

AVIATION AUTHORITY * PETITION FOR VARIANCE *

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

Provide a summary of request, activities involved and any other required or pertinent information as it pertains to any of the following criteria which will be used to substantiate a variance to the height zoning regulations. Additional pages may be used if necessary.

- The regulated height would create an unnecessary hardship to the applicant.

	o public good or impair the purposes of the intent of these regulations.
	ect on the utility of the airport covered under these regulations.
Construct an 18-story residential building	
The Sanctuary at Alexandr	a Place
Applicant acknowledges receipt of the applicable procedures	and/or provisions pertaining to the above request and agrees that in
	erms and conditions of such documents and all other applicable laws,
	orward to FDOT by certified mail, return receipt requested, a copy of the
permit package and petition for comment. The review of this receipt of FDOT's comments or waiver of that right. Include a	petition for variance and variance process will proceed only upon the
receipt of 1 DO1 3 comments of waiver of that right. Include a	copy of the certified mail receipt with the petition.
Date: 11/30/18 Nearest Airport: Peter O'Kr	overall Height (AMSL): 223
on behalf of the Applicant's named firm, corporation or organ Printed Name of Authorized Representative: Todd Fullz Signature of Authorized Representative:	
All activities performed under this variance are at applicants on Damages, losses or injuries resulting from or connected with t	wn expense and risk, the Authority will not be held liable for any his activity.
STATE OF Florida COUNTY OF Hillsborough Sworn to (or affirmed) and subscribed before me this Add Personally Known OR Produced Identification	y of No. 20 18, by Took Fult
Notary Signature 1 Constant	OTARY SEAL) State of Florida-Notary Public Commission # GG 190316 My Commission Expires February 26, 2022
THIS SECTION TO BE COMPLETED	BY AVIATION AUTHORITY REPRESENTATIVE
Airport Study No. 2018 - 158	YES NO Variance Approval
FAA Study Number: 2018 - A50 - 11772 -	<u>oe</u>
Associated Aeronautical Study Numbers:	
FDOT Concurrence: YES: NO: WAIVED:	In accordance with Resolution No. 20
Board of Adjustment Chairman	Date



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. Addition contain (1) an FAA Determination of No Hazard if the duration is great requested (3) a Variance application, if applicable (4) site plan with a brequested (6) any additional information requested by the Airport Zon with the Airport Zoning Regulations. Project Name \ Description: The Sanctuary at Alexandra Place 18 story condos	er than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if uilding layout, if requested (5) building elevation plan, if
Applicant acknowledges receipt of the applicable procedures and/or p	rovisions pertaining to the above request and agrees that in
consideration of issuance of this permit to be bound by the terms and regulations, procedures and laws.	
Permanent (Height Zoning) Check type of permit being requested Temporary (Crane/Equip.)	This application is required to be attached to the supplemental data form for Permit request (see on-line application process).
Name/Company/Organization: Plaza Construction Grou	up Florida, LLC
Contact Person for Requested Activity: Todd Fultz	Phone: 813-694-2256
Project Location: 2619 Bayshore Blvd, Tampa FL 33629	Email: tfultz@plazaconstruction.com
Under penalty of perjury, I hereby certify that the above statements power and authority to act on behalf of the above named firm, corpo	
Printed Name of Authorized Representative: 1009 Fuy	- Lauren
Signature of Authorized Representative:	Date: 12-3-18
Notary Signature (Notary Signat	My Commission Expires February 26, 2022
All activities performed under this permit are at applicant's own expense and reinjuries resulting from or connected with this activity. This permit does not reduce determinations from other governmental agencies as may be required in account this section to be completed by AVI.	ieve the applicant from obtaining any other permits, approvals, or dance with law.
	YES NO
Airport Study No. 2018 - 158	Variance Required:
FAA Study Number 2018 - ASO - 11772 - 0E	Recommend Approval:
Associated FAA Study Numbers	Coordinate with Airport Operations:
Reviewed By: anthony I fontegn	Coordinate with ATCT:
Zoning Director	Date Approved Denied



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

Issued Date: 11/25/2018

Todd Fultz Plaza Construction Group Florida, LLC 601 N. Ashley Street Suite 700 Tampa, FL 33602

** 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 Sanctuary at Alexandra Place

Location:

Tampa, FL

Latitude:

27-55-18.93N NAD 83

Longitude:

82-29-16.83W

Heights:

8 feet site elevation (SE)

215 feet above ground level (AGL) 223 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 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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 Airmen (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:

	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 05/25/2020 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 December 25, 2018. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2019 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 Airspace Policy 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 2018-ASO-11772-OE.

