# Appendix G Draft EA Notice of Availability and Public Hearing



Prof.

tax

BY ELIAS E. LOPEZ

relief

eiopeä@MamHerakk.com Victor Eber, a prominent Coral Gables educator and businessman who fought for the right of individual professionals to form cor-porations, died of heart fail-

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VICTOR EBER. 82 DATELINE: PARADISE

# An open mouth is good for catching flies

helped secure

I there works, minding my own business. Every few weeks I am reminded that I attract eso-teric situations like bees to honey or a compass' arrow to due north. I am like the Venus' flytrap of other people's affairs I am withing at my favorite people-watching perch, Rick's on Duval Street. I am digging deeply into a basket of salked peanuts, sharing them with a squadron of mourning dores, the empty shells littering the floor around the searing area that fronts the street. There is a couple seated meet to me along the rail They are in the middle of a basket at his "insensitivity to our relationship," and he is equally admant about her Tack of consideration."

consideration." They're shouting loud enough to cause the driver of a

CAPITAL WATCH

My Venus' flytrap is stir-ring. The woman is the first to seek my wisdom. "Whaddya think of this guy?" she asks,

HICHAEL SUIB Beathing net

ues up the street.

passing Conch Tour Train to announce over his loud speaker as they pass, "Whoa, Nellie. What have we got going on over there?" The sengers offer a few good laughs and then, with a ding-ding-ding-ding-there in contin-ues up the

DEATHS & STATE

poking her thumb over her shoulder. "Mind your own business," the man cautions me, pointing a finger in my direction. "Don't tell him what to do," she responds. Now she's pointing at him. "You're defending a guy you don't even know," he says. "He's nicer than you are," she counters.

YIELD TO TEMPTATION

YIELD TO TEMPTATION The couple has several more exchanges. Their fingers slash like dueling foils, dotting the Ts and crossing the TS, driving home their exclama-tion points. I have not said a word. They both look at me. The woman says, "Well" Well Well, it's not my fault, i think. It's akin to put-ting chocolate in front of a chocoholic. I babble a minced portion The couple does not miss a beat, the acrid bancer batted back and forth like a tennis ball in play. Their sex life enters into the conversation, which car-rise way too much informa-tion. I know that it's oaly a matter of time before my expertise, the advice of a total stranger, is brought into play. My Venus' flytrap is stir-ring. ocoholic. I babble a minced portion

I babble a miniced portion of platitudes and adages that cumulatively make little sense and offer, "Love is a many-splendored thing, as long as

hair cut short in a Marine hair cut short in a Manne burz-cut style, and he's wear-ing a tropical-print shirt, khaki pants and spike-heeled designer shoes studded with

the heart is pure and you don't forget the flowers." They look at me, finish their beers and leave without a thank you, spewing a trail of expletives at each other, and me, in their wake. The crowd on Duval Street is thin, the late afternoon heat and burndity packing a one-two combination that has seen people in search of air condi-tioning and swimming pools.

rhinestones. I take a long appraising look at his foot-wear, thinking they are Man-olo Blaimiks or Prada, and try hard not to comment. Instead, I keep ny mouth shut and shake my head. But my Yenus' flytrap is awake and opening its max. The man gets an instant attitude, probably thinking that I am making a silent wiso-crack about a guy wearing high beled shoes. "What's the problem?" he demands, sounding nasty. "Rhinestones. Before sun-set?" I say, arching my brow. He looks down at his shoes and scrunches his face into a near scowl, but he does not disagree with me. He, too, fin-ishes his beer and leaves. What's the use? I'll never learn. The Venus' flytrap is always hungry.

Michael Suib is a poet and author of "Confessions of a Key West Cabby." He can be reached at mas@earthling.net.

HIGH HORSE ON HEELS

A LITTLE OFF THE TOP

HIGH HORSE ON HEELS A man walks by, looks at the recently vacated stools pert to me and asks, "Anyone sitting bere?" I point toward the seats, "Not any more." He nods, pulls up one of the stools and waves to the bearded Hemingway look-alike who is tending bar and signals for a beer. The man is tall, his blond hair cut short in a Marine

Darryl Lewis, II, gets a free back-to-school trim from Kesha 'Kokoe' Rouse at the 'Back to School Bash' in West Palm Beach. About 30 kids scored backpacks and haircuts.

#### TOURISM

# Parks offer refunds for storms

ORLANDO (AP) — Sea-World Orlando and Busch Gardens announced Saturday full refunds for tourists whose vacations are discupted by tropical storms, matching poli-cies instituted at Walt Disney World and Universal Orlando

didgaar sootnas, intaching jour diesi ansituted at Walt Disaney World and Universal Orlando dis week. The two garks, along with Discovery Cove have always had a flexible policy regarding the source of the source and the source of the hard source of the source of the coording to a statement from the Anheuser Busch Adven-ture parks, which owns all three parks. If a named tropical storm or hard source of the source of the coording to a statement from the Anheuser Busch Adven-ture parks, which owns all three parks. If a named tropical storm or hard the source of the control or refund any tick-to or accel or reschedule if the National Weather Service oots a burricane warning for Orlando, or for their home-owns, within seven days of their planned arrivals. Universal's no-questions-sked policy applies to room sooked at the company's three are a hotels, nearphy resorts with which heark partners and packages booked through the stores. The policy, posted on the company's website this week, nables remover.

company's website this week, enables refunds for vacations booked during any active,

**Car Trouble**? four new ride is waiting for you in cars.com) Miami-Dada: 305-350-2222 Broward: 954-524-2535 The Miami Herald

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Three hurricanes ripped through the Orlando area in 2004. So far this year, there have been three named tropi-

cal storms this Atlantic hurri-cane season. Chris, the latest, died Saturday as it neared Cuba.

#### PUBLIC NOTICE OF AVAILABILITY

ENVIRONMENTAL ASSESSMENT KENDALL-TAMIAMI EXECUTIVE AIRPORT

A Draft Environmental Assessment (EA) for a proposed 2,348 foot extension of Runway 9R/27L at Kendall-Tamiami Executive Airport (TMB) has been prepared. The EA evaluates the environmental consequences of extending the runway an additional 2,348 feet.

The Draft EA is available for review at the following locations:

- 1) Miami-Dade Aviation Department Alicraft Noise & Environmental Planning Office 5600 NW 36th Street, Suite 533 Miami, FL 33166 Monday through Friday 8:00 a.m. to 5:00 p.m.
- 2)
- Kendall-Tamiami Executive Airport Miami-Dade Aviation Department Airport Manager's Administrative Office 12800 SW 145th Avenue Miami, FL 33186 Monday-Friday 8:00 a.m. to 5:00 p.m.

Please contact the Airport Manager's Office at 305-869-1700 to make an appointment to review the Draft EA.

Miami-Dade Aviation Department Website www.miami-airport.com

Questions and comments on the Draft EA will be accepted until close of business on Wednesday, September 27, 2006, and should be directed to:

Mr. Norman Hegedus, Aviation Envir Norman negeous, Aviation Environmental Mlami-Dade Aviation Department Aircraft Noise & Environmental Planning O P.O. Box 025504, Mlami, Florida 33102 (305) 876-0454 . g Office

COUNTY CALLS

MA



Well-funded groups could go after Gallagher if he goes negative.

groups, including one set up with the help of the same political consultant that went after Democratic presiden-tial nominee Sen. John Kerry in 2004, are sitting on enor-mous amounts of money that could be used to go after Gal-lagher should he go negative. So maybe Gallagher has concluded it would be better to wage a clean, albeit unsue-cessful campaign, instead of waging a desperate, mean campaign that may prove to be too little too late. It will give Gallagher a chance to go off into the pri-vate sector with little rancot, And it means Democrats, who were eagerly anticipat-ing a knockdown brawl between Gallagher and Crist, will have to figure their own

ing a knockdown brawl between Gallagher and Crist, will have to figure their own way to keep Crist from becoming Florida's governor But that will be a punch that Crist will be bracing for varia

"micro-targeting" campaign of fre-quent Republican voters will help them on election dy. But poil after poil shows the gap republican the start of the start 20 points, and poil-start keep saying that the only way that could be hap-pening is if the conservative voters Gallagher was count-ing on aren't buying into his message. GARY ing on aren't buying into his message. There have been all sorts of rumors out of the Gal-lagher camp that behind closed doors the "stay posi-tive" strategy is not endorsed by everyone. This could be garbage, or it may just reflect the frustration of a group that has worked more than a year now and may see the handwriting on the wall.

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Triend" and told the crowd how both had signed pledges to run clean campaigns. "We have's days left, said Crist." I want to make sure what we do is stay focused on issues." What Crist was expecting this steamy August night in eastern Polk County was the long-waited attack from Gallagher, his chief rival in the Sept. 5 GOP primary. Badly trailing in the polis and lagging behind in fund-rising. Gallagher needed to do something to regain to do something to regain to do something to regain the other should your opposent dy pointing out flaws, whether they are personal or political. But Gallagher didn't do

political. But Gallagher didn't do that. When he rapped Crist that evening, it was question-ing why Crist didn't share the viewpoints of other Republicans, say, on the need to remeal the classifier Republicans, say, on the ne to repeal the class-size amendment. His sharpest moment was when he sug-gested that Crist's televisio ads were distorting Crist's record on taxes, pointing or that Crist had backed a fee

on sugar growers that defeated in 1996. Crist politely disagreed on both counts.

When asked after the when asseed after the debate, Gallagher repeated his vow that he planned to run a positive campaign. "I think we can be gentle-manly about it," he said.

WINNING STRATEGY?

With less than a month left before the primary, it's time to accept that Gallagher will keep his promise. Even though he remains at least 20 bough he remains at least 20 percentage points behind campaign for polls, it looks like Gallagher will wage his final campaign for governor in a respectful manner. Even a pro-Gallagher group, he Coalition to Protect the American Dream, came out with an ad his week that praised Gallagher instead of attacking Crist. And there's nothing wrong with that, but you have to wonder if if's a win-ning strategy. The Gallagher campaign has insisted that their

The GOP brawl we all expected might not occur

A ttomey Gen-eral Charlie Crist didn't ∠ Crist didn't see it coming. Crist this past week stepped in front of 200 Repub-licans gathered at the Poinciana Com-munity Center for a forum and called Chief Financial Offi-cer Tom Colladore h

"He did many things for

cer Tom Gallagher his "friend" and told the crowd how both had signed pledges

Poland. He was a bright student in middle school and high school, graduating at age IS. He went on to study at Gity College of New York, but his education was inter-rupted by World War II. Eber was never deployed; he served as a B-39 gunnery instructor with the Air Force. He was discharged in the was discharged in the was discharged in the ord Milai at her the GI Bill. He got his bach-elor's degree in accounting in 1947. Be the opened a certified public accounting in 1947. Be be opened a certified public accounting in 1947. Be be opened a certified public accounting in 1947. Be be opened a certified public accounting in min Miami but soon moved to Coral Gables. At the same time, he began teaching business at the University of Miami. In the summer of 1955, be was offered a summer course at the Havana Busi-ness University in Cuba-hes division of the sistand, where he met and married his wite. "I was in Havana taking a few courses and visiting a few courses and visiting a family." suid his wide. "He once came to visit me and my family in Cleafuegos and he was all red from driving git hours with the top down. He was very admit of the sister of the and my family in Cleafuegos so the buy at la la seven. The visited all seven. The visited all seven. The united all seven continents. including Ant-arctica, and the Galapagos Silands," asid his son Ste-ven Eber, who now runs Deter Capital Management. In addition to his wife and son, Eber is survived by his daughter Susan Masson. A service is scheduled for II am. Monday at Vian Orsele Plunenal Home, 4600 SW Eighth St., Coral Gables.



