Tampa International Airport

Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

Hillsborough County
Aviation Authority
P.O. Box 22287
Tampa, Florida 33622
phone/ 813-870-8700
fax/ 813-875-6670
TampaAirport.com

Date: May 22, 2023

Greg Jones
Florida Department of Transportation
Aviation Office
Airspace and Land Use Manager
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2023-61 FAA: 2023-ASO-11586-11589-OE
Structure: New Residential Building Height AGL: 359' Height AMSL: 371'

Greg:

In accordance with Florida Statutes, Chapter 333, the Aviation Authority is forwarding a completed permit application to the department so that it can be evaluated for technical consistency.

I have conducted a review of the project and we recommend approval with conditions. The proposed building exceeds obstruction standards under Section 77.17. As long as conditions are followed we don't see an impact to the utility of our Airports.

Hearing is scheduled for June 19, 2023

Please call me at 813-870-7863 if you have any questions or concerns.

Sincerely,

DocuSigned by:
Anthony S. Mantegna
609743F9903455...

Anthony S. Mantegna
Height Zoning & Land Use Manager

Cc: Jeff Siddle
Michael Kamprath

Tampa International Airport

AVIATION AUTHORITY
* PERMIT APPLICATION *

Tampa International Airport Peter O. Knight Airport Plant City Airport Tampa Executive Airport
P.O. Box 22287, Tampa, FL 33622-2287

Scope/Nature of Request: Provide summary of request, activities involved and any other required or pertinent information to fully describe scope, submit drawings and specification if needed. Additional pages may be used if necessary. The application must also contain (1) an FAA Determination of No Hazard if the duration is greater than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if requested (3) a Variance application, if applicable (4) site plan with a building layout, if requested (5) building elevation plan, if requested (6) any additional information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.

Project Name \ Description:
Ritz Carlton Residence, Tampa the initial tower is 30 Story structure with 94 units and 6 townhomes. The structure is located at 3015 S Ysabella ave, Tampa, FL and has maximum height of 371 feet AMSL. The FAA DNHs are 2023-ASO-11586:11589-OE .

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this permit to be bound by the terms and conditions of such documents and all other applicable laws, rules, regulations, procedures and laws.

Permanent (Height Zoning) [x]
Temporary (Crane/Equip.) [ ]
Check type of permit being requested

This application is required to be attached to the supplemental data form for Permit request (see on-line application process).

Name/Company/Organization: Tampa Bay Oaks Condo Phase 2 LLC

Contact Person for Requested Activity: Sam Horton Project Location: Phone: 813 340 5163

Email: samuel.horton@relatedgroup.com

Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.

Printed Name of Authorized Representative: Ben Gerber

Signature of Authorized Representative: Ben Gerber Date: 5/4/23

STATE OF FLORIDA, COUNTY OF Miami Dade

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 4th day of May, 2023. by Ben Gerber

(NOTARY SEAL)

Notary Public State of Florida
Maylenis Escudero
My Commission HH 353520
Expires 1/24/2027

Notary Signature

Personally Known Yes OR Produced Identification _____ Type of Id Produced _____

All activities performed under this permit are at applicant's own expense and risk. The Authority will not be held liable for any damages, losses or injuries resulting from or connected with this activity. This permit does not relieve the applicant from obtaining any other permits, approvals, or determinations from other governmental agencies as may be required in accordance with law.

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-61

FAA Study Number 2023-ASO-11586-OE

Associated FAA Study Numbers 11587 - 11589

Reviewed By: _____

Variance Required: Yes

Recommend Approval: Yes

Coordinate with Airport Operations: Yes

Coordinate with ATCT: Yes

_____ _____
Approved by Zoning Director Date

Review Summary

Airport Study Number	Permit Number	Maximum Height - AMSL
2023-61	2361	371

Approval Date	Expires	Permit Type
	11/4/2024,	Height Zoning

Review

77.9 Review	77.17 Review
Required Notice	Obstruction

77.19 Review	TERPS	OEI (62.5:1)
Within Height Limits	Within Height Limits	N/A

Analysis Summary

Exceeds Obstruction standard 77.17 (a)(2) by 159 ft. - No IFR/ VFR or Navaid impacts identified. No Hazard as long as conditions are followed

Coordination with ATCT:	**No**	**Coordination with Operations:**	**No**
Emergency Use	**No**	**Hazard Marking and/or Lighting**	**Yes**
Objects affecting Navigable Airspace	**No**	**Exceeds Supportive Screening Criteria**	**Yes**

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Notify the Airport at least 5 business days prior to starting construction at 813-870-7863 and provide Airport Study number.Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 371’ AMSL or installation of solar panels will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

Recommended Approval **Yes**

Airport Study Number 2023-61

CONDITIONS

Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.

E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.

Notify the Airport at least 5 business days prior to starting construction at 813-870-7863 and provide Airport Study number.

Follow all conditions specified in the FAA Determination to remain in compliance.

Installation equipment (Crane) exceeding 371’ AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

Associated Point Data						Report Created on					
Point	Structure	Latitude	Longitude	X	Y	Site Elev.	Struct Height	Overall Height	Dist. From RW end		
Number	Name					(MSL)	(AGL)	(AMSL)	RWY	Down/out	Over
1	Pt 1 - 11586	27.91896111	-82.49235833	497,167.80	1,303,561.63	12	359	371.00	TPF 4	5087+	11646+
2	Pt 2 - 11587	27.91895833	-82.49208889	497,254.81	1,303,560.27	13	358	371.00			
3	Pt 3 - 11588	27.91863333	-82.49209444	497,252.54	1,303,442.12	12	359	371.00			
4	Pt 4 - 11589	27.91863333	-82.49236111	497,166.42	1,303,442.47	14	357	371.00			