Signature Control No: 367374996-390692061

(DNH)

Kent M. Wheeler Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2018-ASO-11772-OE

TPF = Peter O Knight Airport

ASN = Aeronautical Study Number

SIAP = Standard Instrument Approach Procedure

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This ASN is for a proposed building at height of 215 feet AGL, 223 feet AMSL.

The structure would be located approximately 2.09 NM west of the TPF ARP, Tampa, FL.

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

Section 77.17 (a)(2) TPF --- > Exceeds by 15 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

Details of the structure were not circularized to the aeronautical public for comment.

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.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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 structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

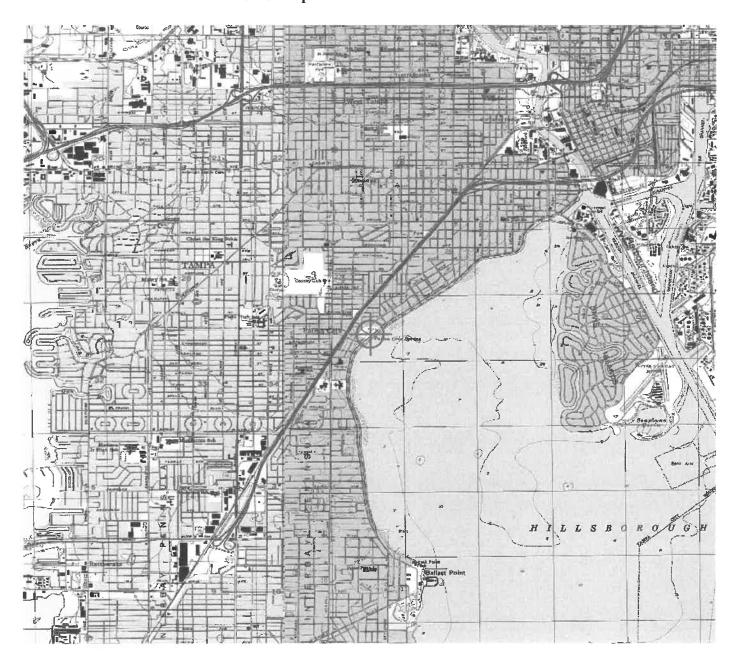
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

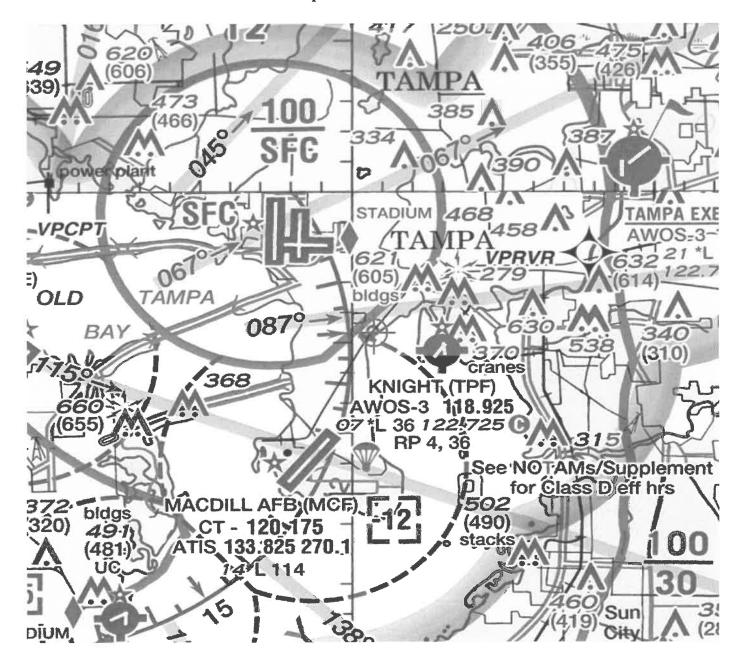
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