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EL MUNDO

# Tropas de EEUU brindan seguridad a Bagdad

RAWYA RAGEH / AP

os soldados extranjeros que llegaron a Bagdad para reforzar la seguri-dad fueron vistos por primera vez ayer en las calles de la capital, mientras la policia iraqui utilizò altoparlantes para asegurarles a los residen-tes que las fuerzas estadouni-denses estaban alli para prote-

denses estatan am pars prote-gerios. Pero al menos 21 personas murieron o aparecieron muer-tas, la mayoría en la capital. Entre ellas una pareja de chil-tas y sus dos hijas secuestra-das en el vecindario de Bora, de mayoría sunita, dijo la poli-cia.

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de mayoría sunita, dijo la poli-cia En tanto, un soldado norte-americano murió ayer en la provincia de Anbar, al oeste de Bagdad, informó el ejército. Dijo que el hecho no estuvo relacionado con una acción hostil, pero no ofreció otros detalles.

La ola de violencia que se vive en Irak cobra la vida de

otras 21 personas

Como parte de la campaña para frenar la violencia en Bagdad, el ejército estadouni-dense transfirió 3,700 soltados desde Mosul a la capital para reforzar las tareas de seguri-dad.

dad. Ayer se vieron numerosos vehiculos de las fuerzas norte-americanas en el vecindarlo de mayoría sunita Ghazaliya, en el oeste de Bagdad. La poli-cia iraquí alentaba por alio-parlantes a los residentes a reabrir sus negocios y reto-mar sus actividades debido a que había soldados para prote-serlos.

gerlos. Los comandantes es Los comandantes estato unidenses esperan que la pre-sencia de los soldados fuerte-mente armados intimide a los escuadrones de la muerte que se cree son responsables de gran parte de la violencia sec-taria. Por otra parte, dos bombas explotaron con pocos minutos de diferencia en un mercado del noreste de Bagdad, lesio-nando a ocho personas. El Ministerio de Defensa y la policia dijeron además que heron capturados 35 presun-tos insurgentes en el norte de Irak, en los alrededores de la

ministerio. Duraid Mohamed Kash-moula, gobernador de la poc-vincia de Nineve, de la que Mosul es la capital, expresó que 20 milicanos murieron en enfrentamientos callejeros con las fuerzas de seguridad en el este de Mosul el viernes. Indicó que cuatro cadáve-res fueron recuperados y el toque de que cuatro cadáve-res fueron recuperados y toque de que cuatro cadáve-res fueron recuperados y logue de que cuatro cadáve-res fueron recuperados y polícia encuentre a los otros

policia encuentre a los otros cadáveres o detenga a los

tos insurgentes en el norte de Irak, en los alrededores de la ciudad de Mosul, después que se incrementó la violencia en el área. Otros 22 insurgentes fueron detenidos en Ramadi y dos más en Bagdad, indicó el rebeldes que huyeron. "Los terroristas pensaron que la policía iba a huir", como hizo en un enfrenta-miento de noviembre del 2004.

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declaró Kashmoula. "Pero

declaró Kashmoula. "Pero esto no succérá huevamente. No les daremos esa oportuni-da". Los ataques dinamiteros fueron en Baquba, a unos 60 kilómetros al noresis de Bag-dad. La primera detonación destruyó una tienda de ali-mentos y la segunda fue cinco minutos después, mientras los vehículos policiales llegaban al lugar. al lugar.

La policia dijo que entre los ocho heridos habia stete civi-les y un agente de seguridad. Desavibe es una ciudad basvabe es una ciudad rentes etnias y religiones. Ha sido escenario de frecuentes hechos de violencia, inclu-yendo ataques insurgentes contra las fuerzas de la coali-ción e iraquíes, y matanzas y secuestros entre chiltas y sunitas. sunitas

#### SEA EL ARTISTA DEL CARTEL **OFICIAL DEL MES DE LA HISPANIDAD Y GANE \$1,000**

El Consejo de la Hispanidad te invita a participar en el concurso anual del cartel commemorativo del Festival de la Hispanidad. El ganador del primer premio recibe \$1,000, en efectivo, los ganadores del sogundo y tercer premio reciben \$500 y \$250 respectivamente. Todas las obras estarán en exhibición durante el mes de octubre en la ciudad de Marni. El cartel ganador es utilizardo near porsumer el ferether de la Utenolidad. es utilizado para promover el Festival de la Hispanidad. Fecha límite para entregar cartel: 18 de agosto de 2006 ~~~ -The 2 Tel CARTEL OFICIAL DEL FESTIVAL DE LA HISPANIDAD 2000 a: FERNANDO OTTAT **CUIDAD DE NORTH BAY VILLAGE** 

# TALBANK The Miami Herald &t

AVISO DE ELECCIONES ESPECIALES

De acuerdo con las resoluciõnes adoptada el 21 de Junio 2006 por la Junta de Comisionados de la Cuidad de North Bay Village, Estado de la Rorida, y de aucerdo con el apartado 1100.342 de los Estatulos de la Rorida, por lo presente se anuncia la celebración de elecciones especiales en la Cuidad de North Bay Village el 5 de septiembre de 2006. Las siguientes proquestas aparecerán en la boleta:

### Propuesta I Reemplazo de la cañería matriz del alcantarillado

 Neemptazo de la cañería matriz del alcantarillado

 ¿Deberá emprender la Ciudad un proyecto de obras de capital para reempikara la cañería matriz del alcantarillado de la bahía de Becayne, mediante un préstamo de tajo costo del Departamento de Protoción Ambrial (DEP, su sigue en iglésia de la Florida, el costo de oxyo proyecto no debe exceder \$9,100,000?

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## Bonos para jardinería y obras estéticas en la John F. Kennedy Causeway de North Bay Village

en la John F. Konnedy Clauseway de North Bay Village Obberé empréder la Guidad un proyecto de obras de capital para la arcinería y otras obras estéticas en la John F. Kernedy Clauseway de Aboth Bay Villago, financiado metámet la emisión de bonos de obligación general por no más de \$2,000,000, cichos bonos tendrán un réterés de nomás de la tasá legal máxima, con un vencimiento en 30 años, pagadoros con impuestos *ad vadiram geavelos* sobre todo tos innuedes aujetos al impuestos en la Cudad?

A favor de los bonos En contra de los bonos

#### Procuesta III

# Bonos para adquirír terrenos y sufragar obras de capital en parques y en un centro recreativo y comunitario

particle you in a class of a consultation of a set of a consultation (2)Detert a adquirit interious la Cladad y suffragar obras de capital en actuest y en un centro encreativo y comunitario astrouest y en un centro encreativo y comunitario asi como para línes administrativos, financiandose dichas obras con una emisión de bonos de obligación general por no más de 93,90,000 con un interés de no más de la tasa legal máxima y un vencimiento en 30 años, pagaderos con impuestos ad valdrem grandoss sobre todos los inmuebles sejetos a impuestos en la Cludad? A favor de los bonos 246 247

En contra de los bonos

#### Propuesta IV

# Bonos para adquirir terrenos y sufragar obras de capital para la Policia y el Departamento de Bomberos y Rescate

Placta y el bepartamiento de Bomberos y Rescate Ebeéra àquirir interenso y toris interesses innolítarios la Cludad y sufragar obras de capital para fines relacionados con la policia y el cuerpo de bomberos y rescetta, francisindose dichas obras con una emisión de bonos de colligación general por no más de 65,000.000 sus tendrian un interés de no más de la tasá legal máxima y un vencimiento en 30 años, pagaderos con impuestos ad valorem gravados sobre todos los immuebles sujetos a impuestos en la Cuedad?

249 250

A favor de los bonos En contra de los bonos

## Propuesta V

Propuesta Y Bonos para sotarrar las líneas de las empesas de servicios públicos a lo targo y ancho de la Cindad "Deberá emprender la Ciudad un proyecto de obras de capital para sotarrar las líneas de las empresas de servicios públicos a lo largo y ancho de la Ciudad línanciado medisante la emisión de bonos de obligación general por no más de 83 /100.000, los bonos tentrían un interés de no más de la tasa legal máxima, con un vencimiento en 30 nácos, pagadoros con impuestos ará valéxem gravados sobre todos los immuebles sujetos a impuestos en la Ciudad, con la condición de que los residentes lambién pudieran ser responsables de paga el costo de sus propias actualizaciones y conexiones eléctricas? A favor de los bonos 252

A favor de los bonos En contra de los bonos 252 253

En comita de los bonos Las urtas estarán abiertas desde las 7 a.m. hasta las 7 p.m. del día de las eleccionas especiales, las cuales se celebrarán y levarán a cabo de acuerdo con las estipulaciones correspondentes de la ley general referentes a las elecciones especiales y con las disposiciones de la Carta Constitucional de North Bay Yilloge y la Carta Constitucional Actorionica del Condado Mami-Dade. Yvonne P. Hamilton, CMC City Clerk

Insertion Number Ad Number Size:









#### DATELINE: PARADISE

# Does heaven hold a special spot for dogs? you "Instead, in deep baritone dog-talk be barked, cried, whimpered his love song. The woman offered Roger some doggy small talk that ended with, "I'm not sure where he's going," she pointed toward het husband, "but you and I are going to Heaven." Her husband did a finger-down-his-throat, I'm gonas-be-sick impression and asked his wife, "Who would you rather spende dternity with Me or Roger?" He grinned like a chimp. His big wide mouth showed teeth hat looked like the ivory keys on a baby grand piano, he was as smug as a bug in a rug. knowing her answer — or so he thought. The silence was deafening as I left and laughed all the way home. There was a poll taken in 2001 by ABC News that asked the question, "Do pets go to Heaven?" (d all purties ouesaying, "not entirely." His wife was getting some-what exasperated. "What. Are. You. Talking Abour?" She buffed the works out. Each one a sentence of its own, fully formed and punctuated. He looked a pointed to one of the one of the

one of the dogs, a hand-some rust red Irish setter. "That's

Roger," he said. "He unconditionally. es." said. "He wes my wife unconditionally fe, he tolerates." His wife chuckled and scur ied over to where Roger had ust marked his territory, and

SUIB

Heaven? To so often a subject comes up in conversa-tion that truly tests my funny bone: Do dogs go to Heaven? To know that people have pondered this specific topic for ages, padding back and forth on the river of religiosity quoting scripture and verse to defend or deflate each other's rooting.