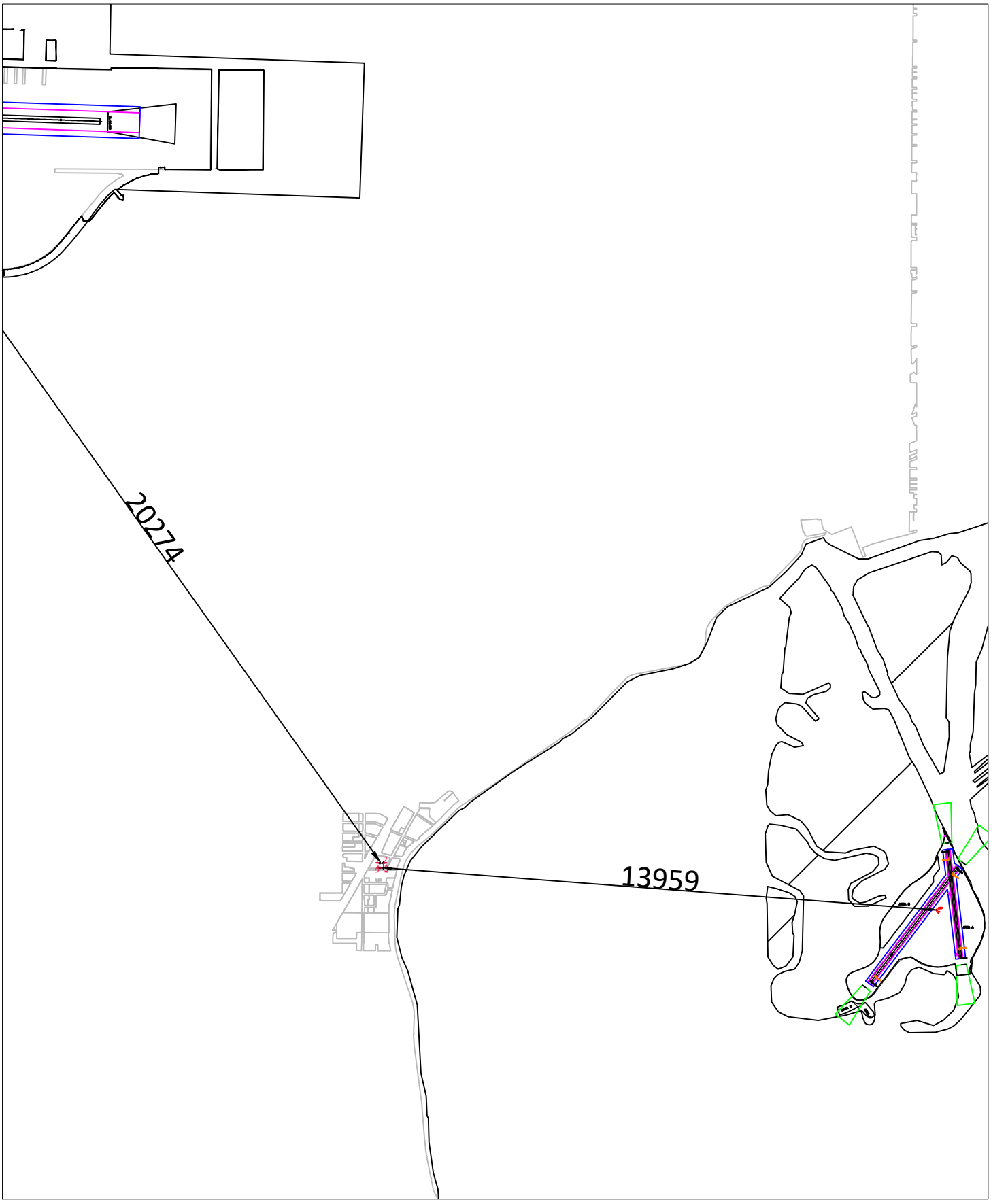
11646 Over
RW 4
5087 Down/Out

Down(+): 00 Over(+): 00

Down = (-) down RW (+) outward
Over = (-) Left (+) Right

Point Location

Distance



Distance from ARP

5/8/2023, 4:42:20 PM

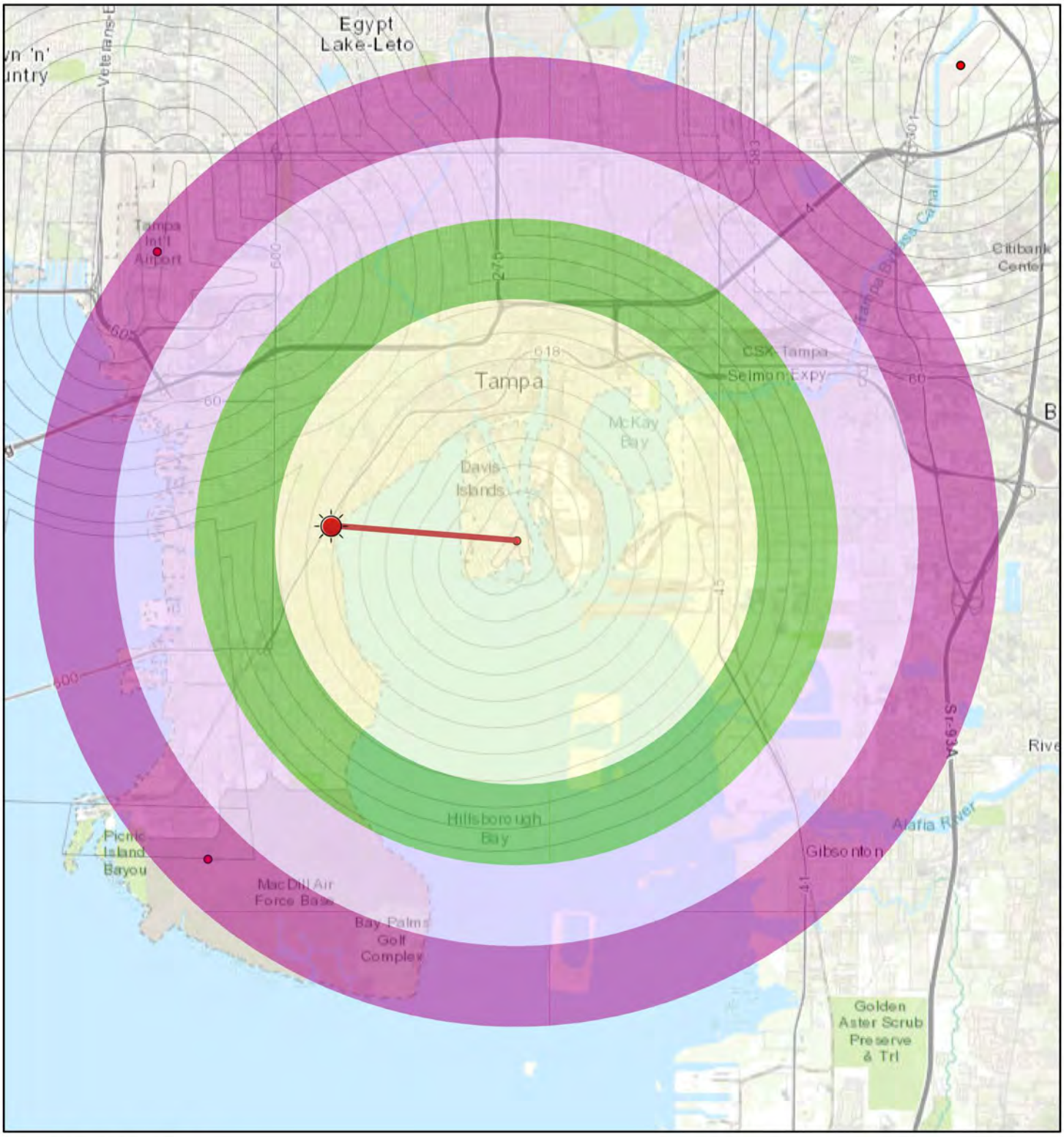
1:72,224

0 0.5 1 2 mi

0 0.75 1.5 3 km

- Override 1
- Override 1
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning

