Tampa International Airport

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.
- Special conditions and circumstances apply which are not applicable to other similarly situated property.
- The proposal will not create a substantial detriment to public good or impair the purposes of the intent of these regulations.
- The proposal will not create a substantial adverse effect on the utility of the airport covered under these regulations.

A height variance is being requested for the construction of a multi-family housing tower in downtown Tampa.The proposed structure, at approximately 288 ft AMSL, will not create a substantial adverse effect to either the public good or the utility of the airport covered under these regulations. The applicable conditions and circumstances have been seemingly bypassed by other towers within the vicinity of the proposed structure. These same conditions and circumstances place unnecessary hardships for the proposed development by restricting height to a limit below other towers within the vicinity.

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this variance to be bound by the terms and conditions of such documents and all other applicable laws, rules, regulations, procedures and laws. The petitioner must forward to FDOT by certified mail, return receipt requested, a copy of the permit package and petition for comment. The review of this petition for variance and variance process will proceed only upon the receipt of FDOT's comments or waiver of that right. Include a copy of the certified mail receipt with the petition.

Date : 5/20/2019 Nearest Airport: Tampa International / Peter O Knight Airport Overall Height (AMSL): 288 ft

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

Printed Name of Authorized Representative: Marilyn Mullen Healy, Esq./Akerman LLP

Signature of Authorized Representative: _____ Date: 5/20/19

All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any Damages, losses or injuries resulting from or connected with this activity.

STATE OF Florida, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me this 20th day of May, 2019. by Marilyn Mullen Healy
Personally Known x OR Produced Identification _____ Type of Id Produced _____

(NOTARY SEAL)

Notary Signature _____

NOTARY PUBLIC STATE OF FLORIDA
AVA HILL
MY COMMISSION # FF 965748
EXPIRES: April 13, 2020
Bonded Thru Budget Notary Services

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2019-71 **Variance Approval** YES ☐ NO ☐

FAA Study Number: 2019-ASO-14851-OE

Associated Aeronautical Study Numbers: 14845-14850

FDOT Concurrence: YES: ☐ NO: ☐ WAIVED: ☐ **In accordance with Resolution No. 20___-____**

_____ Board of Adjustment Chairman _____ Date

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:

The project includes the demolition of the existing surface parking lot and small single story office building. Proposed construction will include a 172-unit multi-family housing tower with associated leasing office/lounge, singular restaurant space, rooftop pool.

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: Development Ventures Group, Inc.

Contact Person for Requested Activity: Marilyn Mullen Healy, Esq. Phone: (813) 209-5025

Project Location: 102 E. Tyler St. Tampa, FL 33602 Email: Marilyn.Healy@akerman.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: Marilyn Mullen Healy, Esq.

Signature of Authorized Representative: Marilyn Mullen Healy Date: April 18, 2019

STATE OF Florida, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me this 18th day of April, 2019, by Marilyn Mullen Healy

Personally Known X OR Produced Identification ______ Type of Id Produced ______

(NOTARY SEAL)

NOTARY PUBLIC STATE OF FLORIDA
AVA HILL
MY COMMISSION # FF 965748
EXPIRES: April 13, 2020
Bonded Thru Budget Notary Services

Notary Signature ______

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

		YES	NO
Airport Study No. 2019-71	Variance Required:	[x]	[ ]
FAA Study Number 2019-ASO-14851-OE	Recommend Approval:	[ ]	[ ]
Associated FAA Study Numbers 14845-14850	Coordinate with Airport Operations:	[ ]	[x]
Reviewed By: Anthony ...	Coordinate with ATCT:	[ ]	[x]

Zoning Director ______ Date ______ Approved [ ] Denied [ ]

Review Summary

Airport Study Number: 2019-71

Permit Number:

Address: 102 E Tyler St

Approval Date:

