	Page 62		Page 63
1		1	
2	have had your big firms, your big	2	MR. MR. BUCELO: Yes.
3	lawyers, and certainly had the same	3	MS. ARCELI REDILA: Mr. Behar?
4	outcome.	4	MR. BEHAR: Yes.
5	They would have had the same	5	MS. ARCELI REDILA: Mr. Withers?
6	opportunity to speak. This is really	6	MR. WITHERS: Yes.
7	intended to shore up the process and make	7	MR. BEHAR: Okay. Thank you. Next
8	sure that property owners are given an	8	item please.
9	accurate timeline and they are held out	9	MR. COLLER: Item E-8.
10	in the wind, if you will.	10	An Ordinance of the City Commission
11	MR. TORR: Is Staff in full support	11	of Coral Gables, Florida providing for a
12	of this?	12	text amendment to the City of Cora Gables
13	MR. CEBALLOS: Yes. This was 100	13	Official Zoning Code by amending Article
14	percent a collaboration with myself and	14	10, "Parking and Access," Section 10-110,
15	the department.	15	"Amount of Required Parking" to modify
16	MR. BEHAR: Okay. We have a motion	16	requirements for electric vehicle
17	and a second. Arceli.	17	charging, providing for severability,
18	MS. ARCELI REDILA: I'm sorry, who	18	repealer, codification, and an effective
19	was the second?	19	date.
20	MR. WITHERS: Mr. Withers.	20	Item E-8 public hearing.
21	MS. ARCELI REDILA: Mr. Torre?	21	Gus has been busy.
22	MR. TORRE: Yes.	22	MR. CEBALLOS: So EV charging,
23	MS. ARCELI REDILA: Ms. Miro?	23	this is another code amendment. This was
24	MS. CLAUDIA MIRO: Yes.	24	recently amended; I'm not sure if you all
25	MS. ARCELI REDILA: Mr. Bucelo?	25	recall, this was amended recently.
	Page 64		Page 65
			1.130 00
1		1	
2	I will not try to bore you with	2	there. You grab the cord and you can
3	this entire presentation, and I will take	3	plug it directly into your car. You're
4	you to the pertinent changes.	4	ready to go. That's five percent. So if
5	So one of the big changes is that	5	you need 100 spaces, five of your spaces
6 7	we are reducing the requirement from 20	6 7	need to have charging stations ready to
	off-street parking spaces to 10. So any		go. You can come in and plug in whatever
8	property, any development that has a	8	vehicle you'd like.
9 10	minimum of 10 off-street parking spaces	9	EV-ready. That means that the
10	would trigger this requirement.	11	charging station is not there, but the
12	It's down from 20 to 10. Not a	12	conduit through the building with the
13	significant change. At the end of the	13	applicable wiring to the bolts to where
	day this is pretty much only going to	14	the breaker room is inside the breaker
■ 1 /l	affect larger buildings, not your typical	15	room theres going to be a breaker.
14			Everything is going to be ready to go
15	small homes or, you know, duplexes,		Everything is going to be ready to go.
15 16	small homes or, you know, duplexes, things of that nature.	16	The only thing pending is someone to come
15 16 17	small homes or, you know, duplexes, things of that nature. So the big changes are we're going	16 17	The only thing pending is someone to come along and bring a charger and set it up.
15 16 17 18	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five	16 17 18	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come
15 16 17 18 19	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15	16 17 18 19	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the
15 16 17 18 19 20	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15 percent, and EV-capable up to we're	16 17 18 19 20	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the only difference.
15 16 17 18 19 20 21	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15 percent, and EV-capable up to we're going to actually reduce the EV-capable	16 17 18 19 20 21	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the only difference. EV-capable is everything I just
15 16 17 18 19 20 21 22	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15 percent, and EV-capable up to we're going to actually reduce the EV-capable to 10. Let me break that down on what	16 17 18 19 20 21 22	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the only difference. EV-capable is everything I just described without the breaker and without
15 16 17 18 19 20 21 22 23	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15 percent, and EV-capable up to we're going to actually reduce the EV-capable to 10. Let me break that down on what each one of those means.	16 17 18 19 20 21 22 23	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the only difference. EV-capable is everything I just described without the breaker and without the wire. That is easiest way I can
15 16 17 18 19 20 21 22	small homes or, you know, duplexes, things of that nature. So the big changes are we're going to increase EV charging from two to five percent, EV-ready from three to 15 percent, and EV-capable up to we're going to actually reduce the EV-capable to 10. Let me break that down on what	16 17 18 19 20 21 22	The only thing pending is someone to come along and bring a charger and set it up. Or put a termination plug so you can come along and plug in your car. That's the only difference. EV-capable is everything I just described without the breaker and without