Obstruction ID



5/8/2023, 4:40:00 PM

1:144,448

0 1 2 4 mi

0 1.75 3.5 7 km

Override 1

Override 1

Airspace - TPF_OBST

200-8-3NM

300-8-4NM

400-8-5NM

500-8-6NM

Airports - ARP

TPA Height and Zoning

TPA Height and Zoning

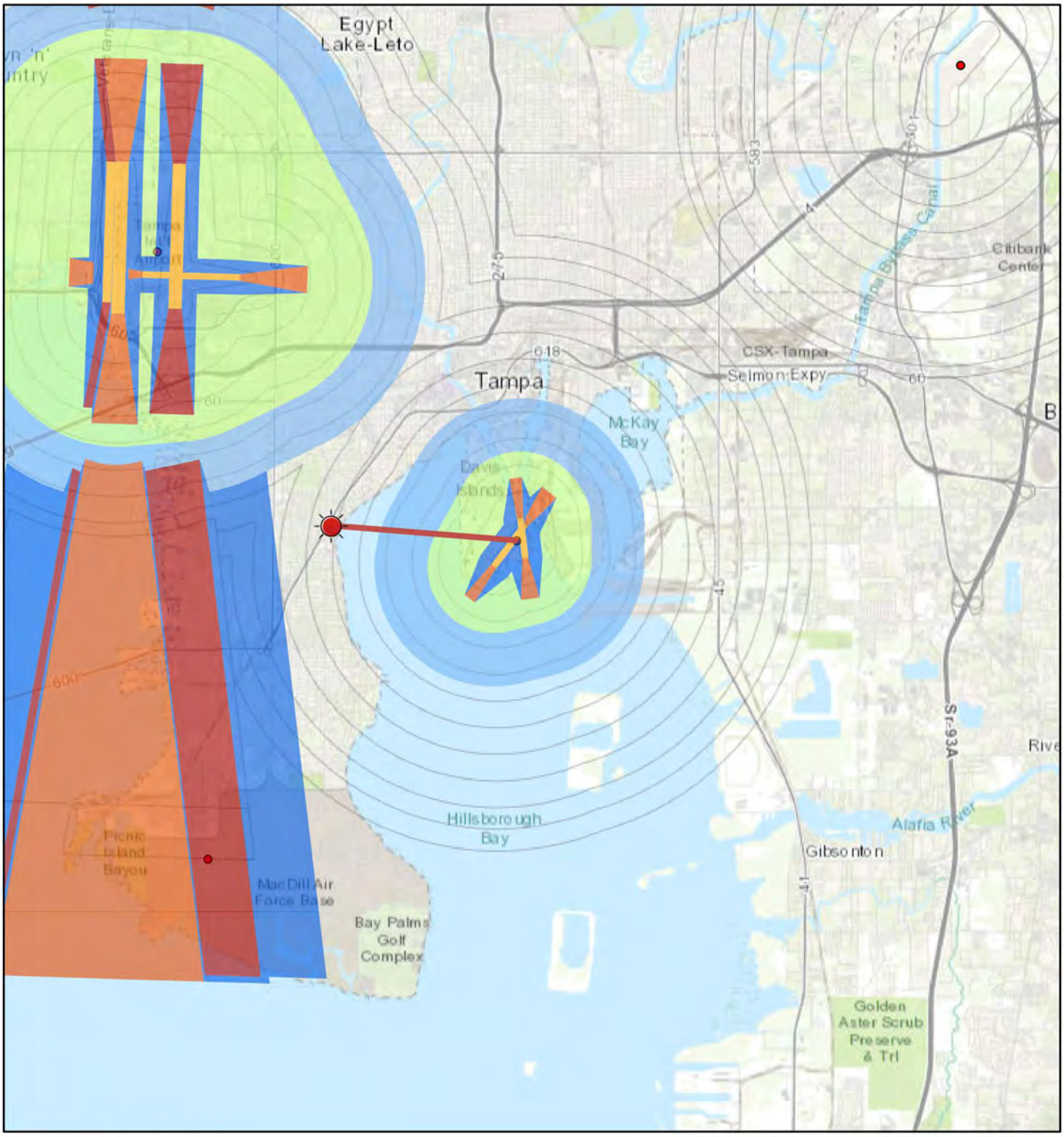
TPA Height and Zoning

University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Tony Mantegna

ArcGIS Web AppBuilder

Tony Mantegna | University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS | Southwest Florida Water Management District | City of Tampa: GIS | Development