Definition of definite each other spottion. But today it was not a theo-logical question. It was more like a bar stool question, except the conversation was taking place on a park bench between a couple from upstate Florida, Clay Couple from upstate Florida, Say Course anywhere in Florida is "upstate" when you're sitting in Bayside Park in Key West). They had three does and position

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in Key West). They had three dogs and three children with them. The kids were wrestling and pok-ing each other with a fallen tree limb, the dogs were qui-etly sniffing and scratching.

CAMPAIGN 2006

# **Polarized Haitians** may impact voting

#### \*HAITIAN VOTERS, FROM 18

Roberson said of the pro-Aris- powerful radio hosts tide radio hosts

tide radio hosts. She's fought back by run-ning ads on WLQY-AM (1320) at the top of the hour during one of her harshest critics' morning shows.

one of her harshest critics' morning shows. The most outspoken critics of the trio are on-air radio personalities Nelson "Piman Bouk" Voltaire of WLQY-AM (1320) and Lavarice Gaudin, whose pro-Aristide grass-roots organization Veye Yo controls several hours of airtime on WLQY and WSRP-AM (1830). They have portrayed the U.S.-educated with their mostly poor listen-ers — tapping into class divi-sion that polarize Haitian society. stations have always crackled with the intriaues of election season. office this election season, including state House candi-dates Alain Jean from Broward and Ronald Brise, Broward and Ronald Brise, who is vying for Brutus' House seat. Voltaire's fin st. lac can r"

sions that polarize Haitian society. At least one nonHaitian candidate is trying to take advantage of the infighting. Miami-Dade County Com-missioner Dorrin Rolle, who narrowly avoided a runoff in 2002 against a Haitian-Ameri-can candidate, has spent thou-sands of dollars on Creole-lormens et during new Aris.

sands of dollars on Creole-language ads during pro-Aris-tide programs in his battle against Brutus. The prodigious amount of money Rolle has spent buying time on Haitian radio pro-grams such as Radio Alterna-tive Veye Yorkte & Vibration has also bought him influence, Bastien said. In addition to the ads, hosts devote consider-able airtime demonizing Bru-tus.

aux, holds upvote consider able airtime demonizing Bru-ture Colle, who did not return calls for comment, has suid in the past that he has tried to reach out to the emerging Haitian community in his dis-trict. In the past year, he has been visible at a number of Haitian events in Little Haiti and North Miami and sup-ported various Haitian causes. The growing influence of Haitian voters is reflected in his campaign expenditures:

The growing influence of Haitian voters is reflected in his campaign expenditures; Since June, Rolle has spent nearly \$30,000 buying time on local radio. Radio host Voltaire received \$5,000 from Rolle's campaign to air radio ads. Voltaire leases almost 30 bours of prime-time airtime a week on WLQY-AM (1320). Voltaire leases almost 30 bours of prime-time airtime a week on WLQY-AM (1320). Voltaire personally has morning program - cheering on callers who phone in to disparage Routs. "This is Radio Pep La morning the Routs." "This is freedom of the speech, "sid Voltaire, claiming that Brutus has "never on the side of the money." Voltaire sid "I am supporting Rolled of a most been there for a long time. He's done a lot of work."

work." With the exceptions of Brutus, Metellus and Rober-son, Voltaire said he's sup-porting all other Haitian-born candidates who are seeking

The pooches seemed to edge out the kids in the manners department by a notch or two 'NO PETS IN HEAVEN'

'NO PETS IN HEAVEN' As I approached the group, I overheard the man say, "There are no pets in Heaven. No dogs and cats. No rabbits or parakeets, snakes or ham-sters."

sters." His wife was not happy with his assessment, and told him that he was crazy. "We've got dogs. And you love them, don't you?" don't you?" "Sure I do." "Not a piece of mean in any of our critters." She said this with conviction, not as a ques-

"Not a drop," he agreed. "And they love you uncon-itionally." diti

ditionally." He paused a minute, con-templating her statement. Like a cow working on a chump of cud, he chewed on it, finally nodding in the affirmative, but

Wooing politically

is nothing new in

Spanish-language

Miami, where

# just marked his territory, and stooped to give the dog a hug Roger gazed up at her with loving eyes and if he could speak English, I imagine he would have said, "The chump is right! I only have eyes for the question, "Do pets go to Heaven?" Of all parties que-ried, 43% thought Yes, 40% **SLASH** Expenses! With COUPONS

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answered No. The remaining 17% I guess, either didn't know, or couldn't care less one way or the other. Not quite the cliffhanger as our last two presidential elections, but not a runaway either.

#### VARIED BELIEFS

VARIED BELIEFS The dogma presented by most religious institutions on this subject varies from church to church. But the primary commonality is the vague ref-rence regarding the subject made in their respective boly ooks. Two distinct excep-tions are the Buddhists, who believe that animals are burmans in a different stage of reincarration. And the follow-ers of Jainism, whose monks carry brooms to genity dust the ground before them and thus sweep away any living creature (perhaps a reincar-nated ancestor) they might to be the stage on.

to Heaven, 11 find the place filled to the brim with furry, feathery, crawling, loping, fly-ing and practing critters, two and four-legged creatures of all descriptions. The good Lord will be floating around, pooper-scooper in hand, tak-ing care of the business at hand and for surrounded by Great Danes, Chibuahuas and every size canhe in between. My concept of Heaven will have dogs everywhere. Throngs of them as far as the eye can see, and the Lord will I nrongs of them as far as the eye can see, and the Lord will be chiding Gabriel and the other angels to watch where they plop their sandals and to not rush in where fools fear to

It would not surprise me at all to see God tending His, or Her, canine flock. After all, dog spelled backwards is... Michael Sub is a poset and author of "Confessions of a Key Michael Sub is a poet and author of "Confessions of a Key West Cabby." He can be reached at mas@earthling.net. herwise step on. I think that when, or if, I get

**EXPERIENCE THIS.** Doze off is a hammock Climb a run. Kiss a fish. Get mame in a ran forest. Sip a mint julep Do the sambal Grab the tail of a dancing dragon Lounge on a teak deck. And dream of your next vacation SELEZI - SERMUDA - SRITSH VIRGIN SLANDS - CHARLESTON - COLORADO - COSTA RICA DOMENÇAN REPUBLIC - EL SALVADOR - GUAZEMALA - NORCURAS - LOS CAROS, MIXICO MIXIM - RECARLOUA - PANAMA - NURETIR BOO - TO NAMETIRATI, MARTIN Book your Vicam salaton Vicet and sase. ExperienceDestinations.com Report to the second CITY OF MIAMI B NOTICE OF PUBLIC MEETING MORNINGSIDE PARK DISCUSSION OF FUTURE PARK IMPROVEMENTS PLEASE ALL TAKE NOTICE that a public meeting will be held by the City of Miami Department of Parks and Recreation on Thursday, September 7, 2006 at 6:00 pm at Morningside Park, 750 NE 55° Terrace, Miami. The sole purpose of this meeting is to solicit comments and consider recommendations from the public on the proposed improvements to the Morningside Park pool. Information regarding this proposal may be addressed Department of Parks and Recreation at (305) 754-1242. ed to José Soto Ad No. 14512 NOTICE OF PUBLIC HEARING ENVIRONMENTAL ASSESSMENT SEPTEMBER 13, 2006 KENDALL-TAMIAMI EXECUTIVE AIRPORT

A Draft Environmental Assessment (EA) for a proposed 2,348 loot extension of Runway 9R/21L at Kendall Tamiami Exocutive Arport (1MB) has been prepared. The EA evaluates the environmental consequences of extending the runway an additional 2,348 feet.

A public hearing is scheduled for September 13, 2006 at Arvida Middle School, which is located at 10990 S W 127 Avenue. Midam, Fiorda The public is wined to attend the hearing to review the available information and to express its views regarding the Drait EA and the project. Exhibit displays will be available for review from 6:00 pm unit 8:30 pm. The hearing and formal preventation will close at 8:30 pm. Written comments will be accepted from 6:00 pm. B:30 pm. Written comments will be accepted from 6:00 pm. III 8:30 pm. Or can be mailed to Norman Hegedus at the PO. Box listed below:

The Draft EA is also available for review at the follo

- Mami-Dade Aviation Department Aircraft Noise & Environmental Planning Office 5600 NW 36th Street, Suite 533, Mami, Florida 33166 Monday-Friday 8:00 a.m. to 5:00 p.m.
- Kendal-Tamiami Executive Arport Arport Manager's Office 12800 SW 145th Avenue, Miami, Florida 33186 Monday-Friday 8:00 a.m. to 5:00 p.m.

Please contact the Airport Manager's Office at 305-869-1700 to make an appointment to review the Draft E.A.

Miami-Dade Aviation Department Website www.miami-airport.com

Questions and written comments regarding the bearing and the Draft EA will be accepted until close of business on Wednesday September 27, 2005 and should be decided to

Mr. Norman Hogedus, Aviason Environmental Planner Miani-Dade Aviation Department Aircraft Noise & Environmental Planning Office PO: Box 025504 Miami, Fonda 3120 5504 (305) 875-0454

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 Woltaire's support, or lack thereof, can belp tilt areacher the radio host campared to compare the lack thereof.

 With the support of the

icy. Bastien says it's unfair to

Bastien says it's unfair to draw too close a comparison, noting there has never been a Haitian American in county-wide office or on the School Board. "Cuban Americans have representation. They know their voices are being heard." Bastien said. we are a voice but is follow on deaf owe."

that is falling on deaf ears." Bastien has taken to Cre-Bastien has taken to Cre-ole-language radio to support the three Haitian-born candi-dates but has been blasted by callers questioning her views on Haitian politics. SEPTIMO DIA

# Presiones norteamericanas sorprenden a Quito

Rodriguez Ramos, estuvo en Miami, y habló con El Nuevo Herald sobre el litigio que ha sido llevado ante un tribunal de arbitraje en Cali-

que ha suo levião ante un tribunal de arbitraje en Cali-fornia. ¿Por qué ustedes toma-ron la decisión de caducar el contraio con Occidental El artículo 74 de la Ley de Hidrocarburos, que es el docu-mento que debe ser respetado por las composfias que van al país a explorar y operar los campos petroleros, dice que el ministerio del ramo podrá declarar la caducidad de los contratos y hay una serie de unumerales, y uno de ellos, el 11, dico que si se puede hacer i la empresa traspasare de hecho o colebrare contrato con foro privado para la cesión de uno o más de sus derechos sin la autorinación del ministerio. En el año 2004, el 24 agosto.

