	Page 61		Page 62
1	MS. PLATER-ZYBERK: Thank you very much.	1	MS. MENENDEZ: Could you just go over
2	Good night.	2	briefly the changes or the improvements that
3	MR. MANTECON: Thank you.	3	have been made to the Ordinance?
4	MS. MENENDEZ: Mr. City Attorney, can you	4	MR. CEBALLOS: My pleasure.
5	please read the last item, which is E-4?	5	Predominantly what's been done originally
6	MR. COLLER: Yes.	6	from the first proposal is, there was a bit of
7	Item E-4, an Ordinance of the City	7	vagueness when it came to how somebody could
8	Commission of Coral Gables, Florida providing	8	meet the requirements of our electrical vehicle
9	for text amendments to the City of Coral Gables	9	charging requirement in the City. Basically,
10	Official Zoning Code, by amending Article 5,	10	under the existing Code, if you look at Section
11	"Development Standards," Section 5-1409,	11	F, on the very the second page, in the
12	"Amount of required parking," increasing the	12	Electrical Vehicle Charging, under F, it
13	number of parking charging station under	13	says it basically said that all new
14	certain circumstances; providing for	14	multi-family mixed-use or hotel developments,
15	severability, repealer, codification and an	15	with 20 units or more, shall provide access of
16	effective date.	16	240 volt capabilities throughout the garage.
17	MR. TRIAS: Madam Chair, about a year ago	17	The issue with that is, that is very vague,
18	you worked on the first version of this	18	in terms of technical specifications.
19	Ordinance, and since then there were some	19	Technically you could meet that requirement
20	requests to clarify and add some more detail.	20	with a single 240 volt line run throughout the
21	Mr. Gus Ceballos, who is an Assistant City	21	entire garage, which anybody with knowledge of
22	Attorney, worked on the Ordinance and is ready	22	electrical vehicle charging, would charge one
23	to answer any questions, but this is basically	23	vehicle, not 400 parking spaces. It would only
24	an improvement on that first Ordinance that	24	work for one.
25	they worked on a year ago.	25	This issue was brought up to the
23	alley worked on a year ago.		This issue was brought up to the
	Page 63		Page 64
1	Commission. The Commission requests that the	_	
		1	MR. CEBALLOS: Correct. Correct.
2		2	MR. CEBALLOS: Correct. Correct. And, then, last would be 15 percent for a
2 3	breakdown be as what you see here today, which		
		2	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is
3	breakdown be as what you see here today, which is that the electrical vehicle charging	2	And, then, last would be 15 percent for a
3 4	breakdown be as what you see here today, which is that the electrical vehicle charging required will still remain two percent. That	2 3 4	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is what's called EV capable. EV capable means,
3 4 5	breakdown be as what you see here today, which is that the electrical vehicle charging required will still remain two percent. That means that actual stations, with vehicle charging stations, ready to go, you can bring	2 3 4 5	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is what's called EV capable. EV capable means, all of the initial legwork is being done with
3 4 5 6	breakdown be as what you see here today, which is that the electrical vehicle charging required will still remain two percent. That means that actual stations, with vehicle charging stations, ready to go, you can bring your car in, you can park and you can charge,	2 3 4 5 6	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is what's called EV capable. EV capable means, all of the initial legwork is being done with part of the new construction, meaning the
3 4 5 6 7	breakdown be as what you see here today, which is that the electrical vehicle charging required will still remain two percent. That means that actual stations, with vehicle charging stations, ready to go, you can bring your car in, you can park and you can charge, so anytime there's more than 20 percent, two	2 3 4 5 6 7	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is what's called EV capable. EV capable means, all of the initial legwork is being done with part of the new construction, meaning the conduits are being run, the space in the volt box is being accounted for, so that, in the
3 4 5 6 7 8	breakdown be as what you see here today, which is that the electrical vehicle charging required will still remain two percent. That means that actual stations, with vehicle charging stations, ready to go, you can bring your car in, you can park and you can charge,	2 3 4 5 6 7 8	And, then, last would be 15 percent for a total of 20 percent. That last 15 percent is what's called EV capable. EV capable means, all of the initial legwork is being done with part of the new construction, meaning the conduits are being run, the space in the volt
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	Page 65		Page 66
1	MR. BEHAR: Right. Two percent.	1	product, which that's not being considered
2	MR. CEBALLOS: Then you would have 18 that	2	here, because the energy requirements are
3	would be EV ready, which means the conduit is	3	simply not something that's feasible at this
4	there and the wires are there, the breakers are	4	moment.
5	there. Everything else is there. You just	5	Every other whether it's a Tesla,
6	need to actually install the charger.	6	whether's it's a Chevy, whether it's a Ford,
7	MR. BEHAR: Right.	7	everybody can use a standard Level 2 charger.
8	MR. CEBALLOS: And then the remaining 15	8	The amps is the same across the board.
9	percent would basically just be the pipes and	9	MS. ANDERSON: Tesla can use a Level 2
10	the conduits and everything else	10	charger, as well.
11	MR. BEHAR: But the addition of the 15	11	MR. CEBALLOS: Correct. Correct. Oh, you
12	percent would go up to like 120 spaces, because	12	can charge a Tesla with a Level 1 charger.
13	if you've got I'm using the example of 600	13	MS. ANDERSON: You can, and I charge my
14	spaces.	14	Volt with a Level 1 charger.
15	MR. CEBALLOS: Correct.	15	MS. MENENDEZ: Did you become an expert in
16	MS. MENENDEZ: These requirements that you	16	this area when you took on this assignment?
17	have listed, are these like standard	17	MR. CEBALLOS: I have, yes.
18	requirements? Because my understanding is that	18	MR. TRIAS: And he was so nice that he came
19	different electrical vehicles have different	19	to make the presentation for us, so we're very
20	types of chargers.	20	lucky.
21	MR. CEBALLOS: Every single vehicle can use	21	MS. ANDERSON: Well, I did send out a few
22	a standard Level 2 charger. The only time that	22	pieces of material
23	there is changes is in terms of the actual plug	23	MR. TRIAS: I was going to add, yes, please
24	that goes into the vehicle and in terms of	24	make your presentation, Ms. Anderson.
25	what's called super chargers, which is a Tesla	25	MS. ANDERSON: Yeah, I'll make my
	Page 67		Page 68
1	presentation. And, you know, there's always	1	number of sales that we had in January alone
2	something new in this area, and the last time I	2	are five times more than we had in all of 2018.
3		1 -	are rive times more than we had in all of 2018.