Part 77



5/8/2023, 4:41:20 PM

1:144,448

0 1 2 4 mi

0 1.75 3.5 7 km

Override 1

Override 1

Airspace - TPF_P77_19_Dissolve

TPF_18-36_P77_19_Primary

TPF_18-36_P77_19_Primary_Trans

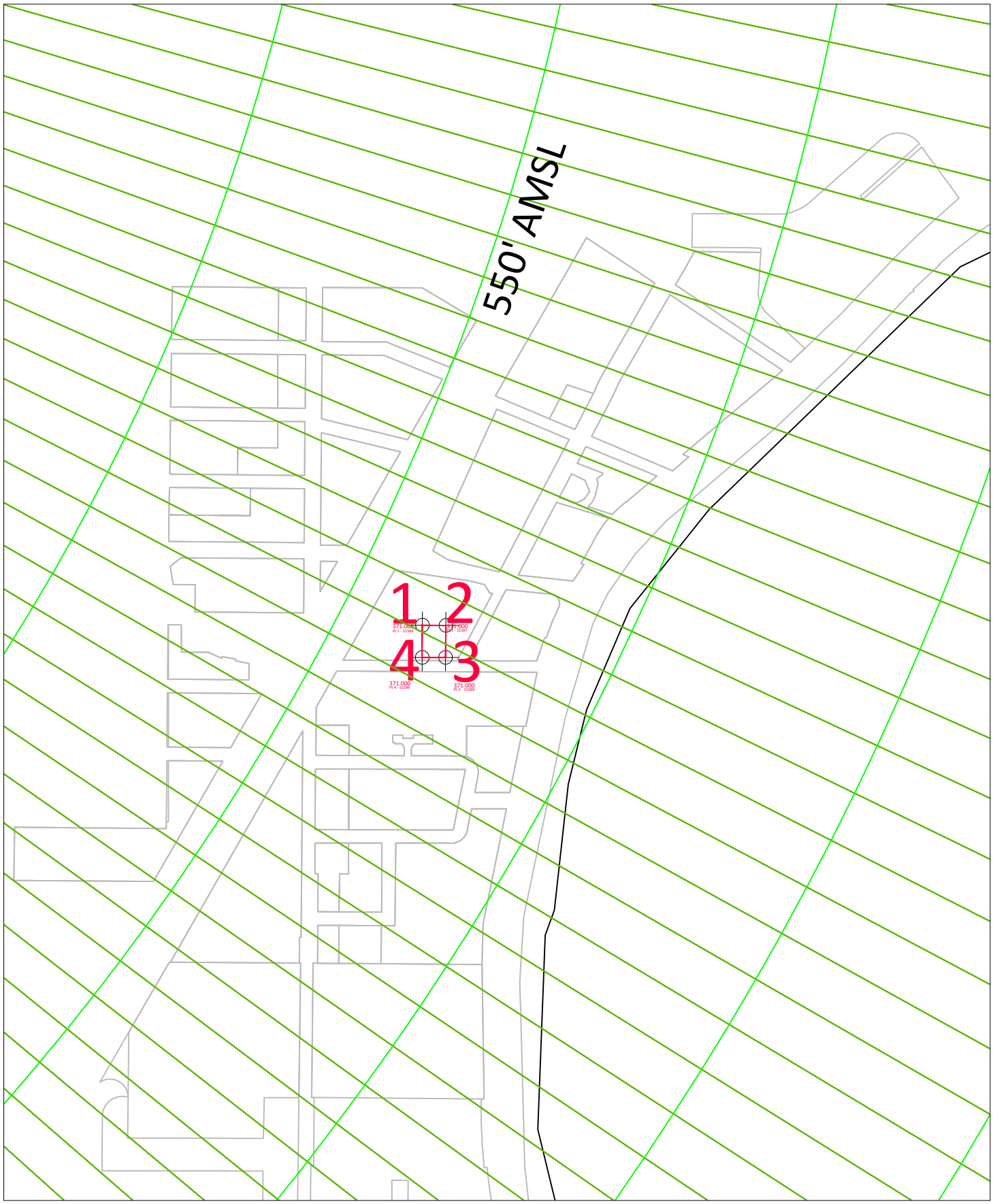
TPF_18_P77_19_Inner_Appch

TPF_18_P77_19_Inner_Trans_Appch

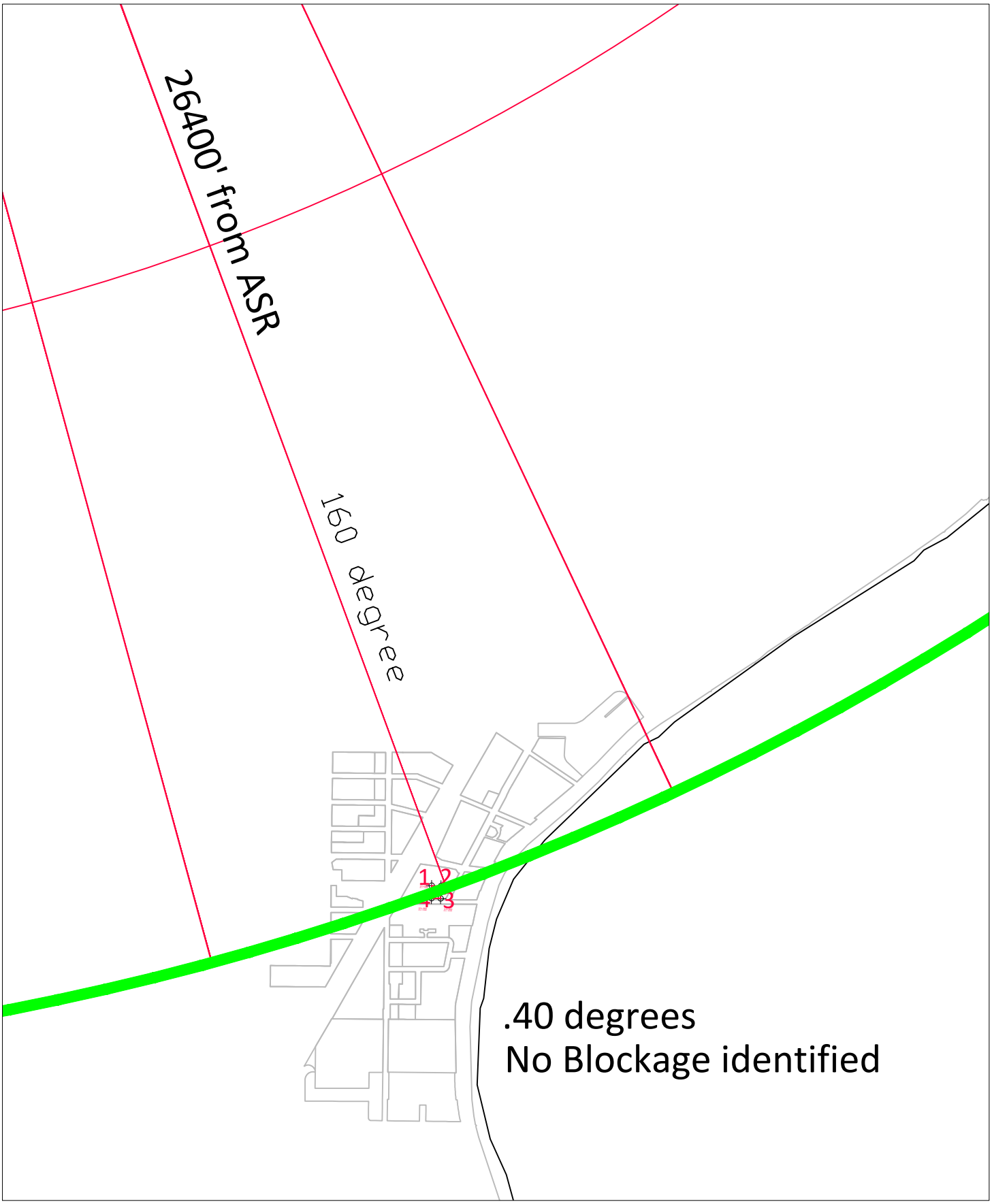
TPF_22_P77_19_Inner_Appch

TPF_22_P77_19_Inner_Trans_Appch

Departure - Secondary



Radar Review



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ASO-11586-OE

Issued Date: 05/04/2023

Najib Wahab
Tampa Bay Oaks Condo Phase 2, LLC
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Pt 1 NW Corner
Location:	Tampa, FL
Latitude:	27-55-08.26N NAD 83
Longitude:	82-29-32.49W
Heights:	12 feet site elevation (SE)
	359 feet above ground level (AGL)
	371 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/04/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 03, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on June 13, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-11586-OE.

Signature Control No: 578329813-584118679 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International Airport
TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-11586-OE through 11589, at a height of 357 to 359 feet AGL, 371 feet AMSL. The building points would be located approximately 2.28 to 2.29 NM west of the TPF ARP and approximately 4.02 to 4.04 NM southeast of the TPA ARP, Tampa, FL and from 147.10 degrees azimuth clockwise to 147.42 degrees azimuth from TPA.