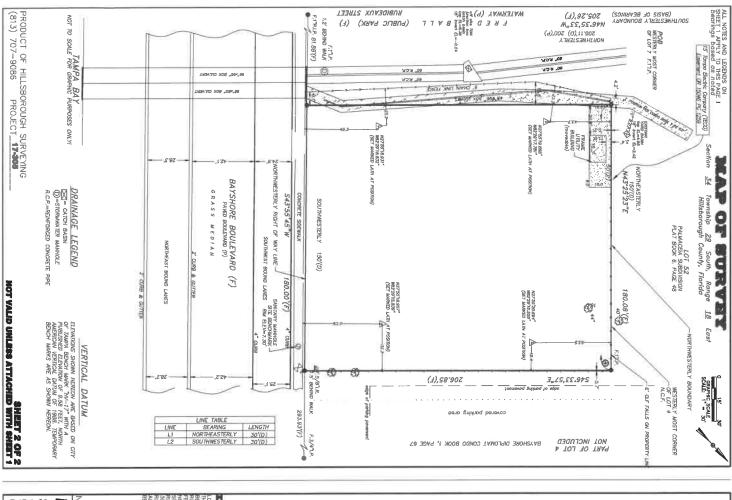
Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2018-ASO-11772-OE



Sectional Map for ASN 2018-ASO-11772-OE





SERBOM SWOZEANDS SHOWEN CHA

1) BEARINGS SHOWN HEREON ARE BASED AS NOTED ON THE MAF

2) THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OR THE COMMINABIT AND SUBJECT TO ANY DEDICATIONS, LIMITATIONS, RESTRICTIONS, RESERVATIONS AND/OR EASSAIRTS OF RECORD INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS OF WAY, AND/OR OWNERSHIP WERE FURNISHED SURVEYOR EXCEPT AS SHOWN.

MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY NOT THE PUBLIC RECORDS OF THIS COUNTY,

5) THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH ENCLIMBRANICES, RESTRICTIVE COVERANTS, DINNERSHIP TITLE ENDENCE, OR AND QUARRENT TITLE SEARCH MAY DISOLOSE. 4) NO INFORMATION ON ADJACENT PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION PROVIDED TO THIS SURVEYOR. ANY EASEMENTS OF THAT AN ACCURATE WAS

6) THE BOUNDARY CORNERS AND LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER INFORMATION FURNISHED. HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC

8) UNDERGROUND ENGROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN. 7) UNLESS OTHERWISE FEATURES HAVE BEEN LOCATED

10) Indersolind Itility Locktons and denteicktons shown hereon are based upon yiself agove. Ground Apprietrances and do not recessarily solow all utility Locations. No sibterranean Excanation has been Made to determine underground utility Locations. THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY, BOUNDARY LINES AFFECTED BY ADVERSE E., LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.

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12) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHED CORNERS, ETC., ARE NOT TO BE USED TO REESTABLISH PROPERTY BOUNDARIES.

13) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

15) NOTHING HEREN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN CERTIFIED TO ON THIS SURVEY. HEREON (IF ANY) MAY BE

DRAWN OUT 16) FENCE OWNERSHIP NOT DETERMINED. THE FENCES ALONG BOUNDARY LINES SHOWN DRAWN EXAGGERATED FOR CLARITY. DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION. THERE MAY BE ITEMS

19) THE WROD "CERTIFIED" IS UNDERSTOOD TO BE AM EXPRESSION OF THE PROFESSIONAL SURPECOR'S BASED ON HIS BEST NOOMEDDE, HOFOMANTON AND BELLEF, AND THAT IT THUS CONSTITUTES NEITHER GUARANTEE NOR A MARRANTY, BITHER EXPRESSED OR MIPUED. 18) REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN WITHOUT THE WRITTEN SURVEYOR. PERMISSION FROM OPINION THE SIGNING

20) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF AND IS BASED ON FOUND EXISTING MONUMENTATION IN THE FIELD. THE FIELD SURVEY

21) THE DATE OF SIGNATURE DOES NOT UPDATE OR SUPERSEDE THE DATE OF

I IS DIRECTED TO THE FACT THAT THIS MAP(S) MAY HAVE BEEN REDUCED IN SIZE CONSIDERED WHEN OBTAINING SCALED DATA

23) THE VISUAL LINE NOTED IS BASED ON AERIAL IMAGERY AND VISUAL FIELD OBSERVATION, NO CALCULATIONS OEGIAN IS TO BE BASED ON THIS LINES PLACEMENT.
HILLSGORDUGY SUPREYING INC, RESERVES THE RIGHT TO REVISIT THE SITE AND REVISE THIS MAP AND OR BOUNDARTY AS ANY NEED MAY ARISE, 24) THE OFFSITE DRAINAGE DENOTED HEREON WATER DEPARTMENT OF THE CITY OF TAMPA AS SHOWN ON THE REVISION DATE OF 01-23-2018 FOR THE STORM 윘