17 (Pages 62 to 65)

	Page 66		Page 67
1		1	
2	there. There'll be room in the vault	2	currently only has two percent and then
3	room for additional breakers down the	3	what I know is as you can see a
4	line, but they won't be installed. So	4	breakdown, two percent of EV charging,
5	retrofitting is much easier in comparison	5	none of it EV-ready, EV-capable, 10 to 20
6	to the study we looked at to change from	6	percent.
7	300 to \$1,300, whether you do it	7	Throughout the states, typically,
8	beforehand or after, to retrofit, so it's	8	some of the more West Coast states have
9	much cheaper.	9	very aggressive policies, and we're
10	We are reducing originally our	10	trying to follow the line.
11	proposal was to up the EV-capable to 20	11	MR. TORRE: Do these have to be
12	percent, but we've seen that might be a	12	dedicated, or do they just have to be
13	bit of a shock to all, going from 20	13	MR. CEBALLOS: They do not.
14	percent all the way to 40 percent. So we	14	MR. TORRE: You can just do
15	reduced the EV-capable since we're	15	whatever you want?
16	increasing the EV-ready so much and we're	16	MR. CEBALLOS: That's up to the
17	already increasing the EV charging. The	17	business administration of the building
18	current proposal is just to lower the	18	itself. How you allocate parking spaces
19	EV-capable.	19	is not we would hope that they're
20	As you can see on the screen right	20	available to the entire building but
21	now, after this year will require a 20	21	MR. BEHAR: Are any required to be
22	percent EV-ready, so we wanted to make	22	handicapped-accessible?
23	sure that we that we were providing EV	23	MR. CEBALLOS There has been a
24	charging at a higher rate. 20 percent is	24	discussion of that. We can always
25	EV-capable in Miami. Miami Beach	25	encourage. There is no requirement that
	Page 68		Page 69
1		1	
2	X amount be handicap-accessible or not,	2	Once again
3	but we can include that as a	3	MR. TORRE: As you see, the
4	recommendation to the commission.	4	industry, the EV industry going into
5	MR. TORRE: I mean, what do you	5	bigger trucks now and into, you know,
6	think?	6	GMC's big rollout and whatever, I think
7	MR. CEBALLOS: I think we have	7	you're going to probably see more vans
8	pretty relatively reasonable requests.	8	and more adaptable handicap vehicles.
9	MR. BEHAR: I think you need when	9	I'm not talking about handicap
10	you get into bigger buildings with a	10	(inaudible). I'm talking about a real
11	hundred, 200 parking spaces, the bigger	11	MR. CEBALLOS: So we have
12	buildings, 50 parking spaces and there's	12	van-accessible. It's very important. We
13	only one handicap. Is that something	13	can include it as part of the
14	(inaudible).	14	recommendation to the commission.
15	MALE SPEAKER: You need a you	15	MR. BEHAR: I'm looking at this as
16	need to go ahead and ask this.	16	we feel, which I'm looking at it, really,
17	MR. BEHAR: Maybe I misunderstood	17	the cost and the significance of that
18	the question. I thought it was in	18	all, I have by the way it's not a
	addition to the handicapped spaces, that	19	Tesla. I have a Porche Taycan, which is
19	•••		
19 20	some of the EV-dedicated	20	electric, 100 percent electric.
19 20 21	some of the EV-dedicated MR. CEBALLOS: My question is how	21	MR. TORRE: What do you have?
19 20 21 22	some of the EV-dedicated MR. CEBALLOS: My question is how many handicapped vehicles out there are,	21 22	MR. TORRE: What do you have? MR. BEHAR: A Porche Taycan.
19 20 21 22 23	some of the EV-dedicated MR. CEBALLOS: My question is how many handicapped vehicles out there are, you know, electric vehicles.	21 22 23	MR. TORRE: What do you have? MR. BEHAR: A Porche Taycan. MR. TORRE: Okay. So it's like an
19 20 21 22	some of the EV-dedicated MR. CEBALLOS: My question is how many handicapped vehicles out there are,	21 22	MR. TORRE: What do you have? MR. BEHAR: A Porche Taycan.