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 41 to 43 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 157 to 159 feet.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed building project would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed building project would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed building project would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

> The proposed building project will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

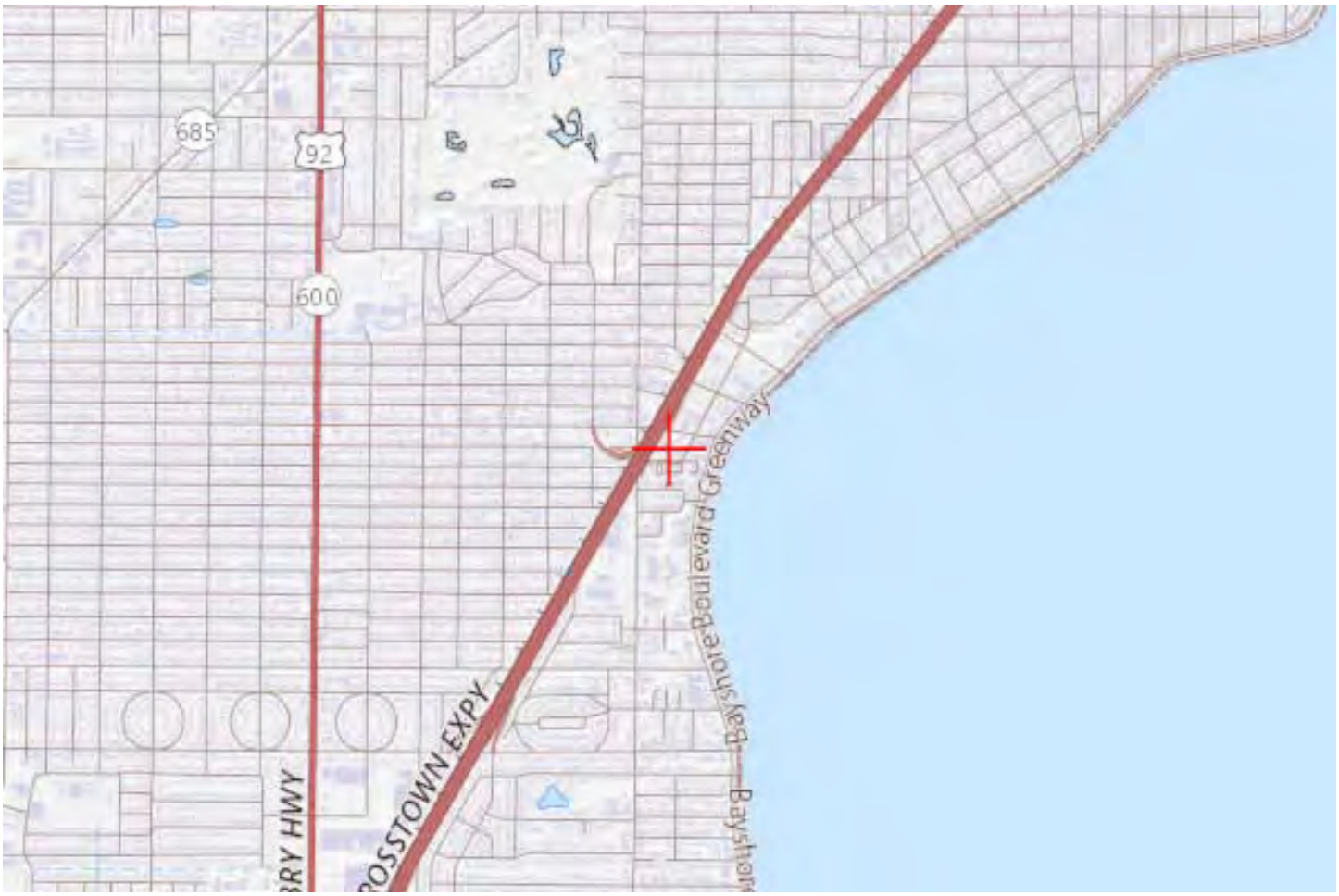
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed building project would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the building project, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed building project would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2023-ASO-11586-OE



Sectional Map for ASN 2023-ASO-11586-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ASO-11587-OE

Issued Date: 05/04/2023

Najib Wahab
Tampa Bay Oaks Condo Phase 2, LLC
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Pt 2 NE Corner
Location:	Tampa, FL
Latitude:	27-55-08.25N NAD 83
Longitude:	82-29-31.52W
Heights:	13 feet site elevation (SE)
	358 feet above ground level (AGL)
	371 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/04/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 03, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on June 13, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-11587-OE.