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En el año 2004, el 24 acosto el señor procurador del estado, que es el actual, mandó estado, que es el actual, mando una comunicación al ministro de la época diciendo que la compañía Occidental había incumplido el numeral 11, y el ministro de esa época mando la comunicación al presidente de Petroecuador. Mencionaba de Petroecuador. Mencionaba esa siluación para que se ana-lizara por el ministerio. Eso quedó ahi hasta el 2 de agosto del 2005.

del 2005. ¿Hasta ese punto no se buscaron otras formulas para llegar a un acuerdo? Lo que succél es que la gra-vedad de la falta no le compete al ministro de la ramo verifi-carla, en este caso yo como ministro de Energia, debo ceñirme a lo que dice la ley. La ley no me dice que si es que la compañía Occidental o cual-quier otra compañía incumple quier otra compañia incumple el numeral 11, el ministro podrá analizar si la falta es grave o no es grave.

porta analiziar si a lanta es grave o no es grave. Cuando uno es diputado, ellos analizan la gravedad de la falta y de acuerdo a eso hacen las leyes. Si es justo o injusto, yon o lo podría califi-car. El único documento que tengo es la Ley de Hidrocarbu-ros. Y el artículo 75 dice que la declaración de un contrato implica la inmediata devolu-ción al Estado de las áreas coultros sin costo alguno. Yo no puedo decir: "Ves, dele usido \$1.000, \$2.000 o un millo de dólares. No, El artículo es mandatorio para mi, De ahí que no hay aingón tipo de confiscación. Este tema es un problema exclu-sivo ontre la compañía Petroe cuador, que es estatal, y la

cuador, que es estatal, y la compañía Occidental, que es

privada, y pare de contar. Es decir aquí no es un pro-blema entre Estados Unidos y Ecuador.

200 Ecuador. 28e puede interpretar esta decisión como un paso hacia la nacionalización del petróleo?

fiacità ili fractionalizzacion dei petrolico? No. Nosotros estamos lejos de la posicioni de Bolivia que habla de la nacionalización del petrólos y sus recursos neión de Bolivia, fuor estamos de estimular la inversión pri-vada tanto en el sector perro-den de Bolivia, fuor estamos de estimular la inversión pri-vada tanto en el estor perro-tero como en el eléctrico y el minero. Pero una de las interpre-taciones es que ustedes han confiscado el blogue 15 a Occidental. No es correcto, el artículo

No es correcto, el artículo 75 es muy claro, y dice que debe haber una inmediata devolución sin costo alguno. devolución sin costo alguno. Antes de ese conflicto había un reclamo de impuestos por parte de Occi-dental y ahora se dice que la declaión del gobierno de anular el contrato posible-mente tiene que ver con esa reclamación. Hubo un tema con el IVA, que fue manejado por el Fro-curador en un escenario que no tiene nada que ver con-migo.

no tiene nada que ver con-migo. ¿Pero cree que una cosa no tiene que ver con la otra? No, porque yo no tengo fui el que tomé la decisión. Son dos escenarios diferentes. Aqui lo que tomé la decisión. Dero usted sabe que en nuestros países hay un mar-gen de negociación, de con-versación, de diálogo. No.





LOS PROBLEMAS en torno al petróle EnLag gar ia por los ino

países de América Latina tienen conflictos de este tipo con empresas de otros paí-ses hay una etapa de diálo-gos y més tratándose de un tema con Estados Unidos. ¿Ustedes no pasaron por ahí? Nos demoramos más de un

Nos demoramos más de un año, evacuamos todas las evi-dencias que consideramos importantes. Fueros 34, que se evacuaron el 30 de diciembre. Pero tuvimos el debido cui-dado y el debido proceso de evacuar todas las evidencias, en su mavoría, pero la ley no me permite, puede ser que en algún momento, en algún poís e base. Nacado a una compere. algún momento, en algún país se haya llegado a una conver-

sación, pero la ley no me per-mite a mi sentarme a conver-sar con nadle. La ley no le dice: "Si usted recibe una buena oferta de la compañía x, sentarse a conversar". No. Pero mire, hay un ejem-plo muy claro de posterga-ción X, conversación x

plo muy claro de posterga-ción y conversación y ajuste. El goblerno ecuato-riano ha anunciado desde hace to años que va a llevar unidos yno ha pasado nada. No le puedo hablar sobre ese tema porque no es mi esce-nario. Yo he sido empleado público por cuarta ocasión. No he tenido glosa alguna. He tra-

tado de ceñirme enteramente a le ley y hay un tórmino que dicen los abogados que la ley, por más dura que sea, es la ley. Ese es mi marco de refe-rencia, si no lo cumplo, el pro-blema lo tengo yo. Fijese que solamente ha pasado con Occi-dental. Hay compañías gran-des como Repsol que tienen problemas oluciónemes han solucio-

problemas que se han solucio

baya utilizado el Tratado de Libre Comercio con Ecua-dor para presionar al gobierno de su país en este

gobierno de su país en este caso? Vea, no lo entendemos. Estamos sorprendidos. Perso-nalmente estoy sorprendido de una posición asi, de que un problema muy puntual entre dos empresas se haya enfo-cado entre dos paísos que siempre han mantenido bue-nas relaciones.

Los empresarios estado-unidense podrían decir que no hay seguridad jurídica. Por el contrario, queremos la inversión privada pero como en Ecuador, Estados

como en Ecuador, Estados Unidos y otros países, siempre y cuando se cumplan las loyes de este país gQué tanto afectó a la industria petrolera ecuato-riana el hecho de que Octi-dental hubiera vendido el 40 por ciento y no le haya dicho nada al gobierno ecuatoriano?

No está en mi analizar si ibo un beneficio o perjuicio.

hubo un beneficio operjuicio. A mi lo que me correspondia era aplicar la ley. JPero hubo perjuicio? Yo no hago juicio de valor en ese campo porque no me corresponde hacerlo. No se hizo un antilisis de los perjuicios que esto podría ocasionarie al Ecua-dor?

Lo que pasa es que eso no entra en el análisis, lo que entra en el análisis, es el incumpilmiento de la ley. Un informe especializado dijo que después del primer mes que Ecuador operara el pozo 15, la producción se ha reducido. Nosotros hemos mantenido

Nesotros hemos mantenido la misma producción que tenia Occidental, que es de unos 100,000 barriles, e incluso hemos nombrado como gerente de operaciones a un ingeniero que trabajá con Occidental, y estamos traba-jando en su mayoría con per-sonas que trabajaron con Occidental, Pareceria que Occidental, Pareceria que Occidental, Pareceria que Occidental, Pareceria que debia hacer y nosotros esta-mos tratando de recuperar esa inversión.

sentiembre

**AVISO DE AUDIENCIA PÚBLICA** Su Guía de Aprendizaje 13 DE SEPTIEMBRE DEL 2006 AEROPUERTO EJECUTIVO KENDALL-TAMIAMI e Recursos para Padres 2006-2007 - 14 de

ha prepatado una Espikación Ambental (EA, su sola en so na prepatato una consectori Amberia (EA, Su Aga en egges) prefinitari di si estimismo e 238 per qui na ha populario para la posa 98/271 dell'amberia presta Rendali Lansani (IMB su segli en ingles) La E Alestima las consistuanzasis amberitales derivadas de la estensión de 2346 pies de la pista mensoanida.

EVALUACIÓN AMBIENTAL

Se ha programatin una autorica gadica para el 13 de veglerentes del 2005 en la exacute Anna Maña Schezi, que esta stauta en 10000 5 W 127 Aremes Manna Forda Serinda a patras que avata a la autoriza para nominar la estomición digentes y para opinar en respecto es 14 de patremento el la projecto E in nama de pueda estara organiza para el patremento els por y las 80 gen la autoriza y preventore letrara comercian partamente el las 2 em Las personas puedesen había en la autorica patra recebere para hacito hasía las 80 gi m. Se acoptante comentantes escretos develos menos por torne a Nema Hestenio el las cartes de patra mentante estas para las de las 80 gi m. Se acoptante comentantes escretos develos tendos por torne a Nema Hestenio las carrelantes escretos develos tendos por torne a Nema Hestenio las carrelanos escretos para las conseguida mas ataja de

La EApreimmar tambéen esta disponible en las siquientes ubcaciones p publico que desse repasarla

- Migmi Dade Assation Department Aurorat Noise & Environmental Planning Office 5600 NW 36th Street, Suite 533 Miami, Flonda 33166 De lanes a vernes, de 8 a.m. a 5 p.m.

De Blies et interfact, se et annu a giurn. Kendal Tramar E resche Angerr, Apport Manapers Office 12800 SVI Hish Avenus, Nace, Fronda 3186 De lunes a resense. de Blam a 5 pm Sirviste comunicarise con la officina del Administratori del Acroparen por el 305 869 1700 con el lan de hacer una sta para repasar la El prefermar

Sirvase comunicase con la oficina del Administrador del Aeropuetto por el 305-869-1200, con el fin de hacer una cita para repasar la EA pretiminar

Págna web del Departamento de Aviación de Mam-Dada waw mani-arport con 3.

aceptaran preguntas y comentarios escritos acerca de la diencia y de la EA preliminar hasta el cierre del dia habil morcolos 27 de septembre del 2006, que deberan ser rematidos a

Mr. Norman Hegedus, Avstein Environmental Planner Mann-Dake Avatain Deputrient Aircraft Norse & Environmental Planning Office PDI Rain 025504 Miami, Fixeda 33102 5504 (205) 876-0454

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nado. Repsol tiene otra demanda en el tribunal de

Repsol tiene otra demanda en el tribunal de arbitraje. Tienen varios problemas con impuestos también pero no profundizo en ellos porque no es mi escenario. Tengo las mejores relaciones con Repsol

y estantos cercanos a initial un contrato en base a los nue-vos términos de la Ley de Hir-drocarburos. ¿Qué opina de que el gobierno de Estados Unidos

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### neighbors 👁 4 neighbor

# Here's what's happening in September:

#### "Cause An Effect" and make a difference

On September 19, 2006 Neighbors 4 Neighbors will launch its own e-newsletter, which we'll call "Cause An Effect." As a new avenue for expanding our reach within the community, it will provide important connections and information, spotlight a Good Neighbors of note and link directly to non-profits needing goods and services. If you would like to receive Cause An Effect, email Neighbors 4 Neighbors at info@neighbors4neighbors.org

#### Hurricane helpers

We were lucky with Ernesto, but hurricane season continues until November 30, so stay prepared and informed. If you have some time to spare, please consider signing up as a volunteer to help out before, during or after a storm. Volunteer Broward and Hands On Miami have regular training sessions in the evenings and weekends for those who work regular weekday hours. Call our phone bank or go to our website for more information.

#### Home sweet home makeover

A big thanks goes out to The Academy of Design at City Furniture for their generous donation of furniture and accessories to create a new home for a single mom. Go to CBS4's website, www.cbs4.com/video, and search for "Betsy's Story" to view this inspiring story.