18 (Pages 66 to 69)

building, but it's going to be for example, a unit, a two-bedroom unit The implications that you need when you do, say, a building, that building is probably requires about 125 amps per unit. You do it based on your load requirement. If we have to provide that much more, we really need to look at it one is make sure with FPL. MR. TORRE: Right. It has to have the juice to get there. MR. EBALLOS: Are you talking 15 a doing it? MR. EBALLOS: Are you talking 15 a doing it? MR. EBALLOS: So the logistics of 19 doing it? MR. EBALLOS: I mean, I don't know the implication of how much amperage it's substantial amount of cost that's shave done the whole thing. MR. CEBALLOS: Well, the problem is that the EV charging stations could range in price, sometimes a few thousand of going into the business the 10 and of more more more into the buildings. The conce and now more, wise or available? MR. EBALLOS: I mean, I don't know the implication of how much amperage it's substantial amount of cost that's involved in that, so that's why the EV-ready is kind of there. MR. TORRE: You might as well just have done the whole thing. MR. CEBALLOS: Well, the problem is that the EV charging stations could range in price, sometimes a few thousand of going into the business the 14 and of going into the business the 14 and of son. That was in reference to the cost.	e 71	Page 71	Page 70	
building, but it's going to be for example, a unit, a two-bedroom unit representation of the building is probably requires about 125 amps per unit. You do it based on your load requirement. If we have to provide that spaces for that building, 15 or 30 8 much more, we really need to look at it one is make sure with FPL. MR. TORRE: Right. It has to have the mightantian building is percent to be future. That's going to be a significant amount. MR. CEBALLOS: Are you talking about money-wise or available? MR. CEBALLOS: So the logistics of doing it? MR. CEBALLOS: I mean, I don't know the implication of how much amperage it's to be done. MR. CEBALLOS: Well, the problem is that the EV charging stations could range in price, sometimes a few thousand in going into the business the administration of the building they're between EV-capable and EV-ready. I said the vertical building, but it's going to be for example, a unit, a two-bedroom unit of example, a unit, a two-bedroom unit or example, a unit, a two-bedroom unit or example, a unit, a two-bedroom unit or probably requires about 125 amps per unit. You do it based on your load requirement. If we have to provide tha much more, we really need to look at it one is make sure with FPL. MR. TORRE: Right. It has to have the power soll took at it and the own the spice to per the power with fire. MR. CEBALLOS: Are you talking 15 in a while. So I like it, but we need to look at it and the own end to a when you say EV-ready and correct, it's having not a charging station, but having a conduit and the wire ready, in place. MR. CEBALLOS: I mean, I don't know 24 to have the power solution in the panel. MR. CEBALLOS: I mean, I don't know 24 to have the power solution in the panel. MR. CEBALLOS: Well, the problem is that the EV charging stations could range in price, sometimes a few thousand 10 in price, sometimes a few thousand 11 dollars, especially if they're not 11 dedicated spaces because most 12 And just to take step back, becau 15 administration of the buildi		1	1	1
breaker for that. The implications that you need when you do, say, a building, that building is just a 50-unit building, close to 100 spaces for that building, 15 or 30 percent, 20 percent is going to be percent, 20 percent is going to be percent, 20 percent is going to be percent to be future. The amount of power that we're going to not really looked at that yet. That's going to be a significant amount. MR. CEBALLOS: Are you talking about money-wise or available? MR. CEBALLOS: So the logistics of doing it? MR. CEBALLOS: I mean, I don't know the implication of how much amperage it's way to meter it as the building. I bring my \$600 charging at that he ye to have done the whole thing. MR. CEBALLOS: Well, the problem is that the EV charging stations could lad of going into the business the administration of the building they're a main is going to the conditions that in the store to the country of going the conditions and have and ladical specially if they're not a buildings once again, we're now kind of foring into the business the administration of the building they're MR. CEBALLOS: We're now kind of going into the business the administration of the building they're MR. CEBALLOS: How have the power solution in the panel. The breader needs to be there. So the done. MR. CEBALLOS: Well, the problem is that the EV charging stations could range in price, sometimes a few thousand of going into the business the administration of the building they're MR. CEBALLOS: Well, the problem is a dedicated spaces because most the suits the the full of going into the building they're MR. CEBALLOS: Well, the problem is a dedicated spaces because most the suits and the worn qually and correct provided in that, so the substantial amount of cost that's involved in that, so that's why the experiment of the building they're MR. CEBALLOS: Well, the problem is a full of going into the business the administration of the building they're MR. CEBALLOS: Well, the problem is a full of going into the busine	that	going to need, required to come into that	2 it's car but it's fully electric. I had	2
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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 8 spaces for that building. 15 or 30 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 MR. CEBALLOS: Are you talking 16 about money-wise or available? 17 MR. BEHAR: Right. And this is 18 MR. CEBALLOS: So the logistics of 19 doing it? 20 MALE SPEAKER: Okay. It seems like 21 not a big deal 22 MALE SPEAKER: Talking about it 23 compatible. 24 MR. CEBALLOS: I mean, I don't know 25 the implication of how much amperage it's 26 MR. CEBALLOS: I mean, I don't know 27 to be done. 28 MR. CEBALLOS: Well, the problem is 4 that the EV charging stations could range 10 in price, sometimes a few thousand 11 dollars, especially if they're now kind 12 dedicated spaces because most 13 buildings once again, we're now kind 14 of going into the building they're 15 unit. You do it based on your load requirement. If we have to provide tha much more, we really need to look at it one is make sure with FPL. MR. TORRE: Right. It has to have the pote the pluce to pluce the requirement. If we have the power slot look at it one is make sure with FPL. MR. TORRE: Right. And this is I'm in favor because I do, and I love me the pluce on a the pluce of the pluce on a day and satisfaction on the building. The name of the pluce of		4 example, a unit, a two-bedroom unit	4 breaker for that.	4
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the only way to meter this is if you go 17 retrofitting new construction new		5	, , , , , , , , , , , , , , , , , , , ,	
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going to add 40 to 60 amps and you can 24 complicated.	1 200	•	3. 3 p, ,	
plug your car right in. But there's no 25 MR. BEHAR: And I believe the 1,	1,300	MR. BEHAR: And I believe the 1,300	23 plug your car right in. But there's no	25