3	did the research was probably about six months	3	So we're experiencing a massive increase in
4	did the research was probably about six months ago, and I'm happy to see that there's more		
		3	So we're experiencing a massive increase in
4	ago, and I'm happy to see that there's more	3 4	So we're experiencing a massive increase in production, and I would say that manufacturers,
4 5	ago, and I'm happy to see that there's more products out there. You can actually buy a	3 4 5	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that
4 5 6	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging,	3 4 5 6	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to
4 5 6 7	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging, that you can plug right into the 240 volt	3 4 5 6 7	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to create all of these new vehicles, must know
4 5 6 7 8	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging, that you can plug right into the 240 volt outlet.	3 4 5 6 7 8	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to create all of these new vehicles, must know what the public really wants.
4 5 6 7 8 9	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging, that you can plug right into the 240 volt outlet.  So if there's a plug there, ready to go, it	3 4 5 6 7 8	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to create all of these new vehicles, must know what the public really wants.  And I can tell you, from someone that is
4 5 6 7 8 9	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging, that you can plug right into the 240 volt outlet.  So if there's a plug there, ready to go, it would be much more enticing for someone to say,	3 4 5 6 7 8 9	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to create all of these new vehicles, must know what the public really wants.  And I can tell you, from someone that is driving one, I don't suffer from the anxiety of
4 5 6 7 8 9 10	ago, and I'm happy to see that there's more products out there. You can actually buy a cord, just like I have for my Level 1 charging, that you can plug right into the 240 volt outlet.  So if there's a plug there, ready to go, it would be much more enticing for someone to say, "Oh, it's not so much of a hassle for me to buy	3 4 5 6 7 8 9 10	So we're experiencing a massive increase in production, and I would say that manufacturers, such as BMW, Mercedes, Audi, and Volvo, that have sunk the money into these projects to create all of these new vehicles, must know what the public really wants.  And I can tell you, from someone that is driving one, I don't suffer from the anxiety of getting gas in the morning, ever. I probably
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	Page 69		Page 70
1	for things that way.	1	charging in the future.
2	So if we're really going to be on the	2	One of the things that I provided you was
3	cutting edge here, to encourage people to buy	3	these pads that people can drive onto. You
4	vehicles that provide us cleaner air for our	4	don't need to get out of the car and plug it
5	cities to walk in, and I always felt that that	5	in. You just park it. I mean, is this
6	was something that we could really be a	6	something feasible in our swales? I don't
7	forefront on, if we stop burning fuels when	7	know. I don't know.
8	I went to Chicago some 20 years ago, and had to	8	MR. CEBALLOS: I would not be able to tell
9	gasp for air in those streets, like we're	9	you.
10	starting to have to do here now, when you have	10	MS. ANDERSON: That is something you need
11	the trucks and then the idling vehicles going	11	to look at. I mean, if it's feasible in
12	by, if we build it, they will come. If we	12	parking garages, there might be, you know, an
13	offer it, people will buy it.	13	application based on elevation and flooding and
14	And when I was on the Sustainability Board,	14	so forth that might work.
15	people came in there and said, "Because you all	15	MR. CEBALLOS: My concern would be the
16	have charging stations, I felt comfortable	16	infrastructure. The swale would probably be a
17	buying a vehicle." If we build apartment units	17	little bit more difficult than the parking
18	without them, people don't have the choice. My	18	garage.
19	daughter in Nevada doesn't have that choice	19	MS. ANDERSON: It depends on the drainage.
20	right now, because there are not apartments	20	MR. CEBALLOS: I'm saying, to get the
21	available that offer charging.	21	
22		22	appropriate MR. BEHAR: To create the infrastructure
23	And this is a topic that we need to explore	23	
24	even more, you know, do we provide guidelines for residents that don't have a driveway or	24	will be a huge undertaking.
25	sufficient space for all of their vehicles for	25	MR. CEBALLOS: Yeah. To get that type of electrical equipment there. I mean, I'm not
25	sufficient space for an of their vehicles for	23	electrical equipment there. Threan, thi not
	Page 71		Page 72
1	saying it's not possible. I'm an attorney. I	1	hybrids, which not hybrids, electric,
1 2	saying it's not possible. I'm an attorney. I am not an engineer in any which way.	1 2	hybrids, which not hybrids, electric, because there are some electric cars that are
2	am not an engineer in any which way.	2	because there are some electric cars that are
2 3	am not an engineer in any which way.  MS. MENENDEZ: You're our expert now.	2 3	because there are some electric cars that are the electric slash like the Chevy Volt, for
2 3 4	am not an engineer in any which way.  MS. MENENDEZ: You're our expert now.  MR. CEBALLOS: A little bit.	2 3 4	because there are some electric cars that are the electric slash like the Chevy Volt, for example, that can be charged, but also happens
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	Page 73		Page 74
1	investment did you get this?	1	choose to.
2	MR. MANTECON: Yeah. I mean, my only issue	2	MR. BEHAR: Yes, but I think listen,
3	is, I think, honestly, if we're going with two	3	we've got to look at it in two ways. When
4	percent stations, I mean, I think it's really	4	you've got a small project, you have 20 units,
5	low considering the amount of cars that are	5	the amount of spaces is very little. You're
6	coming into the market and the way that the	6	probably going to have, you know, a maximum, on
7	market is moving.	7	20 units, 30 spaces. Two percent is very
8	I mean, I'm a developer myself, and	8	little, okay, and it's only one space, at the
9	obviously I'm shooting myself in the foot,	9	end of the day.
10	because it's obviously a bigger cost to	10	So maybe this has to be considered a little
11	developers, you know, to do it, but I think	11	bit different, almost in the same way that the
12	that you know, we're obviously going in that	12	handicapped parking requirements are done. If
13	direction, and I understand there's a 15	13	you have from you know, from one to 25
14	percent that's being required to be capable	14	spaces, you're required at least two spaces to
15	potentially in the panels, but at the end of	15	be ready. If you do, you know, 25 to 100, you
16	the day, once you build the project, you know,	16	add a couple more, because and that was what
17	the fact is, I'm not coming back there and	17	I was asking by the 20 percent.
18	changing anything. I mean, it is what it is,	18	If you have a lot of spaces, you know, 500
19	you know.	19	spaces in a building, you're setting a cost
20	MS. ANDERSON: I would prefer to have the	20	that you should have it ready for future, but
21	wires already pulled and at least the plug	21	it may not be, you know, hardwired to do 120
22	there, you know, unless the preference is to	22	spaces from the get-go, but it has to be
23	have them hardwired.	23	incremented based on the number of spaces
24	MR. TRIAS: Mr. Mantecon, these are	24	provided, parking spaces.
25	minimums. Obviously, you can do more, if you	25	And I used the handicaps, you know, because
	Page 75		Page 76
1	the Code for handicap, if you have from one to	1	MS. ANDERSON: You can get sued on your
2	25, you need one, you know, up to 100, you need	2	website.
