdown, two percent of EV charging, 5 none of it EV-ready, EV-capable, 10 to 20 6 percent.</p> <p>7 Throughout the states, typically, 8 some of the more West Coast states have 9 very aggressive policies, and we're 10 trying to follow the line.</p> <p>11 <b>MR. TORRE:</b> Do these have to be 12 dedicated, or do they just have to be -- 13 <b>MR. CEBALLOS:</b> They do not. 14 <b>MR. TORRE:</b> You can just do 15 whatever you want?</p> <p>16 <b>MR. CEBALLOS:</b> That's up to the 17 business administration of the building 18 itself. How you allocate parking spaces 19 is not -- we would hope that they're 20 available to the entire building but -- 21 <b>MR. BEHAR:</b> Are any required to be 22 handicapped-accessible? 23 <b>MR. CEBALLOS:</b> There has been a 24 discussion of that. We can always 25 encourage. There is no requirement that</p>
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<p>1 2 X amount be handicap-accessible or not, 3 but we can include that as a 4 recommendation to the commission.</p> <p>5 <b>MR. TORRE:</b> I mean, what do you 6 think?</p> <p>7 <b>MR. CEBALLOS:</b> I think we have 8 pretty relatively reasonable requests.</p> <p>9 <b>MR. BEHAR:</b> I think you need when 10 you get into bigger buildings with a 11 hundred, 200 parking spaces, the bigger 12 buildings, 50 parking spaces and there's 13 only one handicap. Is that something 14 (inaudible).</p> <p>15 <b>MALE SPEAKER:</b> You need a -- you 16 need to go ahead and ask this.</p> <p>17 <b>MR. BEHAR:</b> Maybe I misunderstood 18 the question. I thought it was in 19 addition to the handicapped spaces, that 20 some of the EV-dedicated --</p> <p>21 <b>MR. CEBALLOS:</b> My question is how 22 many handicapped vehicles out there are, 23 you know, electric vehicles.</p> <p>24 I can't speak to that. I'm not 25 sure.</p>	<p>1 2 Once again --</p> <p>3 <b>MR. TORRE:</b> As you see, the 4 industry, the EV industry going into 5 bigger trucks now and into, you know, 6 GMC's big rollout and whatever, I think 7 you're going to probably see more vans 8 and more adaptable handicap vehicles. 9 I'm not talking about handicap 10 (inaudible). I'm talking about a real --</p> <p>11 <b>MR. CEBALLOS:</b> So we have 12 van-accessible. It's very important. We 13 can include it as part of the 14 recommendation to the commission.</p> <p>15 <b>MR. BEHAR:</b> I'm looking at this as 16 we feel, which I'm looking at it, really, 17 the cost and the significance of that 18 all, I have -- by the way it's not a 19 Tesla. I have a Porche Taycan, which is 20 electric, 100 percent electric.</p> <p>21 <b>MR. TORRE:</b> What do you have? 22 <b>MR. BEHAR:</b> A Porche Taycan. 23 <b>MR. TORRE:</b> Okay. So it's like an 24 SUV type? 25 <b>MR. BEHAR:</b> No, no, it's a --</p>