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TAUB ENTITIES-BAYSHORE, LLC

IOT VALID UNLESS ATTACHED WITH

SHEET 2

SURVEYING, INC HOLLOWAY ROAD PLANT CITY, FLORIDA 1) 707-9086 (813) 717-9017 9HILLSBOROUGHSÜRVEYING.COM 4SED BUSINESS 8582

HILLSBOROUGH

LAST DATE IN FIELD 7-20 FB PG 18-02 PG 15 FIELD CREW THIT-GATOR & GUND

SMEET 1 OF 2

KOT VALD WITHOUT THE SIGNATURE AND THE ORIGINAL FLORIDA LICENSED SURVEYOR AND Timothy

SURVEXOR'S CERTIFICATION

I, THE UNDERSIGNED REGISTERED SURVEYOR, HEREBY CERTIFY THAT THE MAP OF SURVEY MAS PREPARED UNDER MY DIRECT SURVEY, MAP OF SURVEY MAS PREPARED UNDER MY MOMERDER, INFORMATION, AND DESIGNED, AND THAT IT MEETS HE THAN MAD DESIGNED, AND THAT IT MEETS THE "MINIMUM TECHNICAL STANDARDS FOR LIVED SURVEY, MO THE STATE OF TOTAL OF MAN OF MATER 5—17.050 THAN 17.052, FLORIDA

DIMINISTRATIFE CODE (FA.D.) MAPPER.