3	and I think maybe we've got to look at it	3	MS. MENENDEZ: Well, I understand.
4	that way, not just across the board.	4	Anybody can get sued, but
5	I think, personally, the less number of	5	MR. BEHAR: Let's not go there. We don't
6	spaces, parking spaces, the higher the	6	want to open that.
7	percentage you may want	7	MS. MENENDEZ: the question is, does it
8	MS. ANDERSON: You also bring up another	8	stand? And so the question, shouldn't the
9	good point, Robert. I haven't seen a single	9	County Handicapped Division look at that point?
1.0	handicapped parking space anywhere EV ready,	10	I think it's an excellent point.
10			
11	where you could plug-in, none, and, you know,	11	MS. ANDERSON: Well, like anything you
	where you could plug-in, none, and, you know, that's going to be raised by somebody as an	11	-
11			MS. ANDERSON: Well, like anything you
11 12	that's going to be raised by somebody as an	12	MS. ANDERSON: Well, like anything you offer for an individual with disability versus
11 12 13	that's going to be raised by somebody as an issue, because if you offer it for the	12 13	MS. ANDERSON: Well, like anything you offer for an individual with disability versus an ablebodied person, if you go and I've
11 12 13 14	that's going to be raised by somebody as an issue, because if you offer it for the ablebodied, you need to offer it for the	12 13 14	MS. ANDERSON: Well, like anything you offer for an individual with disability versus an ablebodied person, if you go and I've done a lot of disability access work. If there
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	Page 77		Page 78
1	MS. MENENDEZ: I think that's an excellent	1	that way.
2	point.	2	MS. ANDERSON: I think it's a good idea.
3	MR. BEHAR: But don't go too far	3	And as far as being EV ready, to me, EV ready
4	MR. TRIAS: Yeah.	4	would be at least to have an electrical box
5	MS. MENENDEZ: And I think that's something	5	there with a plug.
6	that we should probably include.	6	MR. BEHAR: See, Rhonda, I think that not
7	MR. TRIAS: Madam Chair, yeah, I see that	7	knowing the future outcome, I think that the
8	there's a lot of interest in this topic. I	8	garage, each level, each area, has to be ready
9	think if we can get some level of support, as a	9	so it becomes almost like a distribution panel,
10	recommendation to the Commission, I'm sure that	10	that from that point, it could be taken to that
11	our expert, Mr. Ceballos, will be able to	11	space, that space, and that space, but, you
12	MS. MENENDEZ: I also like what Robert	12	know, for us to go now and say, "Well, 15
13	said. I think his observation, as far as the	13	percent" you want to provide convenience to
14	number of spaces, how you only get one, you	14	those people, and, actually, in my opinion,
15	know, when you have like 20 spaces, I think	15	those spaces should probably be closest to the
16	that's a great observation, also.	16	door, entry door to those floors, because they
17	MR. TRIAS: Yeah.	17	should have a benefit be provided with a
18	MS. MENENDEZ: Something that you all could	18	benefit by doing that.
19	look at, also, and not really stick to this	19	I think this, you know, is a great start,
20	percent, per se, but maybe look at it as the	20	but I think it needs to be studied in a little
21	handicap, but, you know, I don't know if	21	bit more detail, you know, the percentages.
22	everybody feels that way or	22	And it varies. Like I said before, if I have
23	MR. GRABIEL: I think so.	23	less spaces, maybe the percentage has to be a
24	MS. MENENDEZ: I think it's great	24	little bit higher, because if you've got 20
25	MR. BEHAR: I think it needs to be done	25	spaces, 20 parking spaces, two percent, at the
	Page 79		5 00
	- 3		Page 80
1	end, will be maybe that has to be a minimal	1	EV ready, with actual parking installation
1 2		1 2	
	end, will be maybe that has to be a minimal of 10 percentage, so you provide two spaces, but when you get to more, maybe that percentage		EV ready, with actual parking installation
2	end, will be maybe that has to be a minimal of 10 percentage, so you provide two spaces, but when you get to more, maybe that percentage has to and the location and everything that	2	EV ready, with actual parking installation completed.  It was, when it was brought forth to the Commission, that it was kind of dialed back,
2	end, will be maybe that has to be a minimal of 10 percentage, so you provide two spaces, but when you get to more, maybe that percentage	2 3	EV ready, with actual parking installation completed.  It was, when it was brought forth to the Commission, that it was kind of dialed back, that we believed it was too much, that we were
2 3 4 5 6	end, will be maybe that has to be a minimal of 10 percentage, so you provide two spaces, but when you get to more, maybe that percentage has to and the location and everything that has to come along with it.  MS. ANDERSON: Right.	2 3 4 5 6	EV ready, with actual parking installation completed.  It was, when it was brought forth to the Commission, that it was kind of dialed back, that we believed it was too much, that we were providing too many parking space. So this has
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Page 81 Page 82 1 extra spaces, your garage become bigger, 1 MS. MENENDEZ: And the others are ready. 2 because, in addition to provide those 2 MR. CEBALLOS: The other 98 percent do not 3 3 requirements, you have to provide the regular need to be reserved, and as the need arises, 4 4 spaces for the non-electric cars. then you have that three percent, which is 5 And what I'm getting concerned is that, if 5 already ready to go. 6 6 we demand that, and that's going to be MS. MENENDEZ: You're ready for it. 7 7 reserved, and there's not -- again, I'm going MR. CEBALLOS: So let's say you have a 100 8 8 to use the garage, you know, that let's say has unit building and you have, you know, 10 people 9 500 spaces and you have to dedicate 100 for 9 that want to move in, your two spaces don't 10 10 electric, and there's not 100 users, we're account for it, but now you have at least 11 11 going to have 100 spaces that are going to be another three spaces that are ready to go with 12 empty, plus the additional spaces that are 12 a simple charger. 13 required to meet my Code, because --13 You still have residents that want more, 14 14 MR. CEBALLOS: Well, these wouldn't affect now you have the EV capable area, that at least 15 15 your Code. So if you're required 500, whatever has the roadwork. It's going to require work, 16 16 is electrical meets the requirement for the I mean, to run cables, especially of that 17 17 thickness, through those conduits, is not a 18 18 MR. BEHAR: I get it, but go beyond. If simple process. It's something that has to be 19 you need 100 to dedicate for electric, and I 19 done. It's obviously pennies on the dollars in 20 have residents that don't have electric cars, I 20 comparison to retrofitting a building years 2.1 21 need to provide them with spaces. down the road, but I think it achieves what 22 MR. CEBALLOS: Well, I think that's the 22 you're trying to get at. 23 23 reason why we have this, because only two We're not going to reserve 20 percent of 24 percent is required to be reserved for 24 the parking spaces strictly for EV. No, right 25 25 electrical. now the Code only requires two percent, three Page 83 Page 84 1 1 percent that are ready to be installed, it somewhere. 