Signature Control No: 578329814-584119429 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International Airport
TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-11586-OE through 11589, at a height of 357 to 359 feet AGL, 371 feet AMSL. The building points would be located approximately 2.28 to 2.29 NM west of the TPF ARP and approximately 4.02 to 4.04 NM southeast of the TPA ARP, Tampa, FL and from 147.10 degrees azimuth clockwise to 147.42 degrees azimuth from TPA.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 41 to 43 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 157 to 159 feet.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed building project would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed building project would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed building project would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

> The proposed building project will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed building project would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the building project, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed building project would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2023-ASO-11587-OE

Sectional Map for ASN 2023-ASO-11587-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ASO-11588-OE

Issued Date: 05/04/2023

Najib Wahab
Tampa Bay Oaks Condo Phase 2, LLC
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Pt 3 SE Corner
Location:	Tampa, FL
Latitude:	27-55-07.08N NAD 83
Longitude:	82-29-31.54W
Heights:	12 feet site elevation (SE)
	359 feet above ground level (AGL)
	371 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/04/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 03, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on June 13, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-11588-OE.

Signature Control No: 578329815-584119430 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International Airport
TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-11586-OE through 11589, at a height of 357 to 359 feet AGL, 371 feet AMSL. The building points would be located approximately 2.28 to 2.29 NM west of the TPF ARP and approximately 4.02 to 4.04 NM southeast of the TPA ARP, Tampa, FL and from 147.10 degrees azimuth clockwise to 147.42 degrees azimuth from TPA.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 41 to 43 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 157 to 159 feet.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed building project would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed building project would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed building project would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

> The proposed building project will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

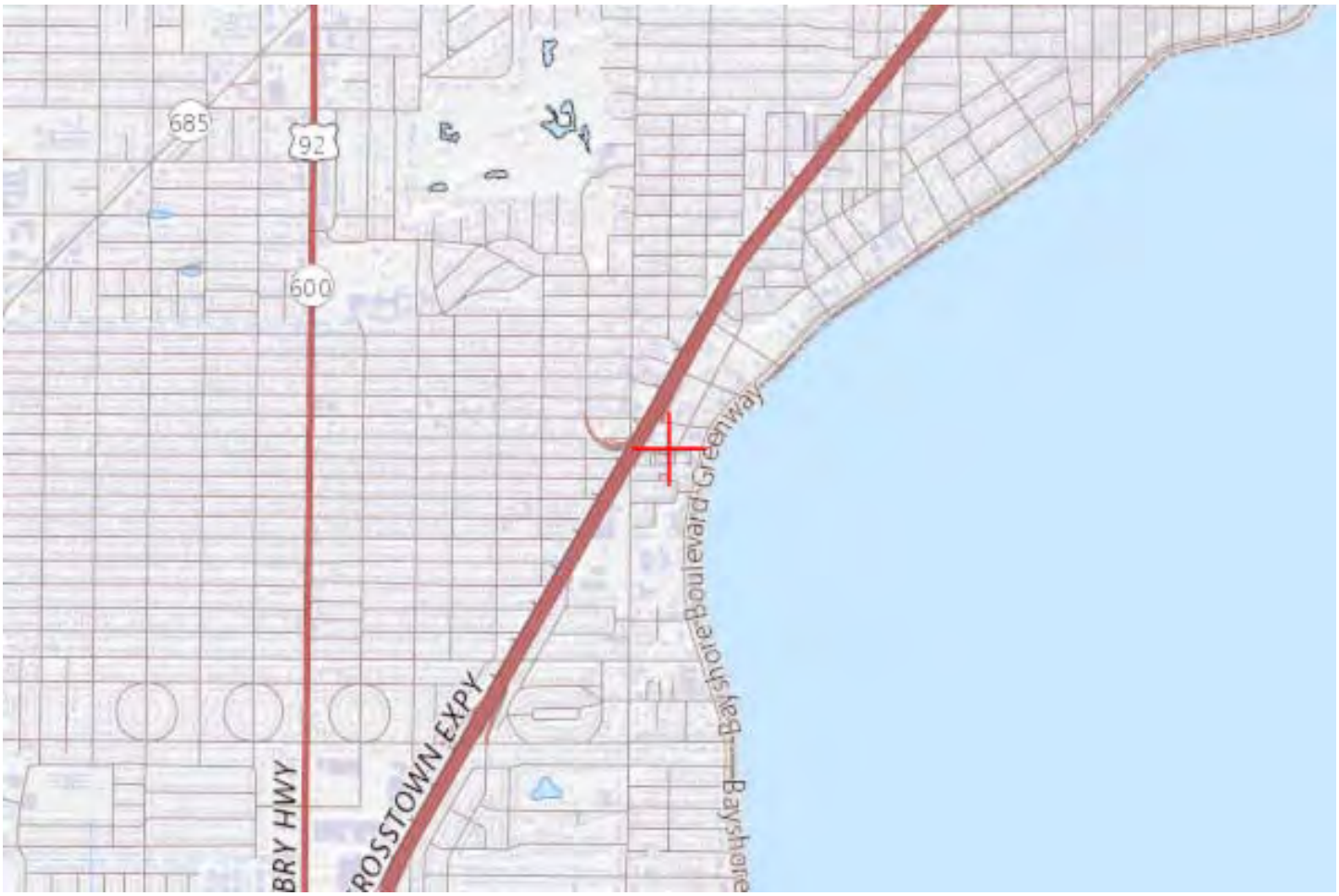
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed building project would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the building project, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed building project would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2023-ASO-11588-OE



Sectional Map for ASN 2023-ASO-11588-OE

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ASO-11589-OE

Issued Date: 05/04/2023

Najib Wahab
Tampa Bay Oaks Condo Phase 2, LLC
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Pt 4 SW Corner
Location:	Tampa, FL
Latitude:	27-55-07.08N NAD 83
Longitude:	82-29-32.50W
Heights:	14 feet site elevation (SE)
	357 feet above ground level (AGL)
	371 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/04/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 03, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on June 13, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-11589-OE.