19 (Pages 70 to 73)

	Page 74		Page 75
1		1	
2	is from low end.	2	plug. You have to have a charging
3	MR. CEBALLOS: I can't speak to	3	station for it to work. It's not like I
4	that. I'm just	4	can plug
5	MR. TORRE: You said minimum of ten	5	MALE SPEAKER: power from each.
6	parking spaces, right? Ten?	6	All my tenants have a plug.
7	MR. CEBALLOS: That fall under this	7	MR. CEBALLOS: Let me take a step
8	requirement. Ten.	8	back.
9	MR. TORRE: Ten.	9	MALE SPEAKER: a car on a wall.
10	MR. CEBALLOS: Ten.	10	MR. CEBALLOS: Once again, it goes
11	MR. TORRE: So I've got a small,	11	to business administration. Typically
12	little apartment building with tenants, a	12	you're EV charging, you could consider
13	great little apartment building	13	that you could go into each one and plug
14	MR. CEBALLOS: If you have ten	14	your car in. You have to bring your own
15	parking spaces, you would need to have	15	adapter. But the way the current and the
16	one EV charging, you would need to have	16	code is written, EV-ready means that they
17	two EV-ready, and one EV-capable.	17	have to provide a charging station.
18	MALE SPEAKER: Okay. But my point	18	Does that make sense?
19	is, what is charging and what? In my	19	MR. TORRE: You said condo,
20	view, you take somebody who has a plug,	20	residential? Now, I'm going to provide
21	that person works that day, he plugs in.	21	them the ability to charge a car. If you
22	Charging station is a whole different	22	have a parking lot you're going to
23	thing. You're not saying provide a plug	23	provide a port for them to charge,
24	next to your car. You're saying	24	whether it's A, B, or C. A charging
25	MALE SPEAKER: But you cannot do a	25	station is not necessarily necessary
	Page 76		Page 77
1		1	
2	for that.	2	right or wrong, that's what's being done
3	MR. CEBALLOS: In theory, that	3	right now.
4	definition would fall somewhere between	4	So the point is, is a condo, you're
5	EV-ready and an EV charging station.	5	getting a spot with a charger. Every
6	MALE SPEAKER: Okay. But	6	spot is
7	MALE SPEAKER: It's private, it's	7	MR. TORRE: It is on your meter.
8	mine. Give me a 12 by 10 and here's your	8	MR. BEHAR: It is. But here, and
9	charger.	9	again, the cost of the charging station
10	MR. CEBALLOS: It's just obviously,	10	is the only thing I'm debating. But if I
11	in your case, it may be feasible in a	11	provide a charge for three of my tenants
12	small building. In larger buildings it	12	and I've done, is it is it does it
13	will be very difficult to somehow run the	13	qualify?
14	wiring for your one parking space	14	MR. CEBALLOS: My understanding is
15	MR. TORRE: (Crosstalk) apartment	15	the definition, I'm not an industry
16	building, you have ten spots, they're all	16	expert, but my understanding is that if
17	charging stations. I get it. But if	17	you have a 1450 plug, the same one you
18	you're providing, you know, specific	18	have on your dryer, that would fall under
19	spots for each person, comes with a	19	the category of EV-ready.
20	charger.	20	MR. TORRE: I still need to provide
21	Doing something like that where	21	somewhere, an outside person to come and
22	there's going to be and everybody's going	22	charge their car. And again, it's a
23	to have a box come down from someplace	23	small building, there's not even but one
24	that is your meter, your meter. That's	24	or two
25	what's being discussed. Whether it's	25	MR. CEBALLOS: In theory