2 2 MR. CEBALLOS: If you'd like to proffer a could be done within a matter of hours, if not 3 maybe a couple of days, and then that fifteen 3 suggestion, maybe increase the level of EV 4 4 percent requires work. There's still some ready from three percent to five percent or ten 5 5 percent. That's perfectly reasonable. I mean, serious legwork that needs to be done to make 6 6 it EV ready, and that would only happen as the it's up to the Board. Right now we have two 7 7 demand in your building calls for it. If not, percent guaranteed ready to go, three percent 8 8 those other spaces would still be available to EV ready and fifteen percent just capable. 9 9 everybody else. So if you'd like to increase that level of 10 10 MS. ANDERSON: The problem I see is, people readiness for what you're referring to, that 11 buy what they can use, and if they can't use it 11 you just bring in your plug and you can 12 12 without having to invest in the building to basically plug it in --13 13 MS. ANDERSON: Based upon the number of pull the wires, to do the electrical work that 14 14 could have been done through those conduits at manufacturers that I see on this sheet here, 15 15 with 55 different vehicles, I think there's a the time of the original construction --16 16 need now for at least fifteen percent on new because we're talking about new construction 17 17 construction. We're not building these here, right? 18 MR. CEBALLOS: Correct. 18 buildings tomorrow. We're building these 19 MS. ANDERSON: OKay. That we're actually 19 building, you know, three, five years from now. 20 20 discouraging people from doing it. So what I'm MR. CEBALLOS: I don't disagree with you. 21 simply talking about is not necessarily having 21 Simply, this is the proposal that was presented 22 a charging station there, but have the wires 22 and guided to me through the Commission. 23 23 MR. TRIAS: Madam Chair -pulled and have the plug there. 24 24 I literally take my charge cable with me MS. MENENDEZ: Yes. 25 25 when I travel just in case I can plug-in MR. TRIAS: -- if I could provide some

	Page 85		Page 86
1	assistance.	1	Code is not the most flexible way to deal with
2	MS. MENENDEZ: Yes.	2	all of these issues.
3	MR. TRIAS: I think that the Zoning Code is	3	MS. ANDERSON: I don't have any issue with
4	certainly not the best method to deal with a	4	them not being reserve. You need one for the
5	change in industry and the latest and so on. I	5	handicapped accessible areas. There should
6	think, let's keep in mind that all we're trying	6	then maybe a few preferential spaces to try to
7	to do is have a minimum requirement in the	7	give people, you know, the opportunity, the
8	Zoning Code, so it's there.	8	benefit of parking closer, that have taken this
9	I think that, in addition to that, I can	9	step that we want them to take, and we can
10	see a lot of interest in the topic. My opinion	10	disperse the rest of them elsewhere, but I
11	is that, in the future, we will probably have	11	already don't get parking and plug-in
12	less parking — less number of parking spaces,	12	capability with the percentages that we have
13	but more of them will be or all of them,	13	now.
14	perhaps, will be electric. So I think that's	14	There is a Publix on 57th Avenue that
15	the trend.	15	offers four spaces. They're full. Three
16	Certainly what Mr. Behar pointed out is	16	charging, when you over there.
17	true. If you reserve spaces, you have more	17	When I stop by the restaurant sometimes in
18	spaces. In other words, that's	18	West Palm Beach to go, they're full, and that
19	MS. MENENDEZ: Not being occupied.	19	was last year. This year, we have five times
20	MR. TRIAS: very inefficient	20	as many the trend is five times as many
21	MS. MENENDEZ: I think that's a great	21	plug-in vehicles being purchased, because
22	point.	22	people don't want to hassle with gas guzzling
23	MR. TRIAS: terrible, terrible idea.	23	cars anymore.
24	So I think that we can have all of that in	24	MR. TRIAS: But the question that I'm
25	the language somewhat, but certainly the Zoning	25	proposing is, for example, we don't regulate
20	and amguage somewhat, out cortainly the 20ming		proposing is, for example, we don't regulate
	Page 87		Dago 88
			Page 88
1	the number of pumping stations in a gas station	1	places. I mean, I would ask the Publix manager
1 2	the number of pumping stations in a gas station in the Zoning Code. The market does that. So	1 2	
			places. I mean, I would ask the Publix manager
2	in the Zoning Code. The market does that. So	2	places. I mean, I would ask the Publix manager to consider putting more stations in there. If
2	in the Zoning Code. The market does that. So there's a limit to what we can do with the	2 3	places. I mean, I would ask the Publix manager to consider putting more stations in there. If the demand's there, they're going to provide
2 3 4	in the Zoning Code. The market does that. So there's a limit to what we can do with the Zoning language. I think we need to keep that	2 3 4	places. I mean, I would ask the Publix manager to consider putting more stations in there. If the demand's there, they're going to provide it, I would think.
2 3 4 5	in the Zoning Code. The market does that. So there's a limit to what we can do with the Zoning language. I think we need to keep that in perspective and I think that all that is	2 3 4 5	places. I mean, I would ask the Publix manager to consider putting more stations in there. If the demand's there, they're going to provide it, I would think.  MS. ANDERSON: But the residential units,
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	Page 89		Page 90
1	MS. ANDERSON: That's my opinion.	1	MS. MENENDEZ: No. No. No. I don't think
2	MS. MENENDEZ: So they would be taking up	2	that's what she's saying.
3	20 percent of all of the parking, not knowing	3	MS. ANDERSON: I'm saying, make those
4	whether there's a demand or not.	4	ready. Have a plug-in them, so I can buy one
5	MS. ANDERSON: No. It's there. Anybody	5	of these gadgets, hang it on the wall and I'm
6	can park there.	6	ready to go. I will buy the chord.
7	MR. BEHAR: If there's no demand, you still	7	MS. MENENDEZ: Yes. I'm understanding her
8	have a plug.	8	to say that she wants, right off the bat
9	MS. MENENDEZ: Those are going to be empty.	9	MR. CEBALLOS: No, she's asking for a
10	That's the problem I have, that if the demand	10	charger, correct?
11	is not there, those spaces are going to be	11	MS. ANDERSON: No. I can buy my own
12	empty, and then what happens if there's not	12	charger.
