

**KWIA Ad-Hoc Committee on Noise  
March 5<sup>th</sup>, 2025, Meeting Minutes**

**Meeting called to order by Deborah Lagos at approximately 2:03 P.M.**

**ROLL CALL:**

**Committee Members in Attendance:**

Mayor Craig Cates  
Peter Horton  
Andrea Haynes  
Sonny Knowles  
Roberta DePiero  
Monica Faraldo (via Zoom)

**Staff and Guests in Attendance:**

Deborah Lagos, DML&A, Airport Noise Program Coordinator  
Alan Hass, Landrum & Brown  
Ryan Forney, Jacobs  
Lisa Trosset, Hyatt Windward Pointe  
Jennifer Ogle, Hyatt Windward Pointe  
Adam Baraniewicz, Hyatt Windward Pointe  
Anne Swan, Homeowner  
Robert Ramey, Homeowner  
Debra Gartenmayer, Homeowner  
Ruth Anderson, Homeowner  
Sevanah Ferrell, Grace Lutheran Church & School (via Zoom)  
Shannon Donaldson, Grace Lutheran Church & School  
Jethon Williams II, Monroe County TV/Multimedia Manager

A quorum was present. Deborah Lagos chaired the meeting. Deborah mentioned that Nat Harris resigned from the committee because of health reasons. A representative from the community is needed to replace him.

**Review and Approval of Meeting Minutes for October 3<sup>rd</sup> and December 5<sup>th</sup>, 2023, and March 5<sup>th</sup> and June 4<sup>th</sup>, 2024, Ad Hoc Committee Meetings**

Deborah Lagos asked if there were any comments or corrections to the minutes. Peter Horton submitted corrections for the October 3, 2023, meeting. Peter made a motion to approve the October 3, 2023 minutes as corrected, December 5, 2023, and June 4, 2024. Peter could not include March 5, 2024, in his motion because he

## **KWIA Ad-Hoc Committee on Noise March 5<sup>th</sup>, 2025, Meeting Minutes**

did not attend that meeting. Monica Faraldo seconded the motion. Monica moved to amend the motion to include the March 5, 2024 minutes because she attended that meeting. Roberta DePiero seconded the motion. The amended motion passed unanimously.

### **Discussion of NIP Implementation**

Results of Acoustical Eligibility Testing: Deborah Lagos introduced Alan Hass, Acoustical Engineer from Landrum & Brown, as a member of the NIP Team. Alan presented the results of the acoustical testing for residential properties and Grace Lutheran Church & School. Alan explained the testing methodology and FAA requirements.

To be eligible to participate, houses must have an average interior DNL of 45.0 dB or higher. DNL (Day Night Average Sound Level) applies a 10dB penalty to all aircraft noise events that occur between 10 pm and 7 am. All houses within the DNL 65 dB noise contour (Properties 18 - 43, and 64) are eligible to participate in the NIP. Unfortunately, none of the houses outside the DNL 65 dB contour (Properties 44 - 63) are eligible to participate in the NIP. All the houses outside the DN: 65 dB contour that wanted to participate were individually tested.

Grace Lutheran Church & School are within the  $L_{eq(day)}$  65 dB noise contour.  $L_{eq(day)}$  is used for the church and school because it better represents the time of day the facilities are used (i.e., no activities between 10 pm and 7 am). Grace Lutheran School is eligible to participate in the NIP, with an average interior  $L_{eq(day)}$  of 49.5 dB. The Church is not eligible, with an average interior  $L_{eq(day)}$  of 39.4 dB. The Church is already very quiet inside, so it did not meet the FAA's requirements to participate.

Status Report - Group 1: Deborah reviewed the timeline of the bid and award of the contract to Marino Construction Group, a local Key West contractor. Ten houses are included in the construction project. She also reviewed the pre-construction tasks that have been completed and are still underway. The project is behind schedule. The contract specifies 119 calendar days are allowed for pre-construction tasks. Construction was scheduled to start on March 6, 2025. The contract specifies 116 calendar days are allowed for construction. The total contract time is 235 calendar days. At this time, it is unknown when construction will begin.