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<p>1 2 it's car but it's fully electric. I had 3 to modify my house to put a 40-amp 4 breaker for that. 5 The implications that you need when 6 you do, say, a building, that building is 7 just a 50-unit building, close to 100 8 spaces for that building. 15 or 30 9 percent, 20 percent is going to be 10 required to be ready. Right? Ten 11 percent to be future. The amount of 12 power that we're going to need, we have 13 not really looked at that yet. That's 14 going to be a significant amount. 15 <b>MR. CEBALLOS:</b> Are you talking 16 about money-wise or available? 17 <b>MR. BEHAR:</b> Charging cars. 18 <b>MR. CEBALLOS:</b> So the logistics of 19 doing it? 20 <b>MALE SPEAKER:</b> Okay. It seems like 21 not a big deal -- 22 <b>MALE SPEAKER:</b> Talking about it 23 compatible. 24 <b>MR. CEBALLOS:</b> I mean, I don't know 25 the implication of how much amperage it's</p>	<p>1 2 going to need, required to come into that 3 building, but it's going to be -- for 4 example, a unit, a two-bedroom unit 5 probably requires about 125 amps per 6 unit. You do it based on your load 7 requirement. If we have to provide that 8 much more, we really need to look at it; 9 one is make sure with FPL. 10 <b>MR. TORRE:</b> Right. It has to have 11 the juice to get there. 12 <b>MR. BEHAR:</b> Right. And this is -- 13 I'm in favor because I do, and I love my 14 EV. I haven't stopped at a gas station 15 in a while. So I like it, but we need to 16 look at it and the other thing is that 17 when you say EV-ready and correct, it's 18 having not a charging station, but having 19 a conduit and the wire ready, in place. 20 <b>MR. CEBALLOS:</b> That means you have 21 to have the power solution in the panel. 22 The breaker needs to be there. 23 So me as a resident, I come into 24 the building. I bring my \$600 charging 25 station that I bought at, you know, Best</p>
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<p>1 2 Buy, because you can do that now and have 3 an electrician install it right there on 4 point. There's nothing else that needs 5 to be done. 6 <b>MR. TORRE:</b> You might as well just 7 have done the whole thing. 8 <b>MR. CEBALLOS:</b> Well, the problem is 9 that the EV charging stations could range 10 in price, sometimes a few thousand 11 dollars, especially if they're not 12 dedicated spaces because most 13 buildings -- once again, we're now kind 14 of going into the business the 15 administration of the building -- they're 16 going to probably want to meter this, so 17 the only way to meter this is if you go 18 to a charging station that has that 19 functionality. Because if I just put 20 your standard plug that you find in your 21 yard, you can charge pretty much every 22 single EV with that. That's a level-2 23 charger. It's going to add just -- it's 24 going to add 40 to 60 amps and you can 25 plug your car right in. But there's no</p>	<p>1 2 way to meter it as the building. The 3 next thing you know, you have 50 EVs 4 charging all at the same time. There's a 5 substantial amount of cost that's 6 involved in that, so that's why the 7 EV-ready is kind of there. US business, 8 if you want to add ten units in the 9 future, you buy your charging stations 10 and have them installed. Everything else 11 is already there. 12 And just to take step back, because 13 I said the wrong number. I said 1,300 to 14 300. That was in reference to the cost 15 between EV-capable and EV-ready. This 16 was a study out of Orlando. If you're 17 retrofitting new construction -- new 18 construction is around 1,300 a space for 19 EV-ready. The same space retrofitted is 20 around 6,300. Just for the purpose of 21 conversion because you have to -- you've 22 got to bore through concrete. You have 23 to map out the runs -- it's much more 24 complicated. 25 <b>MR. BEHAR:</b> And I believe the 1,300</p>

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1  
2 is from low end.  
3 **MR. CEBALLOS:** I can't speak to  
4 that. I'm just --  
5 **MR. TORRE:** You said minimum of ten  
6 parking spaces, right? Ten?  
7 **MR. CEBALLOS:** That fall under this  
8 requirement. Ten.  
9 **MR. TORRE:** Ten.  
10 **MR. CEBALLOS:** Ten.  
11 **MR. TORRE:** So I've got a small,  
12 little apartment building with tenants, a  
13 great little apartment building --  
14 **MR. CEBALLOS:** If you have ten  
15 parking spaces, you would need to have  
16 one EV charging, you would need to have  
17 two EV-ready, and one EV-capable.  
18 **MALE SPEAKER:** Okay. But my point  
19 is, what is charging and what? In my  
20 view, you take somebody who has a plug,  
21 that person works that day, he plugs in.  
22 Charging station is a whole different  
23 thing. You're not saying provide a plug  
24 next to your car. You're saying --  
25 **MALE SPEAKER:** But you cannot do a