Signature Control No: 578329816-584119431 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPA = Tampa International Airport
TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-11586-OE through 11589, at a height of 357 to 359 feet AGL, 371 feet AMSL. The building points would be located approximately 2.28 to 2.29 NM west of the TPF ARP and approximately 4.02 to 4.04 NM southeast of the TPA ARP, Tampa, FL and from 147.10 degrees azimuth clockwise to 147.42 degrees azimuth from TPA.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 41 to 43 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 157 to 159 feet.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed building project would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed building project would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed building project would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed building project would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

> The proposed building project will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

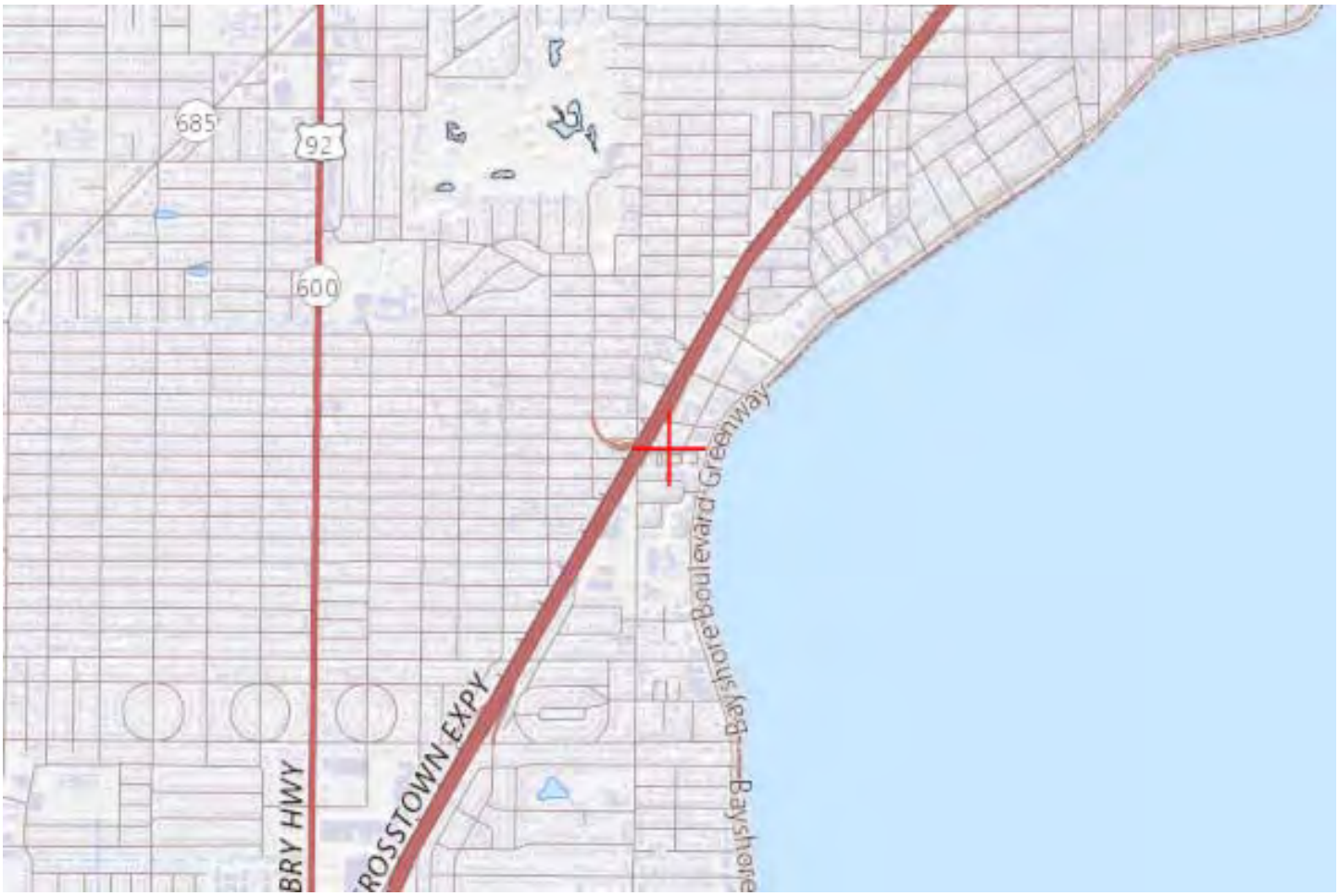
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed building project would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the building project, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

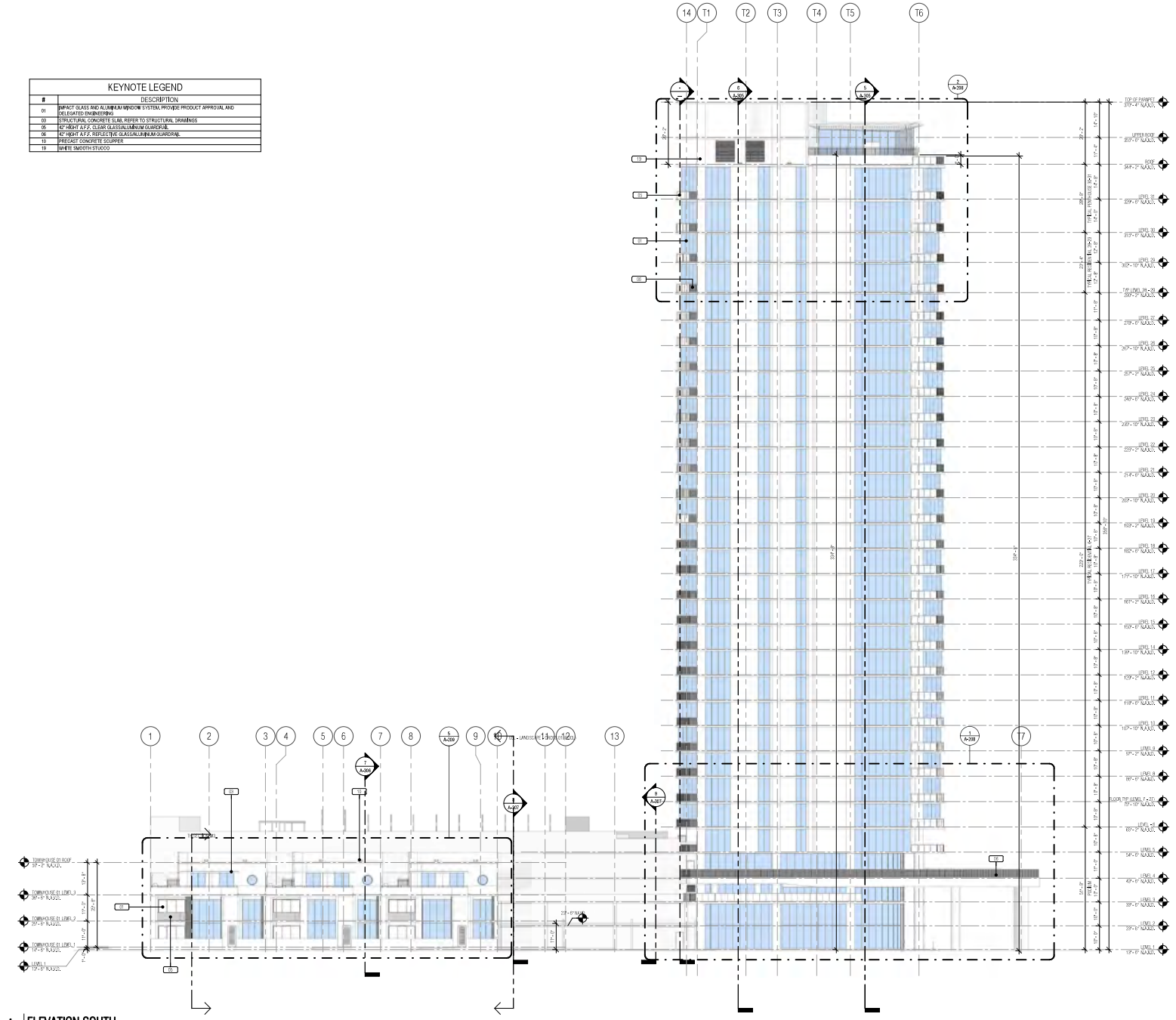
Therefore, it is determined that the proposed building project would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2023-ASO-11589-OE