13	enough spaces for the vehicles in that garage?	13	MR. BEHAR: plug-in. A plug.
14	MR. BEHAR: Well, anybody could park there.	14	MR. CEBALLOS: A plug. So basically making
15	From what I understand, anybody could park	15	it ready. Maybe I can add some beef to this
16	there. They're not reserved. What you	16	language to make it so it already has a plug,
17	clarified a little while ago	17	so that it's ready to go, the infrastructure is
18	MR. CEBALLOS: I think we're mixing two	18	there, the socket is there, your standard 240
19	different terms.	19	with 40 or 60 amp, whatever the market deems is
20	MR. MANTECON: Yeah.	20	appropriate, on 18 percent. So that if you
21	MR. CEBALLOS: I believe what you're	21	have 100 spaces, two of them would be reserved.
22	suggesting is to take EV reserved at two	22	The only people that could park there is
23	percent and take the EV ready all of the way up	23	electric vehicles. The other 18, there would
24	to 18 percent, which would mean, if you have	24	be an electrical socket there, but they're not
25	100 spaces	25	reserved.
	Page 91		Page 92
1	MS. ANDERSON: Right. You get a Level 1	1	written, the cost impact to developer is almost
2	charger with your car when you buy it. You get	2	exactly the same, whether you do it this way or
3	one of these with your car when you buy it. I	3	you do it the way she's doing it, because the
4	mean, that was the first thing I did. I went	4	biggest impact that you have is going to be
5	down there and I said, "Let me see it. How	5	your main electrical panel, your main feeds
6	long is the cable?" I stretched it out, to	6	coming into the building, and all of that
7	make sure I can sling it underneath my garage	7	the way it's written right now, all of that has
8	door from my 110.	8	to be in place already, because it's saying
9	MS. MENENDEZ: It's not dedicated	9	that your subpanels already have to have the
10	MR. CEBALLOS: Just to clarify, we're not	10	capability to be able to have the 60 or 40 amp
11	talking about Level 1s.	11	breakers per panel, which means that your
12	MS. ANDERSON: I know, but I'm just telling	12	loads, when you design it from day one, all of
13	you, this comes with the car. I can buy all of	13	your main runs, all of your main feeds coming
14	these other things. I'd be glad to do so.	14	off your transformers into your subpanels, they
15	MR. BEHAR: Look, we need to study, 60 amp	15	all have to be capable of supplying that.
16	breaker for each space, because that's what	16	You haven't put in the breakers, all you
17	it's going to require. You have to look at the	17	haven't done is the only part that's missing
18	implication, cost implication, that's going to	18	here is putting in the breakers and putting in
19	pose on any development.	19	the wire going into that location, as she's
20	If you're talking, you know, ten spaces,	20	describing, to be able to have an outlet.
21	it's not a big deal, okay. I do have a problem	21	If you're going to this extent already and
22	that we have to, today, tell them that you have	22	forcing a developer to go to this extreme,
23	to put a 60 amp breaker, and, Alex, you	23	going that extra step that she's describing, I
24	could	24	would be in favor of, because it's a nominal
25	MR. MANTECON: So right now, the way it's	25	amount of money to go from here to there.
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	Page 93		Page 94
1	MR. BEHAR: Well, you're right, but keep in	1	cost to do EV ready, which means run the
2	mind, the one bedroom apartment or two-bedroom	2	conduit and put everything in, all of the other
3	apartment requires a total of like 60 amp,	3	structure.
4	right, 100 max.	4	MS. MENENDEZ: Yeah, but they're talking
5	MR. MANTECON: 100, yeah.	5	about load. They're talking about the
6	MR. BEHAR: 100. So think of what we're	6	actual
7	doing to a project.	7	MR. CEBALLOS: No. No. We're talking
8	MR. MANTECON: Yeah. No, this the way	8	strictly about cost, not anything else.
9	that it is even being presented right now, as a	9	MR. BEHAR: The electrical load
10	project, it's a very big impact on your	10	MR. CEBALLOS: I'm going strictly off of
11	electrical loads. There's no two ways about	11	what they told me. I apologize they're not
12	it.	12	here.
13	MR. BEHAR: It's almost twice as much as	13	MR. BEHAR: We deal with this on a daily
14	you currently would have.	14	basis.
15	MR. CEBALLOS: From my understanding, I	15	MS. MENENDEZ: But they're talking about
16	apologize that I don't have Staff here,	16	designing the electrical
17	electrical, that actually did the study and our	17	MR. CEBALLOS: We sat down in a room
18	Director, that also made they did the rough	18	specifically with developers, people from the
19	math, and they said, from EV ready to EV	19	industry, our chief electrical engineer. So we
20	capable, roughly the breakdown of the cost for	20	sat down with experts in the field and that's
21	the capable would be two percent of whatever	21	the number, the rough breakdown, because the
22	the cost of the parking podium the parking	22	numbers that Tesla gave were a bit too they
23	section, whatever that cost is, roughly two	23	don't seem to add up, in our opinion.
24	percent would be this EV capable, and roughly	24	But, once again, I'm not an engineer. That
25	double of that, four percent, is what would it	25	is simply what was carried over from that
	Page 95		Page 96
1	meeting. That's what led to all of these	1	MR. BEHAR: Okay. I didn't see it there.
2	numbers.	2	MS. ANDERSON: Look, I have the Range for
3	MS. MENENDEZ: Right.	3	you.
4	MR. CEBALLOS: I'm open to any suggestions	4	MS. MENENDEZ: But they haven't bought a
5	that the Board may have.	5	lot of them, but it's there.
6	MS. ANDERSON: Right. When did you start	6	MR. BEHAR: Not yet. But I'm looking at
7	working on this, how long ago?	7	it. I did look at it, okay.
8	MR. CEBALLOS: It's been a few months.	8	MS. ANDERSON: Well, I mean, you have fewer
9	MS. ANDERSON: It's been a few months?	9	moving parts
10	Okay. Because, I mean, I've seen such an	10	MR. BEHAR: No question.
11	explosion of plug-ins driving around. I see	11	MS. ANDERSON: less maintenance.