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1  
2 plug. You have to have a charging  
3 station for it to work. It's not like I  
4 can plug --  
5 **MALE SPEAKER:** -- power from each.  
6 All my tenants have a plug.  
7 **MR. CEBALLOS:** Let me take a step  
8 back.  
9 **MALE SPEAKER:** -- a car on a wall.  
10 **MR. CEBALLOS:** Once again, it goes  
11 to business administration. Typically  
12 you're EV charging, you could consider  
13 that you could go into each one and plug  
14 your car in. You have to bring your own  
15 adapter. But the way the current and the  
16 code is written, EV-ready means that they  
17 have to provide a charging station.  
18 Does that make sense?  
19 **MR. TORRE:** You said condo,  
20 residential? Now, I'm going to provide  
21 them the ability to charge a car. If you  
22 have a parking lot you're going to  
23 provide a port for them to charge,  
24 whether it's A, B, or C. A charging  
25 station is not necessarily -- necessary

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1  
2 for that.  
3 **MR. CEBALLOS:** In theory, that  
4 definition would fall somewhere between  
5 EV-ready and an EV charging station.  
6 **MALE SPEAKER:** Okay. But --  
7 **MALE SPEAKER:** It's private, it's  
8 mine. Give me a 12 by 10 and here's your  
9 charger.  
10 **MR. CEBALLOS:** It's just obviously,  
11 in your case, it may be feasible in a  
12 small building. In larger buildings it  
13 will be very difficult to somehow run the  
14 wiring for your one parking space --  
15 **MR. TORRE:** (Crosstalk) apartment  
16 building, you have ten spots, they're all  
17 charging stations. I get it. But if  
18 you're providing, you know, specific  
19 spots for each person, comes with a  
20 charger.  
21 Doing something like that where  
22 there's going to be and everybody's going  
23 to have a box come down from someplace  
24 that is your meter, your meter. That's  
25 what's being discussed. Whether it's

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1  
2 right or wrong, that's what's being done  
3 right now.  
4 So the point is, is a condo, you're  
5 getting a spot with a charger. Every  
6 spot is --  
7 **MR. TORRE:** It is on your meter.  
8 **MR. BEHAR:** It is. But here, and  
9 again, the cost of the charging station  
10 is the only thing I'm debating. But if I  
11 provide a charge for three of my tenants  
12 and I've done, is it -- is it -- does it  
13 qualify?  
14 **MR. CEBALLOS:** My understanding is  
15 the definition, I'm not an industry  
16 expert, but my understanding is that if  
17 you have a 1450 plug, the same one you  
18 have on your dryer, that would fall under  
19 the category of EV-ready.  
20 **MR. TORRE:** I still need to provide  
21 somewhere, an outside person to come and  
22 charge their car. And again, it's a  
23 small building, there's not even but one  
24 or two --  
25 **MR. CEBALLOS:** In theory --

20 (Pages 74 to 77)

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1  
2 **MR. BEHAR:** -- guest spots.  
3 **MR. CEBALLOS:** In theory, you  
4 could, if you chose to, buy a residential  
5 unit to, to buy at your local Best Buy or  
6 from Amazon, it's a few hundred dollars  
7 and you could plug it into your -- plug  
8 it into your -- and you satisfy the  
9 requirement of EV charging.  
10 **MR. BEHAR:** I think that in your  
11 case, your qualify because you don't have  
12 to -- it doesn't say specifically for the  
13 public. You're doing it.  
14 My concern is on a larger building,  
15 how do -- how can you do that, because  
16 especially with a rental building, you're  
17 not going to take that condominium --  
18 **MALE SPEAKER:** It's a charging  
19 station, let anybody use it, and that's  
20 it. Now, you're the one who responded.  
21 **MR. BEHAR:** No, no, because as Gus  
22 said, the management is going to  
23 assign -- if you have an EZ Card you're  
24 going to sign. And I'm sure he's  
25 correct, that they want to charge