Sectional Map for ASN 2023-ASO-11589-OE

KEYNOTE LEGEND	
#	DESCRIPTION
01	IMPACT GLASS AND ALUMINUM WINDOW SYSTEM, PROVIDE PRODUCT APPROVAL AND DELEGATED ENGINEERING
03	STRUCTURAL CONCRETE SLAB, REFER TO STRUCTURAL DRAWINGS
05	42" HIGHT A.F.F. CLEAR GLASS/ALUMINUM GUARDRAIL
06	42" HIGHT A.F.F. REFLECTIVE GLASS/ALUMINUM GUARDRAIL
10	PRECAST CONCRETE SCUPPER
19	WHITE SMOOTH STUCCO



1 ELEVATION SOUTH
1/16" = 1'-0"

TAMPA BAY OAKS PHASE 2

3015 S W. SANTIAGO ST. TAMPA FL 33629

OWNER:
RELATED
BAY OAKS APARTMENTS OWNER LLC
315 S BISCAYNE BLVD
MIAMI, FL 33131-2312

ARQUITECTONICA
2000 SW. 1ST AVENUE
MIAMI, FLORIDA 33129
305.372.1812 TEL 305.372.1175 FAX
WWW.ARQUITECTONICA.COM

CIVIL ENGINEER:
KIMLEY-HORN
625 NORTH FRANKLIN STREET, SUITE 150
TAMPA, FL. 33602
T 813.620.1460

STRUCTURAL ENGINEER:
B&J CONSULTING ENGINEERS, INC.
7205 NW 12TH STREET STE. 418
MIAMI, FL 33126
T 786.703.8243

MEP ENGINEER:
FLORIDA ENGINEERING SERVICES
34 NW 168th
North Miami Beach, FL 33169
T 305.653.2212

LANDSCAPE ARCHITECT:
ENEA GARDEN DESIGN
7300 NW 4TH CT., SUITE 104
Miami, FL 33126 USA
T 305.278.8702

INTERIOR DESIGNER:
METRO DWG
180 VARICK ST. STE. 404
NEW YORK, NEW YORK 10014
T 212.627.2074

LIFE SAFETY CONSULTANT:
SLS CONSULTING INC.,
200 PALERMO AVENUE
CORAL GABLES, FLORIDA 33134
T 305.401.3952

SEAL/SIGNATURE/DATE:

"To the best of my knowledge and belief, these plans and specifications comply with the minimum building codes and the applicable fire-safety standards as determined by the local authority in accordance with and Chapter 553 and Chapter 633 Florida Statutes."

ADDENDUM A

SHEET ISSUE DATE: 03/17/2023

ISSUE #	DESCRIPTION	DATE

PROJECT NUMBER:
100121.0037.200

DRAWING NAME:

OVERALL SOUTH ELEVATION

A-204

SCALE: 1/16" = 1'-0"

3/17/2023 1:55:41 PM


WEST BAY TO BAY BOULEVARD
SOUTH TAMPA CROSSTOWN EXPRESSWAY
SOUTH YSABELLA AVENUE
OUTSIDE OF DEVELOPMENT AREA
OUTSIDE OF DEVELOPMENT AREA
Villa 4
Villa 5
Villa 6
THE RITZ-CARLTON RESIDENCES TAMPA II
Villa 3
Villa 2
Villa 1
Villa 8
Villa 7
Villa 6
Villa 5
Villa 4
Villa 3
Villa 2
Villa 1
Villa 9
Villa 12
Villa 11
Villa 10
THE RITZ-CARLTON RESIDENCES TAMPA I

POLARIS ASSOCIATES, INC.
PROFESSIONAL SURVEYING

FAA CERTIFICATION

NOVEMBER 21, 2022

RE: RITZ-BAY-OAKS TAMPA

A PORTION OF LOTS 27 AND 28 REVISED PLAT OF MADRID AS RECORDED IN PLAT BOOK 2, PAGE 69 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA AND BEING A PORTION OF SECTION 34, TOWNSHIP 29 SOUTH, RANGE 18 EAST HILLSBOROUGH COUNTY, FLORIDA.

I HEREBY CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20' HORIZONTALLY AND 3' +/- FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

POINT 1 NORTHWEST CORNER NORTH BUILDING	LATITUDE 27°55'08.26" N. NAD 83/90 LONGITUDE 082°29'32.49" W. NAD 83/90 ELEVATION = 11.6
POINT 2 NORTHEAST CORNER NORTH BUILDING	LATITUDE 27°55'08.25" N. NAD 83/90 LONGITUDE 082°29'31.52" W. NAD 83/90 ELEVATION = 13.1
POINT 3 SOUTHEAST CORNER NORTH BUILDING	LATITUDE 27°55'07.08" N. NAD 83/90 LONGITUDE 082°29'31.54" W. NAD 83/90 ELEVATION = 12.0
POINT 4 SOUTHWEST CORNER NORTH BUILDING	LATITUDE 27°55'07.08" N. NAD 83/90 LONGITUDE 082°29'32.50" W. NAD 83/90 ELEVATION = 14.0

POLARIS ASSOCIATES, INC.

DAN H. RIZZUTO, P.L.S. NOVEMBER 21, 2022
PROFESSIONAL LAND SURVEYOR
FLORIDA REGISTRATION NO. 5227

POLARIS ASSOCIATES, INC.
2165 SUNNYDALE BOULEVARD SUITE D
CLEARWATER, FL 33765
L.B. #6113