Status Report - Group 2: Deborah reviewed the timeline for Group 2. The bid opening is March 27, 2025. Ten houses are included in the bid. These are the ten houses that were previously designed but could not be included in Group 1 construction because of funding constraints. Following review and evaluation of the bids, the grant

## **KWIA Ad-Hoc Committee on Noise March 5<sup>th</sup>, 2025, Meeting Minutes**

application will be submitted to the FAA for funding the construction. It is anticipated that the project will begin in October/November 2025.

Results of Assessment of Grace Lutheran Church & School: Deborah Lagos described the proposed noise mitigation strategies for Grace Luther School. This includes the replacement of all windows and doors with acoustic windows and doors. Existing through-wall Bard package and portable through-windows air conditioners should be replaced with new ductless mini-split air conditioners. To meet ventilation requirements, a Dedicated Outdoor Air System (DOAR) should be used to provide pre-cooled 100% fresh indoor air on each floor of each building.

Deborah explained the FAA's guidance regarding noise mitigation for public buildings. The guidance allows installation of a ventilation system to meet ASHRAE (American Society of Heating, Refrigeration, and Air-conditioning Engineers) codes.

Deborah explained the challenges of the proposed mitigation strategies. Equipment and ductwork locations and routing in the existing buildings are the primary obstacles. The installation of DOAS will increase energy consumption, which will increase utility costs for the school. The equipment will require specialized HVAC technicians to maintain and service them, increasing expenses for the school. The estimated construction cost of the proposed mitigation for the school is \$3 million. The Board of Directors of GLC&S must determine the feasibility of funding the operating cost of the proposed ventilation system.

A detailed design of the proposed mitigation must be completed prior to bidding and construction. Based on the estimated cost, this would be a multi-year project, Building A in one year, and Buildings B, C, and D in another year.

### **Proposed Meeting Schedule for 2025**

Peter Horton made a motion to approve the proposed schedule. Roberta DePiero seconded the motion. The motion passed unanimously.

### **Other Reports**

#### **1. Noise Hotline and Contact Log**

Deborah indicated that since the previous Ad-Hoc Committee Meeting a few calls/emails were received.

## KWIA Ad-Hoc Committee on Noise March 5<sup>th</sup>, 2025, Meeting Minutes

### Other Discussion

Public Comments: Jennifer Ogle spoke on behalf of the deeded owners at Hyatt Windard Pointe (HWP). Adam Baraniewicz spoke on behalf of the management of HWP. The following is a summary of their remarks.

HWP is asking the airport to work with them to "collaborate on noise mitigation solutions for the property." The current expansion presents challenges to their owners and guests regarding excessive noise, and now there's even a lack of a barrier to the property itself. They "hope to partner with the airport for a grant from the FAA to pursue a study to determine the right solution regarding noise mitigation."

Many of their owners consider HWP a second home. They consider themselves to be similar to KWBTs and Las Salinas because there are individual, deeded owners to each unit. The owners (total of 4,800) individually pay taxes to the County.

HWP pointed out that there are several "blueprints" online. One indicates potential expansion of the apron to their property line; another indicates a Homeland Security building with small aircraft and helicopters. HWP asked, "What exactly is going on that property up to our fence line?"

Alan Hass participated in the discussion regarding the possibility of building some type of barrier (e.g., wall) at the property line between HWP and the airport, to help block the noise. He indicated a study would need to be conducted (including modeling) to determine the benefit (if any). It was also pointed out that we would need to determine any height restrictions (FAA Part 77 imaginary surfaces) at that location.

In conclusion, they were told that their requests regarding the current expansion plans would be shared with the appropriate parties. HWP asked, "Is there a drawing that illustrates the current plans for the area close to the HWP?"

HWP stated numerous times that they support the expansion and modernization of the airport. They were very polite and appreciated the opportunity to address the committee.

The meeting adjourned at approximately 3:02 PM.

The next meeting is June 3<sup>rd</sup>, 2025.