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1  
2 because, you know, it's not -- I mean,  
3 not free. Okay? I'm just really -- and  
4 I'm a proponent for it. I'm just -- the  
5 cost associated with it is something --  
6 and the ability for it to deliver the  
7 amount of amperage needed for that  
8 building, it's going to be huge. You  
9 know, it's going to be very significant  
10 number, probably 50 percent more of what  
11 normally is done in a building today.  
12 And I'm concerned that we may have an  
13 issue with. As it is, you know, a vault.  
14 For example, you know, ^ CK wants it to  
15 be -- and I'm going to use a building,  
16 150, 200 units. A 25 by 30 space. Now  
17 you're going to have to, you know, size  
18 it up more. There's a lot of indications  
19 that we're not, you know, do I think that  
20 30 percent? I'm okay with 30 percent. I  
21 just don't know if today, the EV-ready  
22 needs to be in place. I think that  
23 EV-capable, when you have the conduit  
24 that you go into the vault, it may be a  
25 more realistic --

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1  
2 **MR. CEBALLOS:** The up there capable  
3 of providing the vault, sizing, then  
4 you're back to square one and you  
5 can't --  
6 **MR. CEBALLOS:** I will say this. I  
7 mean, I'm a numbers guy. It's just real  
8 quick, simple math. Going off of the  
9 number that was suggested for a  
10 residential building owner of 25 amps, if  
11 you're putting 30 percent of your units,  
12 and you have 100 units at 125 amps, you  
13 need 12,500 amps, roughly. 30 percent of  
14 your units would be 30 units. You need  
15 30 parking spaces. At the higher  
16 amperage is 60. You're talking about  
17 1,800 amps compared to 12,500.  
18 So you're talking about a small  
19 percent in comparison to the large total  
20 number.  
21 None of this suggestion -- are we  
22 suggesting another three chargers.  
23 That's where a whole different animal  
24 comes into place because FPL only has  
25 certain areas where they can achieve that

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1  
2 three-phase 480 watt, you know,  
3 substantial supercharger. That's why  
4 Tesla chargers can't be placed  
5 everywhere. There's only certain areas  
6 that can be installed.  
7 I'm not -- again, I'm not an  
8 expert. I'm an attorney who is an EV  
9 aficionado.  
10 **MR. TORRE:** You know the numbers  
11 well.  
12 **MR. CEBALLOS:** I know the numbers  
13 well. So I'm not overly concerned with  
14 that, but we have discussed, in terms of  
15 level 3, that that's just not an  
16 consider in the foreseeable future  
17 because of the FPL requirements.  
18 **MR. BEHAR:** So what about surface  
19 parking lots in the city? Are they  
20 affected with this same regulation?  
21 **MR. CEBALLOS:** No.  
22 **MR. TORRE:** Why not?  
23 **MR. CEBALLOS:** Because this only  
24 applies to properties that have a  
25 requirement ten off-street parking only.

21 (Pages 78 to 81)

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1  
2 **MR. TORRE:** So we haven't addressed  
3 the city requirements for surface  
4 parking?  
5 **MR. CEBALLOS:** No.  
6 **MALE SPEAKER:** Does --  
7 **MR. CEBALLOS:** Now, we, as a city,  
8 have put it on that we are calling  
9 chargers throughout the city. Whenever  
10 it does take place is scheduled to have a  
11 significant amount of EV charging. Our  
12 lot here has two EV charging stations.  
13 Some of our other city lots do have  
14 charging stations.  
15 **MR. TORRE:** What about building  
16 parking garages without units, just a  
17 plain parking garage? Are we going to  
18 have similar requirements?  
19 **MR. RAMON TRIAS:** For a privately  
20 owned ^ CK?  
21 **MALE SPEAKER:** Yes. The city  
22 builds a municipal parking garage.  
23 **MR. CEBALLOS:** This would not  
24 apply, but the city does have a policy to  
25 do those types of, so we would probably

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1  
2 be far below these numbers.  
3 My understanding is that at the  
4 proposed had EV-capable throughout the  
5 entire (inaudible). 100 percent.  
6 **MALE SPEAKER:** You've got ten,  
7 you've got five percent, you round up to  
8 one?  
9 **MR. CEBALLOS:** You round up to one.  
10 That's why I gave you that number, if you  
11 had ten units, you need one EV charging,  
12 two EV-ready and one EV-capable. So four  
13 of your ten parking spaces would need to  
14 be some level of readiness.  
15 **MALE SPEAKER:** (Inaudible).  
16 **MR. CEBALLOS:** At least one has a  
17 charger.  
18 **MR. BEHAR:** Oh, okay.  
19 So anybody can park in the EV  
20 parking spot?  
21 **MR. CEBALLOS:** That goes to the  
22 administration of the building. However  
23 they want to allocate those parking  
24 spaces, they can.  
25 **MALE SPEAKER:** They could if they