Call Neighbors 4 Neighbors at 305.597.4404 visit www.neighbors4neighbors.com or watch and was for more.

Neighbors 4 Neighbors is generously underwritten by BankUnited and The Herbert W. Hoover Foundation.

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MIAMI-DADE COUNTY WEST KENDALL COMMUNITY COUNCIL (11) CDMP PUBLIC HEARING

#### Wednesday, September 20, 2006, 6:30 pm Arvida Middle School, 10900 SW 127 Avenue

West Kendall Community Council (11) is holding a public hearing to address three applications requesting amendments to the Miami-Dade County Comprehensive Development Master Plan (CDMP) Land Use Plan map. April 2006 Cycle CDMP Amendment Application Nos. 8, 9 and 10 are summarized as follows:

Application No. 8 (Standard Amendment): Acreage: 5.37 gross acres Location: Northeast corner of SW 127 Avenue and SW 104 Street Request to Amend Land Use Plan map as follows: From: Estate Density Residential (1 to 2.5 dwelling units per gross acre) To: Medium-High Density Residential (25 to 60 dwelling units per gross acre) Application No. 9 (Small-Scale Amendment); Acreage: 1.02 gross acres Location: East side of Hammocks Boulevard approximately 360 feet north of SW 88 Street (Kendall Drive); North of the West Kendall Baptist Church's parking lot Request to Amend Land Use Plan map as follows: From: Parks and Recreation To: Office/Residential Application No. 10 (Small-Scale Amendment); Acreage: 5.45 gross acres Location: Southeast corner of SW 137 Avenue and theoretical SW 91 Terrace; Parking lot for Costco store located at 9191 SW 137 Avenue Request to Amend Land Use Plan map as follows: From: Office/Residential To: Business and Office Jouncil ma hearing. Multipl question The Council may adopt recommendations to the Planning Advisory Board and the Board of County Commissioners at the conclusion of the The Council may adopt recommendations to the Planning Advisory Board and the Board of County Commissioners at the conclusion of the hearing. Multiple members of individual community councils may be present. This meeting is free and open to the public. If you have any questions regarding this matter and for a complete copy of the agenda, please call Team Metro at 305-375-1661. Questions regarding the CDMP applications should be directed to DP&Z at 305-375-2835. Please call the Department of Planning and Zoning ADA Coordinator, Erin Parker at 305-375-4363 at least four days in advance if requesting a sign language interpreter or materials in accessible formet. A person who decides to appeal any decisions made by any board, agency or commission with threspect to any matter considered at the meeting or hearing, will need a record of the proceedings. Such person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which the anneal is head.

appeal is based.

## NOTICE OF PUBLIC HEARING

#### ENVIRONMENTAL ASSESSMENT **SEPTEMBER 13, 2006 KENDALL-TAMIAMI EXECUTIVE** AIRPORT

A Draft Environmental Assessment (EA) for a proposed 2,348 foot extension of Runway 9R/27L at Kendall-Tamiami Executive Airport (TMB) has been prepared. The EA evaluates the environmental consequences of extending the runway an additional 2,348 feet.

A public hearing is scheduled for September 13, 2006 at Arvida Middle School, which is located at 10900 S.W. 127 Avenue, Miami, Florida. The public is invited to attend the hearing to review the available information and to express its views regarding the Draft EA and the project. Exhibit displays will be available for review from 6:00 p.m. until 8:30 p.m. The hearing and formal presentation will commence promptly at 7:00 p.m. Speaker registration will close at 8:30 p.m. Written comments will be accepted from 6:00 p.m. to 8:30 p.m. or can be mailed to Norman Hegedus at the P.O. Box listed below:

The Draft EA is also available for review at the following locations

- 1. Miami-Dade Aviation Department Aircraft Noise & Environmental Planning 5600 NW 36th Street, Suite 533 Miami, Florida 33166 Monday-Friday 8:00 a.m. to 5:00 p.m.
- 2. Kendall-Tamiami Executive Airport Manager's Office 12800 SW 145th Avenue, Miami, Florida 33186 Monday-Friday 8:00 a.m. to 5:00 p.m.

Please contact the Airport Manager's Office at 305-869-1700 to make an appointment to review the Draft EA.

3 Miami-Dade Aviation Department Website www.miami-airport.com

Questions and written comments regarding the hearing and the Draft EA will be accepted until close of business on Wednesday September 27, 2006 and should be directed to:

Mr. Norman Hegedus, Aviation Environmental Planner Miami-Dade Aviation Department Aircraft Noise & Environmental Planning Office P.O. Box 025504 Miami, Florida 33102-5504 (305) 876-0464



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	Name	LINDA BELL	Druce Drun	JUDYE ANDERSON	NOEMAN HEBEDUS	JAIRS MANCERA	DAVIN QUILET	Sheww Roziev	VAUGHA SUAREST	JUDY PALMER	(1) 1 cy Am JBARBA	Wiltowly Unille	DAVIS WELF	AMMAD RIAZ

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	Name	Albert Soles	Doug Chuses	TOM Schramm	JUHU DEVERS	LAWPENCE VERCITA 1945 SW				

## Public Hearing Environmental Assessment Runway 9R-27L Kendall-Tamiami Executive Airport September 13, 2006

Thank you for attending tonight's public hearing on the Environmental Assessment (EA) for the proposed extension of Runway 9R-27L at the Kendall-Tamiami Executive Airport. The proposed project involves extending Runway 9R-27L to a total length of 7,350 feet. This would include a 550-foot extension to the east end of the runway and a 1,798-foot extension to the west end of the runway. The proposed runway extension would be on existing airport property and no property acquisition would be necessary. In accordance with the National Environmental Policy Act (NEPA) and FAA Orders 5050.4A, Airport Environmental Handbook and 1050.1E, Environmental Impacts: Policies and Procedures, the Miami-Dade Aviation Department (MDAD) has prepared a Draft EA to analyze the potential environmental effects of the proposed project.

Representatives from the MDAD and their consultants are available tonight to discuss the project with you and to answer any questions you may have. Exhibit boards are available tonight for your review. Included below is a list of boards that are on display tonight.

The public hearing and formal presentation will begin promptly at 7:00 p.m. and will include a 30 minute presentation. Following the presentation, citizens are invited to provide comments and ask questions related to the EA. If you wish to speak, please fill out and turn in a speaker card. You will be recognized to speak in the order in which your card is received. If you do not wish to speak, a comment sheet has been provided that you may fill out tonight or mail it to the address provided on the comment sheet.

- 1. Study Process
- 2. Proposed Project
- 3. Alternatives Evaluated
- 4. Alternatives Screening Matrix
- 5. General and Detailed Study Areas
- 6. Environmental Categories Evaluated
- 7. Existing and Forecast Aircraft Operations
- 8 Primary Flight Corridors East Flow
- 9. Primary Flight Corridors West Flow
- 10. 2005 DNL Contours
- 11. 2009 DNL Contours No Action
- 12. 2009 DNL Contours With Proposed Action
- 13. 2009 DNL Contour Comparison No Action vs. Proposed Action
- 14. 2015 DNL Contour Comparison No Action vs. Proposed Action
- 15. FAA Land Use Guidance Table
- 16. Human Environment
- 17. Natural Environment
- 18. Physical Environment
- 19. Physical Environment (Continued)
- 20. Other Environmental Categories

# Comment Form Environmental Assessment Kendall-Tamiami Executive Airport Public Hearing - September 13, 2006

Please use this form to express your comments and/or suggestions

Please turn this form in tonight or mail so that it will be received by September 27th to:

Mr. Norman Hegedus, Aviation Environmental Planner Miami-Dade Aviation Department Aircraft Noise & Environmental Planning Office P.O. Box 025504 Miami, Florida 33102

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6	PUBLIC HEARING
7	REGARDING DRAFT ENVIRONMENTAL ASSESSMENT
8	FOR KENDALL-TAMIAMI EXECUTIVE AIRPORT
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19	Arvida Middle School
20	10900 SW 127th Avenue Miami, Florida
21	Midmi, Fiorida
22	
23	Wednesday, September 13, 2006 7:00 p.m 8:30 p.m.
24	
25	
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1 2 PRESENT: 3 ENVIRONMENTAL SCIENCE ASSOCIATES: Rick Alberts 4 Mike Alberts Patrick Adesso 5 Linda Bell, Civil Works, Inc. б Norman Hegedus, Miami-Dade Aviation Department 7 MIAMI DADE AVIATION DEPARTMENT: 8 Bruce Drum 9 Norman Hegedus Jeff Bunting 10 Fred Bostick Mark Henderson Mike Handrehan 11 Sharon Rozier 12 Cinji Lee 13 COMMUNITY SPEAKERS: 14 William Ibarra Albert Sotero 15 Les Leech 16 Miguel Cervera Denny Moore 17 Lawrence Percival 18 19 20 21 22 23 24 25 KRESSE & ASSOCIATES, INC.

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1	[Whereupon, the following proceedings
2	were had:
3	MR. ALBERTS: Well, we said we were
4	going to start promptly at seven o'clock, and
5	it is seven o'clock, so we are prompt.
6	We are here for the public hearing for
7	the Kendall Tamiami Executive Airport's
8	proposed runway extension Environmental
9	Assessment. We thank you for coming.
10	My name is Rick Alberts. I am with
11	Environmental Science Associates, the firm
12	that prepared the assessment. And before we
13	begin the show, I would like to introduce a
14	few people that are here from Miami-Dade
15	Aviation Department; Bruce Drum, Norman
16	Hegedus Norm, are you in here? Well, he
17	is here Jeff Bunting. He is in the back.
18	Fred Bostick, Fred is there.
19	Mark Handehan, he is there in the back
20	there, I guess. Sorry, that is Mark
21	Henderson Mike Handrehan; Sharon, Sharon
22	Rozier, she is there.
23	And we have from Environmental Science
24	Associates, Mike Alberts, over here; Patrick
25	Adesso, Patrick is over here. And we had a
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1 subconsultant, Civil Works that helped us out a lot on the study, Linda Bell. Linda is 2 3 back here. 4 We also have Vaughn Suarez -- I hope I 5 got that right -- and we have Jim Grant. He б is here. 7 So anyway, thanks to all of you for helping us out on this thing. Just to let 8 9 you know, the following is about a 30-minute 10 presentation, and I just want to let you know 11 so you won't wonder when the thing is going to end. It is 30 minutes. So we should be 12 done at 7:30. I am asked to read the 13 14 presentation for the record. We do have a 15 court reporter here today, and they like us to have the testimony that is coming from the 16 consultant to be accurate. So here we are. 17 "This is a public hearing regarding 18 19 the Environmental Assessment for the proposed 20 runway extension at Kendall Tamiami Airport. 21 Miami-Dade Aviation Department proposes to 22 construct extensions to runway 9R/27L the 23 southern east west runway at the airport. The Federal Aviation Administration 24 25 requires coordination of the Environmental KRESSE & ASSOCIATES, INC.