12	the need.	12	MR. BEHAR: But we need to look at the
13	MR. CEBALLOS: What's unique about this	13	implications that it's going to affect.
14	City is that we have the largest electrical	14	MS. MENENDEZ: Do we have any suggested
15	vehicle fleet in the State, even given the	15	amendments that we want to make a motion on or
16	small size of our municipality. We have the	16	how do you guys want to
17	largest electrical vehicle fleet.	17	MR. BEHAR: I recommend that you go back,
18	MS. ANDERSON: Right.	18	look at the percentages, like in a manner
-		19	like I suggested, that maybe for when you
19	MS. MENENDEZ: That's a great stat.	17	
	MR. BEHAR: And just, I'm in favor of	20	have less parking spaces, you have a higher
19	MR. BEHAR: And just, I'm in favor of future usage of electric. I, myself, am		
19 20 21 22	MR. BEHAR: And just, I'm in favor of future usage of electric. I, myself, am looking at by the way, Porsche is also	20	have less parking spaces, you have a higher number, and then, you know to me, I would Alex, what do you think?
19 20 21	MR. BEHAR: And just, I'm in favor of future usage of electric. I, myself, am looking at by the way, Porsche is also coming out with one. I looked at it.	20 21	have less parking spaces, you have a higher number, and then, you know to me, I would Alex, what do you think? If you would put a conduit, the main
19 20 21 22	MR. BEHAR: And just, I'm in favor of future usage of electric. I, myself, am looking at by the way, Porsche is also coming out with one. I looked at it.  MS. ANDERSON: It's on this list.	20 21 22 23 24	have less parking spaces, you have a higher number, and then, you know to me, I would Alex, what do you think?  If you would put a conduit, the main conduit feed that goes from the main electrical
19 20 21 22 23	MR. BEHAR: And just, I'm in favor of future usage of electric. I, myself, am looking at by the way, Porsche is also coming out with one. I looked at it.	20 21 22 23	have less parking spaces, you have a higher number, and then, you know to me, I would Alex, what do you think? If you would put a conduit, the main

Page 97 Page 98 1 wire every single space today, because if 1 As a renter in a place you're not, in general. 2 you're selling, you know, an apartment, later 2 MS. MENENDEZ: Unless it's in the books. 3 3 MR. MANTECON: Unless it's in the books, on, the association will be the one that has to 4 4 take that upon themselves to do it. yeah, exactly. 5 I see it a little bit excessive to have to 5 MS. MENENDEZ: That's why we're looking at 6 6 wire every -- up to the twenty percent today. it. 7 7 I'm not in favor of that. MS. ANDERSON: Right. 8 MR. MANTECON: I think there's also a big 8 MR. MANTECON: You know, I think there's 9 9 a -- and the biggest issue that I have with it difference in between a condominium and a 10 10 residential rental building. So, for example, is, yes, if I live in a residential apartment 11 11 landlords, in general, are basically just going building and I want an electric car, and I 12 to rent the unit and they're not going to spend 12 can't charge it in my own residence, am I 13 any extra money on infrastructure in order to 13 really going to go and buy that electric 14 14 be able to, you know, give that extra service vehicle, if I don't have that luxury of doing 15 15 to their tenants, in general. it? Or if I go to the landlord and ask him, 16 16 "Hey, can you put it?" He's like, "No, it's If you're a condo owner and you have the 17 17 ability to say, "Hey, I know there's a conduit going to cost me \$2,000 extra to run this for 18 18 behind my unit, behind my parking space or near you, no. You know, figure it out." 19 19 I'm just not going to buy it. I'll just go my parking spaces, that, you know, I can spend 20 an extra, whatever, a thousand dollars or five 20 and buy a gas vehicle. That's basically what 21 21 hundred bucks and be able to put a breaker and you're motivating people to do. And I think 22 be able to run wire to it and be able to have a 2.2 ten years from now, twenty years from now, 23 23 240 volt 40 amp outlet to be able to put your we're going to look back and when this -- this 24 EV one or EV two connector out of it," as a 24 number that we're talking about, where two or 25 condo owner, you're willing to invest money. 25 three or five percent of vehicles are electric, Page 99 Page 100 1 1 MS. MENENDEZ: Do you want to make a that number is going to be thirty, forty, fifty 2 2 percent. And as an owner, as a developer, suggestion, as far as what changes you'd like 3 3 you're going to look at it and say, "Oh, man, to see, that we could vote on? 4 4 we didn't prepare enough for this, and what do MS. ANDERSON: My suggestion is to make 5 5 them twenty percent EV ready, with the -- you we do now," being able to put in new 6 6 transformers, being able to put new panels, new know, disperse the electrical boxes where 7 7 subpanels, that cost becomes exorbitant and you people can buy -- whether they want to go to a 8 8 never do it. pad type situation for their spot or they want 9 9 MS. ANDERSON: Yeah. The usual answer is, to plug it in manually with a plug, they can 10 10 it doesn't happen. I've even dealt with, you choose whatever device they're on, because a 11 know, condo associations. It's a battle royale 11 lot of the cost is in these stations. You 12 12 to try to get, you know, a charge station in know, you can go from a five hundred dollar 13 13 one of these places, months and months, and station to, you know, several thousand dollar 14 14 people just aren't going to buy the vehicles if station, and I think that's something that the 15 15 they're not going to be able to use them. vehicle owner can take on, depending on how 16 16 they want to charge their vehicle. I mean, you've got to have the electrical 17 feed to the building, capable of carrying a 17 But if the electrical wiring is there and 18 load from the onset. So, I mean, if that's 18 there's an electrical box there dispersed 19 going to be an additional burden that's going 19 throughout the parking spaces, you know, then 20 2.0 to be have to be borne, it's not going to they can have that conversation with the owner 21 happen. We have to make it available for 21 of the apartment building or the condominium 22 folks, because this is where the industry is 22 unit about reserving a spot for my car, because 23 23 moving. I mean, otherwise General Motors I need that plug. The plug is there. I can do 24 24 wouldn't have shutdown a plant to go all it. We can shuffle the cars around. 25 25 electric. By no means do I say you have to reserve