Expires: 11/13/20

Permit Type: Height Zoning

REVIEW PROCESS **MSL** 18 **AGL** 270 **AMSL** 288 **LAT** 27-57-08.06 **LONG** 82-27-41.73

77.9 Review: Required Notice

77.17 Review: Obstruction

77.19 Review: Within Height Limits

TERPS: Within Height Limits

OEI (62.5:1): NA

Analysis Summary

No Airspace or Navaid impacts identified

Coordination with ATCT
○ Yes ◉ No

Coordination with Operations
○ Yes ◉ No

Emergency Use
○ Yes ◉ No

Hazard Marking and/or Lighting
◉ Yes ○ No

Objects affecting Navigable Airspace
◉ Yes ○ No

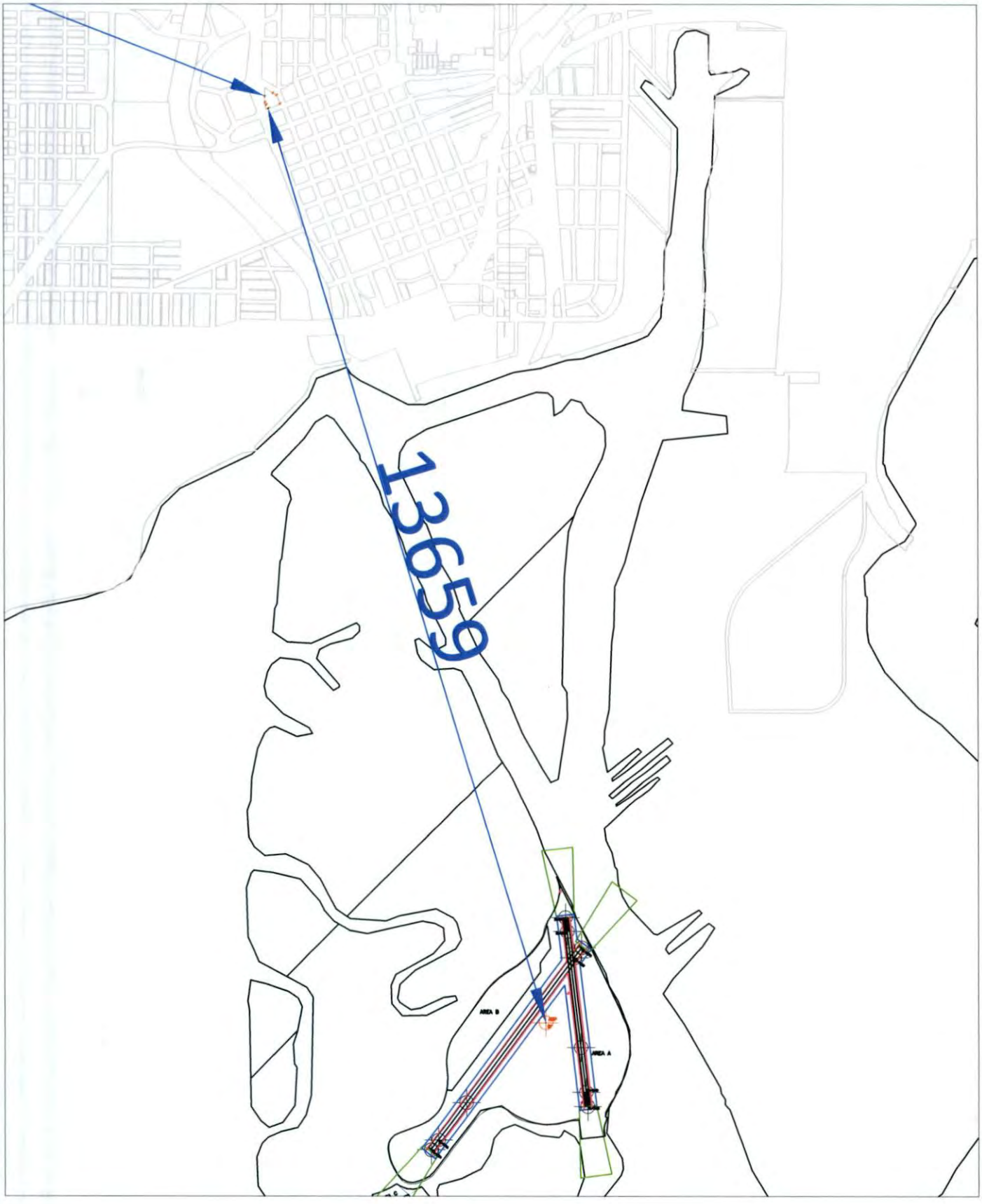
Exceeds Supportive Screening Criteria
○ Yes ◉ No

Conditions

- Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1 L, Change 2
- E-File FAA form 7460-2 with the FAA and Airport within 5 days after the construction reaches its greatest height.
- Occupants and/or owners of the units must be informed that the structure considered under this permit/variance lies in proximity to an airport and occupants may be subjected to noise and light from aircraft operating to and from the airport.
- Obtain a temporary permit for any construction equipment that exceeds the height of the building.
- Any glint or glare issues identified from this project must be mitigated by the petitioner