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BY REPRODUCTION,

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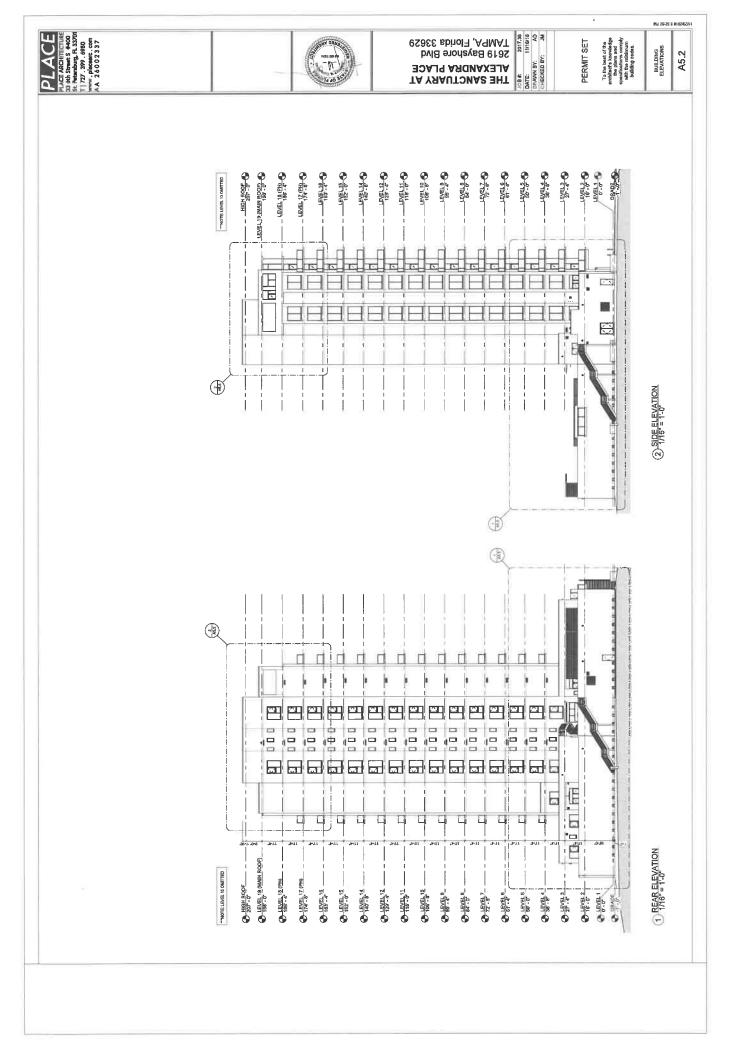
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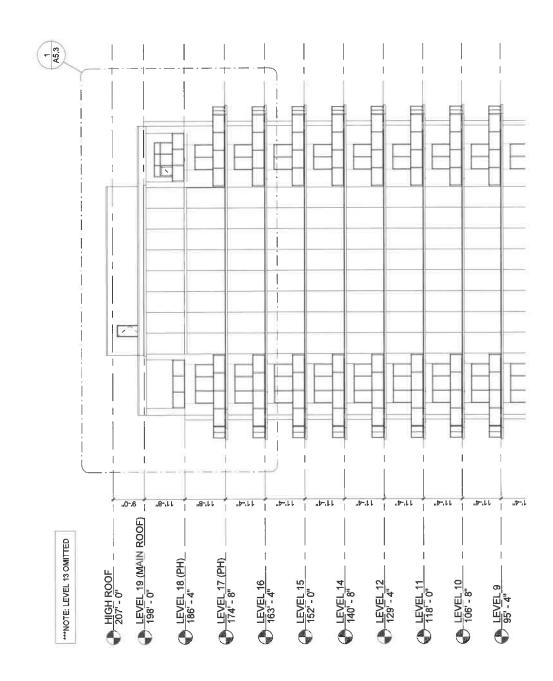
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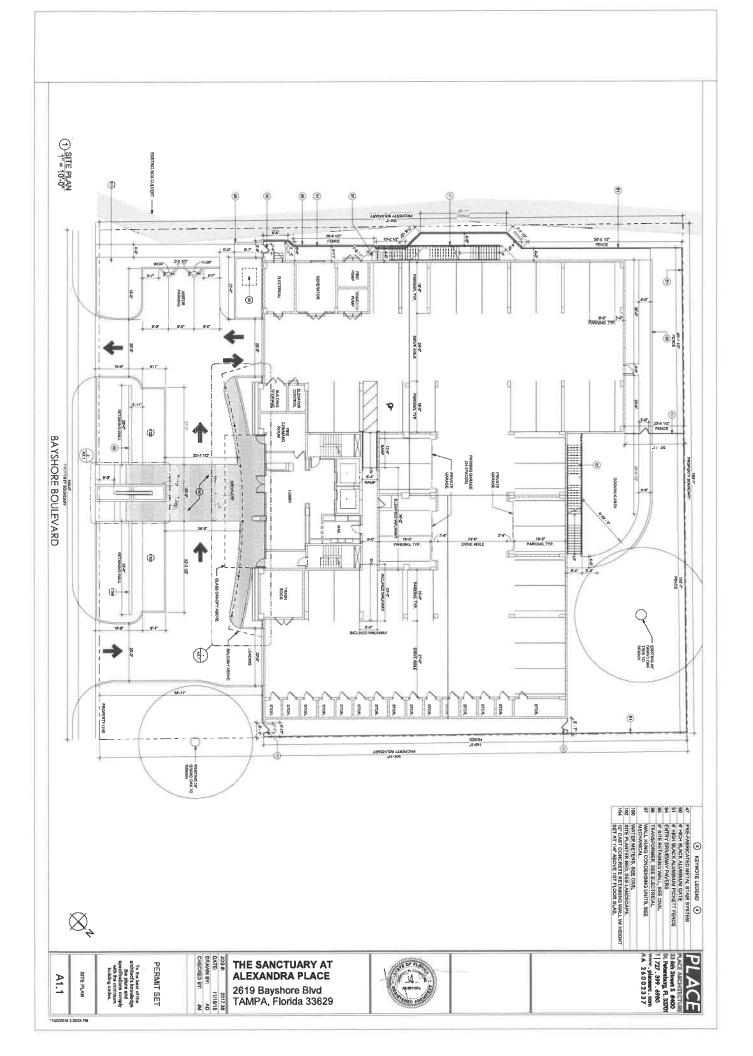
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Planta Fence
Chain- link fence

- UTILITY POLE (UP)