20 (Pages 74 to 77)

	Page 78		Page 79
1		1	
2	MR. BEHAR: guest spots.	2	because, you know, it's not I mean,
3	MR. CEBALLOS: In theory, you	3	not free. Okay? I'm just really and
4	could, if you chose to, buy a residential	4	I'm a proponent for it. I'm just the
5	unit to, to buy at your local Best Buy or	5	cost associated with it is something
6	from Amazon, it's a few hundred dollars	6	and the ability for it to deliver the
7	and you could plug it into your plug	7	amount of amperage needed for that
8	it into your and you satisfy the	8	building, it's going to be huge. You
9	requirement of EV charging.	9	know, it's going to be very significant
10	MR. BEHAR: I think that in your	10	number, probably 50 percent more of what
11	case, your qualify because you don't have	11	normally is done in a building today.
12	to it doesn't say specifically for the	12	And I'm concerned that we may have an
13	public. You're doing it.	13	issue with. As it is, you know, a vault.
14	My concern is on a larger building,	14	For example, you know, ^ CK wants it to
15	how do how can you do that, because	15	be and I'm going to use a building,
16	especially with a rental building, you're	16	150, 200 units. A 25 by 30 space. Now
17	not going to take that condominium	17	you're going to have to, you know, size
18	MALE SPEAKER: It's a charging	18	it up more. There's a lot of indications
19	station, let anybody use it, and that's	19	that we're not, you know, do I think that
20	it. Now, you're the one who responded.	20	30 percent? I'm okay with 30 percent. I
21	MR. BEHAR: No, no, because as Gus	21	just don't know if today, the EV-ready
22	said, the management is going to	22	needs to be in place. I think that
23	assign if you have an EZ Card you're	23	EV-capable, when you have the conduit
24	going to sign. And I'm sure he's	24	that you go into the vault, it may be a
25	correct, that they want to charge	25	more realistic
	Page 80		Page 81
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2	MR. CEBALLOS: The up there capable	2	three-phase 480 watt, you know,
3	of providing the vault, sizing, then	3	substantial supercharger. That's why
4	you're back to square one and you	4	Tesla chargers can't be placed
5	can't	5	everywhere. There's only certain areas
6	MR. CEBALLOS: I will say this. I	6	that can be installed.
7	mean, I'm a numbers guy. It's just real	7	I'm not again, I'm not an
8	quick, simple math. Going off of the	8 9	expert. I'm an attorney who is an EV
9 10	number that was suggested for a	10	aficionado.
11	residential building owner of 25 amps, if		MR. TORRE: You know the numbers
12	you're putting 30 percent of your units,	11	well.
13	and you have 100 units at 125 amps, you	12	MR. CEBALLOS: I know the numbers
14	need 12,500 amps, roughly. 30 percent of	13	well. So I'm not overly concerned with
15	your units would be 30 units. You need	15	that, but we have discussed, in terms of
	30 parking spaces. At the higher		level 3, that that's just not an
16 17	amperage is 60. You're talking about	16	consider in the foreseeable future
18	1,800 amps compared to 12,500.	17	because of the FPL requirements.
19	So you're talking about a small	18 19	MR. BEHAR: So what about surface
20	percent in comparison to the large total	20	parking lots in the city? Are they
21	number.	21	affected with this same regulation?
22	None of this suggestion are we	22	MR. CEBALLOS: No.
	suggesting another three chargers. That's where a whole different animal	23	MR. TORRE: Why not?
■ 23	mars where a whole unterem annual	L 43	MR. CEBALLOS: Because this only
23		24	annlies to properties that have a
23 24 25	comes into place because FPL only has certain areas where they can achieve that	24 25	applies to properties that have a requirement ten off-street parking only.