percent total.  1 only amendment being proposed. So if there's a  2 MR. COLLER: Okay. So that's a motion to  2 second, I would recommend that you vote on it.		Page 101		Page 102
MS. MENENDEZ: Okay. So you're looking to just put it all that it be ready? In other work, two and there are combined to really be two?  MS. ANDERSON: Yes. Based upon the growth less in the see in January alono of this year, the market is there.  MS. ANDERSON: Yes. Based upon the growth less in January alono of this year, the market is there.  MS. ANDERSON: Yes. Based upon the growth less in January alono of this year, the market is there.  MS. MENENDEZ: And it's twenty percent.  How did you come up with the twenty percent, if linguistic years and the twenty percent, if linguistic years are considered in the support of the Board. If it doesn, then you may not the item without it.  MS. MENENDEZ: And it's twenty percent, if linguistic years are considered in the support of the Board. If it doesn, then you may not the item without it.  MS. MENENDEZ: Year saying her amendment has the support of the Board. If it doesn, then you may not the item without it.  MS. MENENDEZ: You're saying her amendment and to this?  MS. ANDERSON: The math?  MS. MENENDEZ: You're saying her amendment and to this?  MS. ANDERSON: It's a five-fold linguistic year you know, it's a five-fold increase.  MS. MENENDEZ: Oos anybody want to comment on the support of the Board. If it doesn, then you may not you you move the item without it.  MS. MENENDEZ: You're saying her amendment has the support of the Board. If it doesn, then you may make the winting and you have the winting and you	1	the spots, all of these spots, for these	1	everybody on the Board feels this way, is why
MS. MENENDEZ: Okay. So you're looking to just put it all that it be ready? In other  words, two and three are combined to really be read?  MS. ANDERSON: Yes. Based upon the growth  I see in January alone of this year, the market is there.  MS. ANDERSON: Yes. Based upon the growth  I see in January alone of this year, the market is there.  MS. MENENDIEZ: And it's twenty percent.  How did you come up with the twenty percent, if line with the word of the support of the Board. If it doesn, then you can move the entire item. If it doesn, then you may ask? What's the —  I may ask? What's the —  I may ask? What's the —  MS. MNENENDIEZ: And it's twenty percent, if line with the word it is doesn't then you may ask? What's the —  MS. MNENENDIEZ: The mush for the twenty  percent?  MS. MENENDIEZ: You're saying, her amendment as to this?  MS. ANDERSON: It's sales records for life your proposal is to make it twenty percent EV ready; that right?  MS. MENENDIEZ: Oose anybody want to comment on the word of the word	2	•	2	
4	3	MS. MENENDEZ: Okay. So you're looking to	3	
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6 want to proceed in that way, because I see some unreadiness on the increase to twenty percent. 8 I see in January alone of this year, the market is there. 9 mis MENENDEZ: And it's twenty percent. 11 How did you come up with the twenty percent. 12 I may ask? What's the — 13 MS. ANDERSON: The math? 14 MS. MENENDEZ: —the math for the twenty 15 percent? 16 MS. ANDERSON: The math? 17 January of 2019, compared to sales records from all of last year. You know, it's a five-fold increase. 18 MS. MENENDEZ: Does anybody want to comment on that or do you want to just go into a more doin, that Ms. Anderson is — are you good in, that Ms. Anderson is — are you group of eight of the math of the twenty percent total. 19 percent total. 20 MR. COLLER: If I might suggest that maybe the way to do it, because I don't know if Page 1 03 21 MR. COLLER: Okay. So that's a motion to annead this. 22 MR. COLLER: Proposed by Staff. 33 MR. MANTECON: And that EV ready refers to a 40 amp 240 volt line, right? 34 MR. MANTECON: And that EV ready refers to a 40 amp 240 volt line, right? 35 MR. MANTECON: Collay. 36 MR. MANTECON: Collay. 37 MR. MANTECON: Collay. 38 MR. MANTECON: Collay. 39 MR. MANTECON: Collay. 40 MR. MR. MANTECON: Collay. 41 MR. MANTECON: Collay. 41 MR. MANTECON: Collay. 42 MR. CEBALLOS: Level 2, from my understanding, it mages from forty to sixty. 43 MR. BEHAR: Int would probably be more like off. 44 MR. BEHAR: Int would probably be more like off. 45 MR. CEBALLOS: Level 2, from my understanding, it mages from forty to sixty. 46 MR. CEBALLOS: A minimum of 40 amp — the carwill charge, but — make the make the condo association with the wind the make the make the make the make that provide, a marketing, you know, for the buyer and that could be wifed to that minimum, it is make the wifting that in developer is selling that unit with the developer is selling that unit with the developer is selling that unit with the developer is selling that unit with.	5	· ·	5	So, as I understand it I mean, if you
MS. ANDERSON: Yes. Based upon the growth   1   1   1   1   1   1   1   1   1			6	•
Is see in January alone of this year, the market is there.  9 is there. 9 is there. 9 the support of the Board. If it does, then you the support of the Board. If it does, then you the support of the Board. If it does, then you move the item without it. 11 Irmay ask? What's the — 12 Ms. MENENDEZ: on the math'? 13 to this? 12 Irmay ask? What's the — 12 Ms. MENENDEZ: You're saying, her amendment to this? 13 Ms. ANDERSON: The math? 13 to this? 14 Ms. MENENDEZ: — the math for the twenty 14 Ms. MENENDEZ: You're saying, her amendment to this? 15 percent? 15 your proposal is to make it twenty percent EV ready; is that right? 16 Ms. ANDERSON: It's sales records from 17 your proposal is to make it twenty percent EV ready; is that right? 18 Ms. ANDERSON: EV ready. That doesn't mean it has to have the charge station on it increase. 19 it has to have the charge station on it increase. 19 it has to have the charge station on it increase. 19 mortion, that Ms. Anderson is — are you 22 mortion, that Ms. Anderson is — are you 22 mortion, that Ms. Anderson is — are you 22 mortion, that Ms. Anderson is — are you 22 mortion, that Ms. Anderson is — are you 22 mortion in the twenty percent EV ready? 24 Ms. COLLER: If I might suggest that maybe 25 the way to do it, because I don't know if 24 may to do it, because I don't know if 25 Ms. ANDERSON: Eighteen percent. Twenty 26 Ms. ANDERSON: Eighteen percent EV ready? 27 ms. ANDERSON: Eighteen percent EV ready? 28 ms. ANDERSON: Eighteen percent EV ready? 29 Ms. ANDERSON: Eighteen percent. Twenty 29 Ms. ANDERSON: Eighteen percent EV ready? 20 mortion the electricity to the owner versus — you know, to him at some stage there's got to be some, you know — I mean, it's a big burden on the cost of electricity to the owner versus — you k				