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Assessment with state and local agencies
 which have jurisdiction with respect to any
 environmental impacts associated with the
 proposed project.

5 The Environmental Assessment is б currently undergoing review by the Orlando 7 Airports District Office of the Federal Aviation Administration and has been made 8 9 available to federal agencies and State of 10 Florida agencies by the state Clearinghouse. These include such agencies as the Florida 11 Department of Environmental Protection, 12 Florida Historic Preservation Office, South 13 14 Florida Water Management District, Florida 15 Department of Transportation, National Park Service, Micosukee tribe of the Indians, US 16 Fish and Wildlife Service, South Florida 17 Regional Planning Council and others. 18

19This public hearing is being held to20solicit testimony from interested groups,21agencies and individuals. Comments can be22provided verbally or in written form23regarding the proposed project.

24 Tonight's public hearing will begin
25 with a presentation that provides a
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1 description of the proposed project, 2 including the alternatives considered and the 3 project's environmental consequences. The 4 second part of tonight's hearing includes 5 public comment and testimony. 6 If you wish to speak at tonight's 7 hearing, we request that you fill out a speaker card and turn it in to us. You will 8 9 be recognized to speak in the order in which 10 your speaker card is received. Each person who wishes to speak will be given a period of 11 12 up to five minutes to present your views. This time limit is to allow everyone who is 13 14 wishing to speak to be able to do so. If you 15 feel you need more time than the five minutes allocated to express your views, you may come 16 back to the microphone after all who wish to 17 speak have had an opportunity to do so. 18 19 There is a court reporter here tonight 20 to make sure that your comments are 21 accurately recorded. A transcript of this 22 hearing will be made available to the Federal Aviation Administration and will be included 23 24 in the final Environmental Assessment report. 25 Those persons not wishing to speak KRESSE & ASSOCIATES, INC. (305) 371-7692

1 publicly tonight may submit written comments. Comment forms are provided at the sign-in 2 3 table. You may turn written comments in 4 tonight or you may mail your comments to the 5 address shown on the form. Written comments б must be received by the Miami-Dade Aviation 7 Department no later than September 27th. The existing runway system at 8 9 Kendall-Tamiami Airport consists of a 5001 10 foot runway on the north side of the airport designated runway 9L-27R, a 5002-foot runway 11 12 on the south side designated runway 9R/27L, and a crosswind runway 13-31 which is 4001 13 14 feet long. The proposed project is the extension 15 of runway 9R/27L from its existing 5002-foot 16 17 length to 7350 feet. This would be accomplished by adding 550 feet to the 18 19 runway's eastern end and 1798 foot to the western end, shown here in blue, and the 20 21 provision for runway protection zones, shown 22 here in orange. 23 In addition, the proposed project includes the extension of taxiways, 24 25 relocation of the approach lighting systems, KRESSE & ASSOCIATES, INC. (305) 371-7692

1 modification of navigation aids and 2 provisions for drainage improvements. 3 A project of this type requires the 4 preparation of an Environmental Assessment to 5 consider its environmental consequences. б Following the identification of the project, 7 early coordination was initiated to receive initial input from federal, state and local 8 9 agencies that may have an interest in the 10 project. Then an initial evaluation of the project occurred by establishing its purpose 11 12 and need, evaluating alternatives and conducting an evaluation of its environmental 13 14 consequences. 15 Two public meetings were then held to gain initial input from interested citizens. 16 These meetings were held on April 20th and 17 May 15th of this year. Following the 18 19 meetings, public and agency comments were obtained and evaluated and a draft 20 21 Environmental Assessment was prepared. This 22 Environmental Assessment was made available 23 for agencies and public review beginning on August 7, 2006. 24 25 Tonight we are holding the public

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1 hearing on the proposed project to receive additional public input. After tonight's 2 3 hearing, the comments received from agencies 4 and from the public will be reviewed, and a 5 draft final Environmental Assessment will be б prepared. This draft final EA will then be 7 submitted to the Federal Aviation Administration for its review and decision on 8 9 whether the extensions are environmentally 10 acceptable. The purpose of the runway extension is 11 threefold: First, to provide the required 12 runway length to allow business and personal, 13 14 general aviation jets to fly nonstop to medium and long-haul destinations from the 15 airport without imposing significant weight 16 17 restrictions. Second, to provide the necessary 18 19 runway lengths to fulfill the airport's role as a designated reliever airport as defined 20 21 in the 2005 National Plan of Integrated 22 Airport System. 23 And third, the additional runway length adds a measure of safety in the event 24 25 an emergency situation occurs upon take-off KRESSE & ASSOCIATES, INC. (305) 371-7692

1 or landing.

2	The analysis demonstrated that the
3	existing 5002-foot runway was not long enough
4	to accommodate many general aviation jet
5	aircraft without imposing unreasonable weight
6	restrictions on departure or unreasonable
7	limitations on how far the aircraft could fly
8	before having to land and refuel.
9	The proposed runway extension to
10	7350 feet would allow approximately
11	80 percent of the larger general aviation jet
12	aircraft to operate at 90 percent of their
13	useful load. This would mean that most
14	business jet aircraft would be accommodated
15	during high temperature days as well as under
16	wet runway conditions.
17	The Federal Aviation Administration
18	has established guidance on the facilities
19	that should be provided at an airport that is
20	considered a reliever facility. The airport
21	meets or exceeds these guidelines in
22	virtually all aspects, with the exception
23	that its primary runway is 1500 feet shorter
24	than the minimum preferred runway length.
25	Thus, an additional need for the runway

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1 extension is to meet or exceed the minimum 2 desired runway length for its role as a 3 reliever airport. 4 Also as part of the Environmental 5 Assessment process, the FAA requires that б consideration be given to potential 7 alternatives. There were five runway extension alternatives considered in the 8 9 study. These included, alternative one, no 10 action alternative, meaning no extension to 11 any runway at the airport; 12 Alternative two, proposed extension of runway 9R-27L to 7350 feet by adding 13 550 feet to the east end and 1798 feet to the 14 15 west end. This is the proposed project alternative; 16 Alternative three, proposed extension 17 of runway 9R/27L to 7300 feet by adding 18 19 2348 feet to the west end of the runway; And alternative four, proposed 20 21 extension of runway 9L-27R to 7350 feet by 22 adding 750 feet to the runway's east end and 23 1599 feet to the west end; And alternative five, proposed 24 25 extension of runway 13-31 to 7350 feet by KRESSE & ASSOCIATES, INC. (305) 371-7692

1 adding 1675 feet to the northwest end of the runway, and 1674 feet to the southeast end. 2 3 FAA guidelines indicate that a 4 screening process should be conducted to 5 determine which alternatives meet the purpose б and need and are acceptable in terms of cost 7 and constructability. Those that do not meet 8 these requirements would be rejected from 9 further consideration. 10 Cost and constructability considerations include such items as the need 11 12 for land acquisition, the need to relocate aviation facilities, operational impacts 13 14 during construction, the need to relocate 15 public roads, safety zone complexities and cost considerations. 16 The result of the alternatives 17 screening process are presented in the matrix 18 19 shown here. Alternative one, the no action 20 21 alternative shown on the left colored column 22 would not meet the purpose and need, as the necessary runway length would not be 23 24 provided. Although this alternative did not 25 meet the criteria, it was retained for

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detailed environmental analysis for baseline
 comparative purposes as required by the
 Federal Aviation Administration.
 Alternative two, the preferred

5 alternative, presented in the next colored б column, was shown to meet the purpose and 7 need and, from a cost and constructability standpoint, would not require the acquisition 8 9 of any land, would not cause disruption to 10 either of the other two runways during 11 construction, would not require the rerouting 12 of the public roads, would accommodate the expansion of safety areas on existing 13 14 property limits, and the projected ten 15 million dollars cost of the project ranked lowest of the other alternatives being 16 considered. Thus, alternative two was 17 retained for additional evaluation. 18

19Alternatives three, four, and five,20presented in the three right colored columns21all show that they meet the purpose and need,22as all would provide a 7350-foot long runway.23However, alternatives three, four, and five24had moderate to high impacts in many of the25cost and constructability considerations and,

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1 for those reasons, were rejected from further 2 consideration. 3 Thus, the alternatives retained for 4 detailed analysis were alternative one, the 5 no-action alternative and alternative two, б the proposed project. 7 For the purpose of describing existing conditions, two study areas were established. 8 9 For environmental considerations that deal 10 with broad indirect issues, a generalized study area, shown here in blue, was 11 12 developed. This area extended from Southwest 104th Street on the north, Southwest 152nd 13 14 Street on the south, Krome Avenue on the west 15 and Florida's Turnpike on the east. Existing land use in the generalized 16 study area includes predominantly residential 17 development north and south of the airport, 18 19 mainly commercial and industrial east to the Turnpike, and undeveloped land to the west. 20 21 Detailed study areas, shown here in 22 orange, were established for environmental 23 evaluation. These included areas that would potentially be disturbed by the runway 24 25 extension construction activities. These are KRESSE & ASSOCIATES, INC. (305) 371-7692

1 areas directly off the ends of runway 9R/27L. 2 21 environmental topics were evaluated 3 in the Environmental Assessment. These 4 include topics that involve the human 5 environment, the natural environment and б physical environment. The following portion 7 of the presentation will address how each of these areas is affected by the no-action 8 9 alternative and the proposed project. 10 The first topics of discussion are associated with the human environment and 11 include aircraft noise and land use 12 13 compatibility. The total number of aircraft arrivals 14 15 and departures at the airport in 2005 amounted to approximately 186,000 operations. 16 By 2009, it is projected that this yearly 17 activity would increase to about 206,000 18 19 operations. It is estimated that approximately eight percent of these 20 21 operations would occur at night, between the 22 hours of 10:00 P.M. and 7:00 A.M. This slide generally shows flight 23 24 corridors for fixed wing aircraft during east 25 flow, with departures shown in light green to KRESSE & ASSOCIATES, INC.

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the east and arrivals in blue arriving from
 the west.

When the airport operates in a west flow, the fly corridors are reversed, with departures to the west shown in light green and the arrivals straight in from the east in blue. The airport operates in an east flow approximately 80 percent of the time and west flow the remaining 20 percent.

10 As required by the Federal Aviation Administration, a noise model called the 11 integrated noise model is used to develop 12 noise contours for areas of high noise 13 14 exposure around the airport. A day-night 15 noise level of 65 DNL or greater is considered by the FAA as an area of 16 significant noise exposure. The high noise 17 exposure areas for the year 2005 at the 18 19 airport were developed with the 65 DNL shown here in yellow. This slide is not intended 20 21 to imply that noise is not heard beyond the 22 limits of the yellow line, but that the greatest noise exposure is experienced within 23 24 the yellow contour limits.