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1  
2 wanted. They could allow non-EV --  
3 **MR. CEBALLOS:** The way that the  
4 current code is written is strictly the  
5 minimum requirements. How you allocate  
6 parking spaces is not within the city's  
7 purview at the moment.  
8 **MR. BEHAR:** Did we get a motion on  
9 this or no?  
10 **MR. BEHAR:** We have to open it up  
11 to public comments.  
12 Nobody?  
13 No Zoom or phone?  
14 **MS. ARCELI REDILA:** None on Zoom.  
15 **MR. BEHAR:** Okay. And we already  
16 had Board discussion. We could -- ready  
17 for a motion?  
18 **MR. BEHAR:** I'll make a motion.  
19 **MR. BUCELO:** I would just like to  
20 add if it's okay with you, the  
21 recommendation that Mr. Withers had about  
22 the handicapped.  
23 **MR. CEBALLOS:** The minimum  
24 handicapped would be required.  
25 One per -- whatever the numbers

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1  
2 were. Just to consider the incorporation  
3 of some sort of van-accessible  
4 requirement for the EV charging.  
5 **MR. TORRE:** I'll accept that  
6 motion.  
7 **MR. BUCELO:** And I'll second it.  
8 **MR. BEHAR:** And that's if you have  
9 more than one handicap or if you even  
10 require --  
11 **MALE SPEAKER:** We've got four, just  
12 one --  
13 **MR. BEHAR:** But if you require one,  
14 that would have to be it.  
15 **MR. BEHAR:** We have a motion and a  
16 second.  
17 Will you call roll?  
18 **MS. ARCELI REDILA:** Mr. Withers?  
19 **MR. WITHERS:** Yes.  
20 **MS. ARCELI REDILA:** Mr. Torre?  
21 **MR. TORRE:** Yes.  
22 **MS. ARCELI REDILA:** Ms. Miro?  
23 **MS. MIRO:** Yes.  
24 **MS. ARCELI REDILA:** Mr. Bucelo?  
25 **MR. MR. BUCELO:** Yes.

22 (Pages 82 to 85)

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**MS. ARCELI REDILA:** Mr. Behar?  
**MR. BEHAR:** Yes.  
Thank you. Do we have any other items?  
**MR. WITHERS:** I do. I have a question. If we can do this.  
I don't know if it's possible, but this is a notice that a neighbor gets on this was for like Alan Morris' building. He couldn't come. It would be great if I could have this in my packet so I know what the neighbors are seeing on their side. I mean, are we okay with that, or is that not a good idea?  
**MR. BEHAR:** I believe we do that already.  
**MR. WITHERS:** We do this, this is in the packet? I didn't see it.  
**MALE SPEAKER:** Yeah, I think it's in the back.  
So many snippets of discussion that I couldn't make sense of it here.  
**MR. BEHAR:** All right. So if we have nothing else, we make a motion to

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adjourn.  
**MS. CLAUDIA MIRO:** Motion.  
**MR. TORRE:** Second.  
**MR. BEHAR:** All in favor?  
ALL: Aye.  
**MR. BEHAR:** Thank you.  
  
(Thereupon, the meeting concluded.)

CERTIFICATE OF REPORTER

THE STATE OF FLORIDA )  
COUNTY OF MIAMI-DADE)

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I, YVONNE MEDINA, Florida Professional Reporter, certify that I was authorized to and did Stenographically report the foregoing pages 1 through 86.

I further certify that I am not a relative, employee, attorney, or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorneys or counsel connected with the action, nor am I financially interested in the action.

DATED this 3rd day of June, 2022

\_\_\_\_\_  
YVONNE MEDINA, STENOGRAPHER

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