21 (Pages 78 to 81)

	Page 82		Page 83
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2	MR. TORRE: So we haven't addressed	2	be far below these numbers.
3	the city requirements for surface	3	My understanding is that at the
4	parking?	4	proposed had EV-capable throughout the
5	MR. CEBALLOS: No.	5	entire (inaudible). 100 percent.
6	MALE SPEAKER: Does	6	MALE SPEAKER: You've got ten,
7	MR. CEBALLOS: Now, we, as a city,	7	you've got five percent, you round up to
8	have put it on that we are calling	8	one?
9	chargers throughout the city. Whenever	9	MR. CEBALLOS: You round up to one.
10	it does take place is scheduled to have a	10	That's why I gave you that number, if you
11	significant amount of EV charging. Our	11	had ten units, you need one EV charging,
12	lot here has two EV charging stations.	12	two EV-ready and one EV-capable. So four
13	Some of our other city lots do have	13	of your ten parking spaces would need to
14	charging stations.	14	be some level of readiness.
15	MR. TORRE: What about building	15	MALE SPEAKER: (Inaudible).
16	parking garages without units, just a	16	MR. CEBALLOS: At least one has a
17	plain parking garage? Are we going to	17	charger.
18	have similar requirements?	18	MR. BEHAR: Oh, okay.
19	MR. RAMON TRIAS: For a privately	19	So anybody can park in the EV
20	owned ^ CK?	20	parking spot?
21	MALE SPEAKER: Yes. The city	21	MR. CEBALLOS: That goes to the
22	builds a municipal parking garage.	22	administration of the building. However
23	MR. CEBALLOS: This would not	23	they want to allocate those parking
24	apply, but the city does have a policy to	24	spaces, they can.
25	do those types of, so we would probably	25	MALE SPEAKER: They could if they
	Page 84		Page 85
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2	wanted. They could allow non-EV	2	were. Just to consider the incorporation
3	MR. CEBALLOS: The way that the	3	of some sort of van-accessible
4	current code is written is strictly the	4	requirement for the EV charging.
5	minimum requirements. How you allocate	5	MR. TORRE: I'll accept that
6	parking spaces is not within the city's	6	motion.
7	purview at the moment.	7	MR. BUCELO: And I'll second it.
8	MR. BEHAR: Did we get a motion on	8	MR. BEHAR: And that's if you have
9	this or no?	9	more than one handicap or if you even
10	MR. BEHAR: We have to open it up	10	require
11	to public comments.	11	MALE SPEAKER: We've got four, just
12	Nobody?	12	one
13	No Zoom or phone?	13	MR. BEHAR: But if you require one,
14	MS. ARCELI REDILA: None on Zoom.	14	that would have to be it.
15	MR. BEHAR: Okay. And we already	15	MR. BEHAR: We have a motion and a
16	had Board discussion. We could ready	16	second.
17	for a motion?	17	Will you call roll?
18	MR. BEHAR: I'll make a motion.	18	MS. ARCELI REDILA: Mr. Withers?
19	MR. BUCELO: I would just like to	19	MR. WITHERS: Yes.
20	add if it's okay with you, the	20	MS. ARCELI REDILA: Mr. Torre?
21	recommendation that Mr. Withers had about	21	MR. TORRE: Yes.
22	the handicapped.	22	MS. ARCELI REDILA: Ms. Miro?
23	MR. CEBALLOS: The minimum	23	MS. MIRO: Yes.
24	handicapped would be required.	24	MS. ARCELI REDILA: Mr. Bucelo?
25	One per whatever the numbers	25	MR. MR. BUCELO: Yes.

22 (Pages 82 to 85)

Page 86	Page 87
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	adjourn. MS. CLAUDIA MIRO: Motion. MR. TORRE: Second. MR. BEHAR: All in favor? ALL: Aye. MR. BEHAR: Thank you.
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.	(Thereupon, the meeting concluded.)
MALE SPEAKER: Yeah, I think it's in the back.	CERTIFICATE OF REPORTER
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	THE STATE OF FLORIDA) COUNTY OF MIAMI-DADE)
Page 88	
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	

23 (Pages 86 to 88)