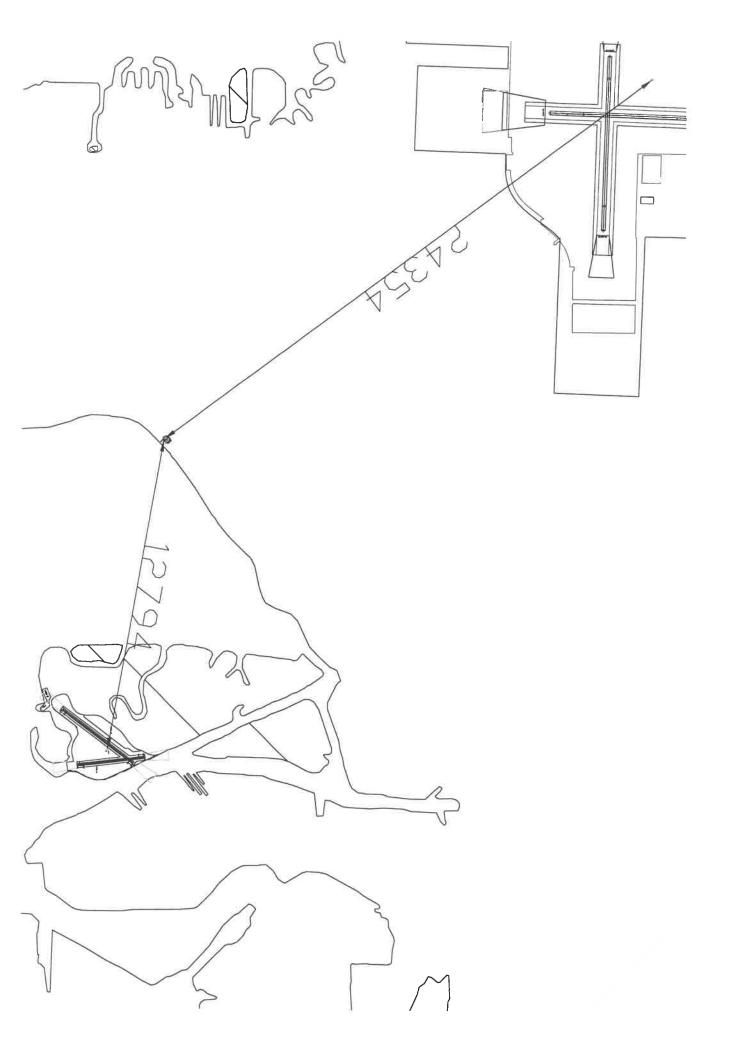




Review Summary

Airport Study Number		Permit Number			Address	
2018-158				2619 Bayshore I	Blvd	
Approval Date	Expires		Permit Type			
i i i i i i i i i i i i i i i i i i i	05/25/20	4 11-	Height Zoning			
REVIEW PROCESS	MSL 8	AGL 215	AMSL 223	LAT 27-55-18.9	93 LONG 82-29-1	6.83
77.9 Review		77.17 Rev	iew			
Required Notice		Obstruction	on			
77.19 Review		<u>TERPS</u>		OEI (62.5:1).		
Within Height Limits		Within Height Limits		NA	The section	
Analysis Summary						
No Airspace or Navaid im Exceeds obstruction stand						
Exceeds obstruction stand		an 200 ft AGL within 3	3 NM of TPF	ations		A
		an 200 ft AGL within 3		ations		
Exceeds obstruction stand Coordination with ATCT Yes No		Coordina Yes	ation with Oper			
Exceeds obstruction stand		Coordina Yes	3 NM of TPF ation with Oper			
Exceeds obstruction stand Coordination with ATCT Yes No Emergency Use	dard - greater tha	Coordina Yes Hazard M	ation with Oper O No Marking and/or No			
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		A	Associated Points Data for Plaza Construction 18158 - Report created on 12/27/2018 2:24:47 PM	ta for Plaza Con	struction 18158	- Report	reated on 12/7.	27/2018 2:24:	47 PM
Point	Point Description	Latitude	Longitude	×	>	Site Elev.	Site Elev. Struct Height Overall Height	Overall Height	Down & Over
Number						(AMSL)	(AGL)	(AMSL)	From Closest Runway
1	SE corner	27° 55' 18.93" N	SE corner 27° 55' 18.93" N 82° 29' 16.83" W 498,576.8677 1,304,633.5630 8.00	498,576.8677	1,304,633.5630	8.00	215.00	223.00	Down(+): 3,556.26 Over(+): 11,169.71 Distance from RW 04: 11,722.18
7	NE corner	27° 55' 20.15" N	NE corner 27° 55' 20.15" N 82° 29' 15.67" W 498,681.4822 1,304,756.4438 8.00	498,681.4822	1,304,756.4438	8.00	215.00	223.00	Down(+): 3,395.14 Over(+): 11,160.59 Distance from RW 04: 11,665.58
m	NW corner	27° 55' 20.88" N	NW corner 27° 55' 20.88" N 82° 29' 16.54" W 498,603.2680 1,304,829.9609	498,603.2680	1,304,829.9609	8.00	215.00	223.00	Down(+): 3,383.81 Over(+): 11,267.33 Distance from RW 04: 11,764.47
4	SW corner	27° 55' 19.89" N	SW corner 27° 55' 19.89" N 82° 29' 18.00" W 498,472.3764 1,304,731.1171 8.00	498,472.3764	1,304,731.1171	8.00	215.00	223.00	Down(+): 3,541.65 Over(+): 11,311.91 Distance from RW 04: 11,853.38



F ederation (mc)

Site Plan Layout