The noise impact analysis developed

25

KRESSE & ASSOCIATES, INC. (305) 371-7692 1 similar noise contours for the year 2009 for both the no-action alternative and the 2 3 proposed project. Under the no-action 4 alternative, shown here, the 2009 noise 5 contours are similar in shape to those in б 2005, but the overall area of noise exposure 7 has increased slightly. This is due to the increase in aircraft activity by the year 8 9 2009.

10 In 2009, with the proposed runway extension, the noise contours shift to the 11 12 west. This is primarily due to the aircraft beginning their take-off roll 1800 feet 13 further to the west. This shift in departure 14 15 location results in aircraft being higher 16 east of the airport than they would be under 17 the no-action condition.

This slide shows the shift in noise 18 19 exposure to the west by overlaying the 65 DNL 20 for the no-action alternative in 2009 and the 21 65 DNL with the proposed project in 2009. 22 The green area east of the runway shows the 23 extent that the 65 DNL reduced in size east 24 of the airport, and the red area to the west 25 shows where the 65 DNL has increased in size.

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1	Here is a similar comparison between
2	the no-action alternative and proposed
3	project contours in 2015. Although the 2015
4	contours are slightly larger with or without
5	the proposed project, they continue to show a
б	reduction in noise east of the airport and an
7	increase in noise to the west with the
8	proposed runway extension.
9	Under both alternatives for all years
10	of analysis, no residential properties are
11	located within the 65 DNL contour limits.
12	Land use within the 65 DNL consists primarily
13	of industrial, commercial and warehousing
14	uses to the east, and undeveloped property to
15	the west. These uses are compatible with
16	aircraft noise.
17	In addition to noise and land use
18	considerations, three other human environment
19	topics were evaluated in the Environmental
20	Assessment. From a socioeconomic and
21	environmental justice perspective, the
22	proposed project would not expose any
23	residential areas nor schools to noise levels
24	of 65 DNL or greater. Thus, there would be
25	no disproportionate impact to minority or low
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income populations or to children.

1

2 In addition, no acquisition of 3 properties or displacement of persons would 4 be required in association with the proposed 5 project.

б A review of off airport properties was 7 conducted to determine if any park or recreation areas would be affected by the 8 9 proposed project. The study determined that 10 Three Lakes Park is the only park within the 65 DNL contour limits, and that a noise 11 reduction would occur at the park with the 12 13 proposed runway extension.

14 No properties within the general study 15 area are on or eligible for listing on the National Register of Historic Places. 16 In addition, a field survey conducted for this 17 study concluded no archeological resources 18 19 exist within the area of potential construction activity. Thus, the analysis 20 21 indicates that the proposed project would 22 have no effect on cultural resources, and 23 concurrence of this determination has been requested from the Florida State Historic 24 25 Preservation Officer.

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1 The next portion of the presentation focuses on the natural environment which 2 3 includes the potential effects of the 4 proposed project on such topics as fish, 5 wildlife, plants, wetlands and threatened and б endangered species. 7 A field survey was conducted to document the plant and animal species that 8 9 occur in the vicinity of the proposed runway 10 extension. The results of the survey indicated that within the limits of the 11 12 proposed construction, plant species primarily included row crops, brazilian 13 14 peppers and maintained grass fields, plant 15 species common to Florida. The Environmental Assessment 16 documented that wildlife species sighted and 17 likely to occur on-site are also common to 18 19 the Florida ecological environment, such as the egret, red-winged blackbird, doves, and 20 21 herons. 22 The field survey conducted as part of 23 the Environmental Assessment revealed that 24 the only wetlands located near the proposed 25 project were in an existing canal located KRESSE & ASSOCIATES, INC. (305) 371-7692

1 along the western side of the airport and in a drainage ditch located south of the 2 3 proposed runway extension. However, neither 4 of these areas would be affected by the 5 proposed project or the no-action б alternative, and thus, no wetlands would be 7 impacted. A field survey was conducted to 8 9 determine the existence or potential 10 existence of threatened or endangered plant or animal species or the existence of plant 11 12 or animal species of special concern. No threatened or endangered species were 13 14 determined to exist at the airport and thus, 15 no threatened or endangered species would be affected by the proposed project. 16 The field survey did identify two 17 active burrowing owl nests that would be 18 19 affected by the proposed project. Burrowing owls are listed as a species of special 20 21 concern in the State of Florida. An 22 incidental take permit issued by the Florida Fish and Wildlife Conservation Commission 23 would be required to mitigate the impact of 24 25 collapsing the burrows.

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1	The Environmental Assessment
2	identifies a burrowing owl management plan
3	that Miami-Dade County would implement
4	consistent with the Florida Fish and Wildlife
5	Conservation guidelines. This plan will
6	ensure that no active burrowing owl burrows
7	are damaged during construction and that no
8	owls, eggs, or flightless young are injured
9	during burrow collapse activities. Upon
10	implementation of the burrowing owl
11	management plan, no significant impacts to
12	the burrowing owl would occur.
13	The next portion of the presentation
14	discusses the physical environment and
15	related impacts associated with the proposed
16	project.
17	The proposed project would result in
18	an increase of approximately 15 acres of
19	impervious surfaces as a result of the runway
20	extension and taxiway construction. However,
21	Miami-Dade County has developed a stormwater
22	management plan for the airport that includes
23	the effects associated with the proposed
24	project. This plan controls peak flow rates,
25	directs stormwater through a series of swales
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to provide water quality treatment and
 utilizes best management practices for
 temporary erosion control measures during
 construction.

5 An evaluation of flood plain impacts б was conducted through the use of flood plain 7 maps developed by FEMA and available through Miami-Dade County. The maps indicated that 8 9 the airport is within zone AH, which is an 10 area exposed to shallow flooding during high 11 storm events. Stormwater improvements at the 12 airport associated with the proposed project, however, would decrease the amount of storm 13 14 water discharge into adjacent canals and 15 would have a beneficial effect on flood 16 plains in the airport vicinity.

17 From an air quality perspective, Miami-Dade County is designated an attainment 18 19 area for all criteria air pollutants, meaning that it meets all of the national ambient air 20 21 quality standards. Total pollutant loads 22 would be slightly greater as a result of the proposed project due to the increase in 23 24 taxiing distance to the extended runway 25 thresholds. Minimal air emission increases KRESSE & ASSOCIATES, INC.

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are projected to occur with the proposed
 project when compared to the no-action
 alternative.

4 The study indicated that the 5 construction limits of the proposed project б are not in an area known to contain hazardous 7 materials, contamination, or other regulated materials. No above ground or under ground 8 9 fuel tanks or fuel lines are known to be 10 within the construction areas. In addition, 11 the proposed project does not involve the development of storage facilities or removal 12 of such facilities for hazardous materials. 13 14 Temporary generation of solid wastes would 15 occur from construction activities and these materials would be disposed of in an approved 16 17 landfill.

During the early notification for the Environmental Assessment, the State of Florida determined that the proposed problem is consistent with the Florida coastal zone management program and would not have an adverse impact on coastal resources.

24The closest wild and scenic river to25the project site is the Loxahatchee River

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1 located approximately 70 miles to the north in Palm Beach County. Thus, no significant 2 3 impact to the wild and scenic rivers would 4 occur as a result of the proposed project. 5 The proposed project would occur б entirely within the existing airport limits. 7 Since the airport includes no prime or unique farm lands, none would be lost by the 8 9 proposed project. 10 Light emissions from aircraft would not change with the proposed project since no 11 12 change in approach or departure corridors would occur. Approach lighting would be 13 14 extended approximately 1800 feet to the west 15 and 550 feet to the east. However, the 16 approach lights to the west would be toward undeveloped farm land, and those extended 17 lights to the east would be toward industrial 18 19 uses. There are no known unique natural 20 21 resources within the construction limits, and 22 no unusual materials would be needed for 23 construction of the proposed project. The 24 proposed project would result in minimal 25 increases in energy use resulting from the KRESSE & ASSOCIATES, INC. (305) 371-7692
1 addition of runway and taxiway lights and from additional fuel consumed as a result of 2 3 increased taxiing distances. 4 Three other topics are included in the 5 Environmental Assessment including б construction impacts, secondary impacts and 7 cumulative impacts. 8 Construction of the proposed project 9 would result in a number of temporary 10 impacts. Air emissions, construction-related 11 noise, energy usage from construction 12 vehicles and soil erosion would occur during the construction phase. Air emissions and 13 14 noise from construction equipment would 15 disperse significantly prior to reaching residential neighborhoods due to the distance 16 between the construction site and the closest 17 residential areas. Wind blown soil would be 18 19 controlled through wetting of exposed soils 20 and best management practices would be used 21 to protect water quality during construction. 22 Secondary impacts, as listed in FAA 23 guidance, would not occur with the proposed 24 project. The project would not result in 25 property acquisition or re-locations, would KRESSE & ASSOCIATES, INC.

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1	not alter surface transportation patterns,
2	would not change flight corridors and thus
3	not adversely affect new communities and
4	would not disrupt the orderly planned
5	development either on or off the airport.
б	Cumulative impacts involve the
7	combined environmental consequences of a
8	variety of developments occurring within the
9	vicinity of the airport at the same time the
10	runway extension construction would take
11	place. Due to the extensive amount of
12	property currently developed in the study
13	area, little additional development is
14	expected to occur in the time frame of the
15	construction of the proposed action.
16	Three projects are proposed in the
17	vicinity of the airport, a regional park, a
18	roadway realignment, and a commercial retail
19	warehouse facility. These projects are not
20	of a size that would result in a significant
21	cumulative impact, even if all were
22	constructed at the same time.
23	In summary, the purpose of preparing
24	an Environmental Assessment is to determine
25	if there are any significant impacts
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1 associated with the development of the 2 proposed project or no-action alternative. 3 The Environmental Assessment has shown 4 that there are impacts associated with the 5 proposed runway extension. However, for most б environmental topics, little or no impacts 7 result. For others where potential impacts have been identified, mitigation measures 8 9 have been identified to minimize the impact. 10 Thus, it is concluded that no significant 11 impact would occur to the human environment, 12 natural environment, physical environment or other environmental considerations evaluated 13 in the study." 14 15 So this concludes the presentation 16 this evening of the hearing. We thank you for your interest and participation, and we 17 are going to open the hearing to your 18 19 testimony at this time. So what we would like to do now, is, have Patrick bring up the 20 21 cards. We put the numbers on them as we 22 received them. We are going to put a microphone down here, probably put it right 23 24 down here in front of the court reporter, and 25 just ask each of you to come down. We would

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1 like to do is we would -- as we mentioned 2 before, is to give each speaker five minutes 3 to speak. I don't think we have that many 4 speakers tonight, so I don't think that is 5 going to be a problem. But we would like to б have you take your five minutes, and if you do need longer, you can come up at the end. 7 So Patrick, could you give me the 8 9 cards? What I am going to do is give the 10 name of the person, the next person to speak, and then I will give the next person on deck 11 so you know you are next. 12 The first person is William Ibarra, 13 I-b-a-r-r-a. Sorry, William --14 15 MR. IBARRA: Ibarra. Right. MR. ALBERTS: And the next would be 16 17 Denny Moore. MR. IBARRA: Thank you very much. My 18 19 name is William Ibarra. I own an aviation company in which we operate a number of jet 20 21 airplanes. Specifically, we had a couple of 22 years ago two mid-sized jets that were based 23 at the Tamiami Airport, and we had to move 24 them, you know, mainly because of the runway 25 consideration. I am here basically to say KRESSE & ASSOCIATES, INC.