9 is shere. 10 MS. MENENDEZ: And it's twenty percent. 11 How did you come up with the twenty percent, if 12 I may ask? What's the — 13 MS. ANDERSON: The math? 14 MS. MENENDEZ: — the math for the twenty 15 percent? 16 MS. ANDERSON: It's sales records for 17 January of 2019, compared to sales records from 18 all of last year. You know, it's a five-fold 19 increase. 19 MS. MENENDEZ: Does anybody want to comment 20 MS. MENENDEZ: Does anybody want to comment 21 on that or do you want to just go into a 22 motion, that Ms. Anderson is — are you 23 proffering — 24 MR. COLLER: If I might suggest that maybe 25 the way to do it, because I don't know if 26 MS. ANDERSON: El's sales records from 27 amend this. 28 MR. COLLER: Okay. So that's a motion to 29 amend this. 4 MS. MENENDEZ: Amend what's been proposed 5 by Staff. 5 MR. COLLER: Proposed by Staff. 6 MR. COLLER: Proposed by Staff. 7 MR. AMATTECON: And that EV ready refers to 8 a 40 anp 240 volt line, right? 8 MR. CEBALLOS: A minimum of 40 amp — 10 MR. GEBALLOS: A minimum of 40 amp — 11 MR. GEBALLOS: A minimum of 40 amp — 12 MR. CEBALLOS: A model be a minimum. 13 MR. CEBALLOS: A model be a minimum. 14 MR. BEHAR: It would be a minimum. 15 MR. CEBALLOS: A med what's been proposed is to make it twenty percent EV ready or eighteen percent. Twenty  16 There's nothing in here that basically changes the burden on the cost of electrical to utlet. 17 MR. MANTECON: And that EV ready refers to 18 a do amp 240 volt line, right? 19 MR. GEBALLOS: A minimum of 40 amp — 10 MR. GEBALLOS: A minimum of 40 amp — 11 MR. MR. MERENDEZ: Yes. It would be a minimum. 12 MR. CEBALLOS: A minimum of 40 amp — 13 MR. CEBALLOS: A minimum of 40 amp — 14 MR. CEBALLOS: A minimum of 40 amp — 15 MR. CEBALLOS: A minimum of 40 amp — 16 MR. CEBALLOS: A minimum of 40 amp — 17 MR. CEBALLOS: A minimum of 40 amp — 18 MR. CEBALLOS: A minimum of 40 amp — 19 MR. CEBALLOS: A minimum of 40 amp — 19 MR. CEBALLOS: A minimum of 40 amp — 10 MR. CEBALLOS: A minimum of 40 amp — 11 MR. CEBALLOS: A minimum of 40 amp — 12 MR. CE	8		8	• •
10   MS. MENENDEZ: And if's twenty percent.   10   can move the entire item. If it doesn't, then   11   you move the item without it.   12   Imay ask? What's the   12   MS. MENENDEZ: o'the math?   13   MS. MENENDEZ: o'the math?   14   MS. MENENDEZ: o'the math for the twenty   14   MR. COLLER: Well, we would need a second to his?   MR. COLLER: Well, we would need a second to his?   MR. COLLER: Well, we would need a second to his?   MR. COLLER: Well, we would need a second to her motion, which as I understand it is - your proposal is to make it twenty percent EV ready; is that right?   ready; is tha		· · · · · · · · · · · · · · · · · · ·		
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	Page 105		Page 106
1	it as an amenity, as well, and it could be	1	MR. COLLER: I was going to say that this
2	worked out where that renter might pay	2	does not address that, and that would be really
3	something as a result of having that amenity,	3	between the landlord and the tenant.
4	as compared to someone because there are	4	MR. CEBALLOS: You're concerned with
5	additional costs, in particular, the	5	something that was brought up in one of our
6	electricals.	6	meetings and it was discussed, and we felt that
7	MS. ANDERSON: The cost of electricity is	7	it would just be overregulation if we
8	actually quite minimal. I played around with	8	considered that. I mean, it would be up to the
9	the mileage and the cost, and I barely see a	9	private individual to determine how he wants to
10	bump on my electrical bill. I really can't	10	meter it. If they want to install they can
11	tell it's there. I mean, my electrical bill	11	actually install basically chargers that have a
12	last month, with my car charging and driving it	12	point of sale built into it.
13	around, and my daughter even drove it, it was	13	So if they decide to do that, they're more
14	\$98. I charged in Winter Park and paid for the	14	than welcome to do that, or, as suggested, it
15	charging. The equivalency of a gallon of gas	15	can be linked directly to that unit and that
16	is in the 20 cent range. So I'm basically	16	unit would be metered and that would somehow be
17	paying 20 cents per gallon.	17	linked to their FP&L account. But we decided
18	So I think the residential apartment owner,	18	that we weren't going to include that, because
19	they can make their own decision on how much	19	we deemed it
20	they charge.	20	MR. TRIAS: And I'm glad you didn't
21	MR. MANTECON: I just want to make sure	21	MS. MENENDEZ: I think that's too much
22	there's nothing here that would preclude the	22	regulation.
23	landlord, you know, from being able to charge	23	MR. TRIAS: because that level of I
24	for this, I mean, because, at the end of the	24	most advise the Board that that level of
25	day, I think it's	25	regulation doesn't belong in the Zoning Code.
	culy, I timin its		
	Page 107		Page 108
		1	
1	MR. MANTECON: No, I agree. I just want to	1	the item has passed. The motion is to adopt
1 2	MR. MANTECON: No, I agree. I just want to make sure that there's nothing precluding them	1 2	
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2	make sure that there's nothing precluding them	2	the item has passed. The motion is to adopt it, according with the Department
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1 THE SECRETARY: Alex Mar 2 MR. MANTECON: Yes.	Page 109 attecon?	1	Page 110
	itecon?	1 1	
2 MR. MANTECON: Yes.			CERTIFICATE
		2	CTLATE OF FLORIDA
3 THE SECRETARY: Rhonda A	anderson?	3	STATE OF FLORIDA:
4 MS. ANDERSON: Yes.		4	SS.
5 THE SECRETARY: Maria Me	enendez?	5 6	COUNTY OF MIAMI-DADE:
6 MS. MENENDEZ: Yes.		7	
7 MR. CEBALLOS: Thank you.		8	
8 MS. MENENDEZ: Okay. And	-	9	I, NIEVES SANCHEZ, Court Reporter, and a Notary
9 discussion items? Our next meeti	ng is March	10	Public for the State of Florida at Large, do hereby
10 13th, 2019.		11	certify that I was authorized to and did
11 Motion to adjourn?		12	stenographically report the foregoing proceedings and
12 MR. BEHAR: Second. Moved		13	that the transcript is a true and complete record of my
13 MS. ANDERSON: Moved. Se		14	stenographic notes.
14 MR. MANTECON: Third. Fo		15	
15 MS. MENENDEZ: Adjourned		16	DATED this 25th day of February, 2019.
16 MS. ANDERSON: Have a great		17	
17 (Thereupon, the meeting was co	oncluded at	18	
18 7:55 p.m.)		19	SIGNATURE ON FILE
19		20	
20			NIEVES SANCHEZ
21		21	
22		22	
23		23	
24		24	
25		25	