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1	that I am in complete, you know, favor of the
2	moving forward with the runway improvement,
3	and I think it will be a pretty major advance
4	for the local community. I think everywhere
5	that this has happened, people it has, you
6	know, been very positive for, you know,
7	business and the whole community in general,
8	you know, all around.
9	Everybody talks about, as an example,
10	and anybody who flies knows, we always kind
11	of turn to the Fort Lauderdale Executive
12	Airport to show what has happened there.
13	That airport probably does not have the
14	territory that Tamiami has, but the number of
15	operations of the businesses that thrive
16	there are really amazing, and it is, you
17	know, something to look at. When you see
18	what could happen to the Tamiami Airport, it
19	will benefit a lot of local businesses.
20	I think everybody that is there now is
21	going to expect to grow, expand, and it will
22	be a really a boon to the local community.
23	So I am in favor of it. And I hope there is
24	no other obstacles in its path.
25	Thank you very much.
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1	MR. ALBERTS: Thank you very much. We
2	appreciate it.
3	Denny Moore.
4	Next is Albert Sotero.
5	MR. MOORE: Hello, my name is Denny
б	/PHAOR. And I first flew off the Tamiami
7	Airport in 1967. I live at Country Walk,
8	which is about one mile from the airport. I
9	am very much in favor of the airport and its
10	expansion, as a private pilot that flew out
11	of there many years ago and has his own
12	personal airplane still at the airport.
13	The second part is, I ended up being a
14	commercial pilot, flying for Konica Oil
15	Company and other corporate aircrafts,
16	several thousand hours in jets. For this
17	purpose, I am very much in favor of the
18	airport because of the safety issue of having
19	the longer runway.
20	And last, I am representing some
21	general manager of Reliance Aviation, a fixed
22	base operation at the airport. We currently
23	employ 24 people. We have a about a fifteen
24	thousand dollar a week payroll. With this
25	expansion, I know we will all who have
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1 businesses at the airport, expand our 2 business and we are expecting to expand that 3 employment rate and also in the local area, 4 with hotels and car rentals and so forth, to 5 participate with the expansion. So I am very б much in favor of it, and thank you very much. 7 MR. ALBERTS: Thank you, Mr. Moore. 8 Mr. Sotero. 9 Next is Les Leech. 10 One to go. MR. SOTERO: I am Albert Sotero. I am 11 with Falcon Thrust at Tamiami Airport. I am 12 very much in favor of this runway extension 13 14 due to the fact that I get numerous 15 complaints of the one runway being too short for an airplane having to land at another 16 17 airport just to proceed forward to their 18 final destination. 19 This would be a big improvement in the runway extension. It is way past due, and 20 21 hopefully we can speed ahead and get to do it 22 and move forward. 23 Thank you. MR. ALBERTS: Thank you, Mr. Sotero. 24 25 Les Leech. KRESSE & ASSOCIATES, INC. (305) 371-7692

1 And Miquel Cervera is next. MR. LEECH: My name is Les Leech. I 2 3 am president of Sunrise Community 4 Incorporated. We are not in the aviation 5 business. We use aviation for our business. 6 And basically, we are a health care company 7 that serves people with developmental 8 disabilities, which includes people with 9 cerebral palsy, mental retardation, spina 10 bifida and so forth. We have a couple of airplanes at 11 Tamiami, and they are highly utilized. We 12 move our people all over the five states we 13 14 operate in, and we are frequent fliers out of 15 Tamiami. I probably don't have the problems that some aviation businesses related here, 16 or that were related here this evening, but 17 we are interested in safety, so the extension 18 19 of that runway is important to us. And all pilots and passengers, too, for that matter, 20 21 if they know aviation, appreciate the longer 22 the runway, the safer I feel. Call it elementary, but that is the way it is. 23 The other thing that interests me --24 25 and I -- probably on a more serious note --KRESSE & ASSOCIATES, INC.

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1 it has not been lost on us that during the 2 hurricane, that airport was vital to our 3 survival in getting what supplies and support 4 necessary to support our complex people with 5 heavy medical problems, nonambulatory and so б forth and other medical conditions. In fact, 7 if we couldn't fly in the hurricane supplies, 8 we did not own the airplanes, and we looked 9 most forward in a level five, or what have 10 you, assuming -- it has not been lost on me 11 either, that that airport is up and running 12 pretty clear even after a major disaster. 13 Those things are vitally important to our 14 business. It gives us a safety net, and we 15 can count on the support of that airport; 16 come the day that we really need heavy supplies in there, with a large airplane, 17 that airport may not be adequate. That is 18 19 just one business person's perspective on how 20 that airplane helps a business in this case, 21 our health care organization. And the idea 22 that with the problems in -- excuse me, commercial aviation today in terms of 23 24 passenger inconvenience and discomfort, I can 25 even recruit jobs that have to be on the road KRESSE & ASSOCIATES, INC.

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1 like auditors, quality assurance, everything. 2 So just from that perspective of one person 3 or one organization such as a business, 4 albeit nonprofit, these are a couple of ways 5 or a number of ways that that airport is 6 going to be very important to ours existence. 7 Anything we can do to improve, anything that we can do to allow the entry of larger heavy 8 9 airplanes, if the issue arises that we need 10 them, is extremely important to us. Lastly, we have the coordinators of 11 12 Great Sunrise Balloon Race, which has nothing to do with the length of the runway, but in 13 14 terms of business contacts, those contacts, 15 those owners of those jets and corporations come into Tamiami. It is very good for our 16 business. So I can't say enough about the 17 airport and what it means to our company and 18 19 putting us in a competitive position in our particular niche of the health care industry. 20 21 Thank you. We are definitely for the 22 extension of this runway. 23 MR. ALBERTS: Thank you, Mr. Leech. 24 Next up is Miguel Cervera. 25 MR. CERVERA: Good evening. My name KRESSE & ASSOCIATES, INC. (305) 371-7692

1 is Miguel Cervera. Thank you for giving me 2 the opportunity to speak here this evening 3 before you. First of all, I would like to 4 say that I have been a member of this 5 community for a little bit over 30 years now. б I have used Tamiami extensively, both to fly 7 in and out over the years. I would like to thank the County for 8 9 its effort in putting this project forward. 10 They have done a very good job in bringing the project to this community, explaining to 11 12 the members of the community what the project entails, and they have been very, very 13 14 thorough in addressing all of the issues. 15 And I don't see a lot of community folks here this evening, but I have attended the last 16 two meetings, and there has been quite a few 17 individuals there, and they have received 18 19 very good information from the County. After 9-11, General Aviation has 20 21 really exploded. People don't want to fly in 22 and out of busy airports like Fort Lauderdale and Miami International, and any business 23 24 commuter has an option now of flying in a 25 small jet. Small corporate jets are the way KRESSE & ASSOCIATES, INC. (305) 371-7692

1 to go. At least that is what my friends in 2 the aviation industry tell me. 3 It is essential that we make this 4 project happen. It is essential that we 5 carry this project forward, and I think it is 6 the right thing to do. The neighbors, I 7 think, so far are satisfied with the project, as it has been presented. And the airport 8 9 has been a very good community partner. 10 There is a lot of businesses that have evolved around the airport. There is a lot 11 12 of business folks that use the facilities of the airport to come in and out, and also, 13 14 when we get this project concluded, there is 15 going to be other businesses that are going to come flow through the airport. It is 16 going to help us in driving the engine of the 17 community or the economic engine of Dade 18 19 County is going to continue to grow and move 20 forward because of it. 21 And in closing, again, I think the

community has been very helpful in this, as
well as the County. And I think that we will
be able to see this project go forward, and
hopefully, it will be sooner than later.

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Thank you very much.

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2 MR. ALBERTS: Thank you. 3 That is the last speaker that we have. 4 Is there anyone else in the room who would 5 like to speak, fill out a speaker card and б speak tonight? 7 I would like to remind you that written comments can be sent in. There is a 8 9 comment form here. The only reason you need 10 to have the form is to know where to send them. You can't put them on any other kind 11 12 of paper. So if I don't see any others who wish to speak tonight, we will close the 13 14 hearing. Thank you very much for coming. 15 We have one more. Just talk to the reporter. 16 17 MR. PERCIVAL: My name is Lawrence 18 Percival. I am the vice president of the 19 Kendall Federation of Homeowners' Association. We passed a resolution in 20 21 support of the expansion of the runway. As 22 it has been proposed, we support this, and we 23 would like to see that done as soon as possible. So we would like this project to 24 25 be expedited within all possible means. It KRESSE & ASSOCIATES, INC.

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1 is greatly needed for the benefit of the aviation department and the airport, 2 3 obviously, but it is needed for the 4 community, as well. The community embraces 5 the idea and we accept it. Not a hundred б percent, there is never a hundred percent. 7 But the overwhelming majority of the people understand the issues, and we support the 8 9 opportunity for the runway to expand, for it 10 to be an executive airport, limited to corporate aircraft, with the understanding 11 that it would never be used for commercial 12 nor for larger aircraft. Other than the, I 13 14 guess it would be a Class 4 corporate jet, Class 3 or 4 corporate jets. 15 And with those provisos, we support 16 the expansion and the opportunity for the 17 airport to be appropriately developed and 18 19 service the needs of our community. 20 I don't think I need to say anything 21 else. 22 (Thereupon, the Public Hearing was adjourned 23 at 8:30 p.m.) 24 25 KRESSE & ASSOCIATES, INC.

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1 CERTIFICATE OF COURT REPORTER 2 THE STATE OF FLORIDA: SS. 3 COUNTY OF MIAMI-DADE: 4 I, SHARON PELL VELAZCO, a Court 5 Reporter in and for the State of Florida at 6 Large, do hereby certify that I reported to and 7 did stenographically report the Public Hearing; 8 that the foregoing pages, numbered from 1 to 40, 9 inclusive, constitute a complete record of my 10 stenographic notes. 11 I further certify that I am not an attorney or counsel of any of the parties, nor 12 13 related to any of the parties, nor financially interested in the action. 14 WITNESS my Hand and Official Seal this 15 16 20th day of September, 2006. 17 18 19 SHARON PELL VELAZCO, RPR Notary, State of Florida Commission No: DD141276 20 Expires 08/19/2010 21 22 23 24 25 KRESSE & ASSOCIATES, INC.

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