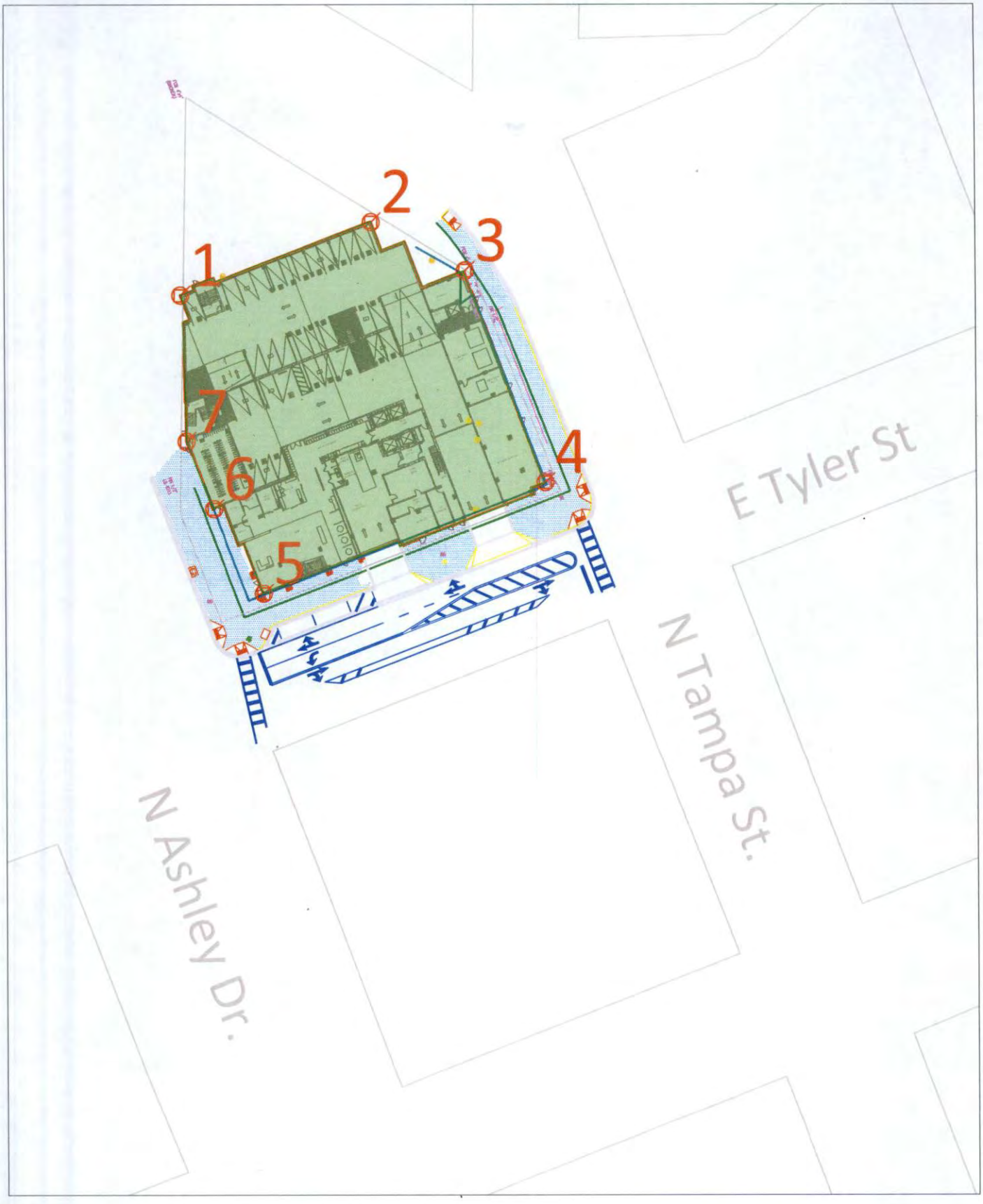
Recommend Approval ◉ Yes ○ No

Distance

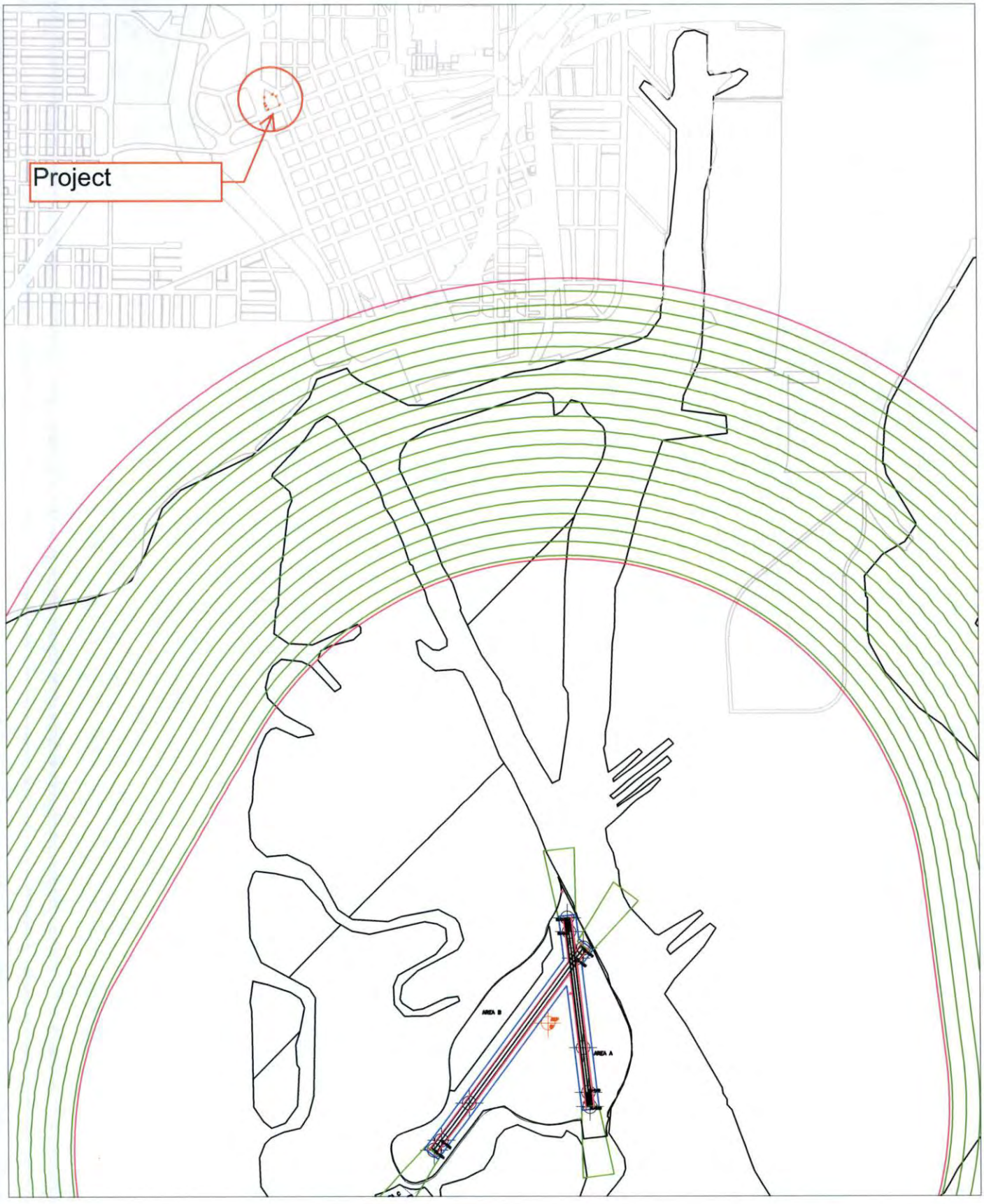


Associated Points Data for Development Ventures 1971 - Report created on 5/21/2019 9:51:23 AM									
Point Number	Description	Latitude	Longitude	X	Y	Site Elev. (AMSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	Bldg corner	27° 57' 8.06" N	82° 27' 41.73" W	507,149.1597	1,315,621.4405	18.00	270.00	288.00	Down(+): 12,177.04 Over(-): 2,887.17 Distance from RW 18: 12,514.63
2	Bldg corner	27° 57' 8.49" N	82° 27' 40.47" W	507,262.3168	1,315,664.4395	18.00	270.00	288.00	Down(+): 12,206.38 Over(-): 2,769.72 Distance from RW 18: 12,516.67
3	Bldg corner	27° 57' 8.21" N	82° 27' 39.85" W	507,317.8100	1,315,635.9526	18.00	270.00	288.00	Down(+): 12,171.53 Over(-): 2,717.98 Distance from RW 18: 12,471.31
4	Bldg corner	27° 57' 6.98" N	82° 27' 39.32" W	507,364.8705	1,315,511.5561	18.00	270.00	288.00	Down(+): 12,042.45 Over(-): 2,685.94 Distance from RW 18: 12,338.35
5	Bldg corner	27° 57' 6.33" N	82° 27' 41.18" W	507,197.8226	1,315,446.5421	18.00	270.00	288.00	Down(+): 11,997.62 Over(-): 2,859.50 Distance from RW 18: 12,333.68
6	Bldg corner	27° 57' 6.82" N	82° 27' 41.51" W	507,168.4158	1,315,496.1388	18.00	270.00	288.00	Down(+): 12,050.34 Over(-): 2,882.84 Distance from RW 18: 12,390.38
7	Bldg corner	27° 57' 7.21" N	82° 27' 41.69" W	507,152.4226	1,315,535.5857	18.00	270.00	288.00	Down(+): 12,091.40 Over(-): 2,894.07 Distance from RW 18: 12,432.93

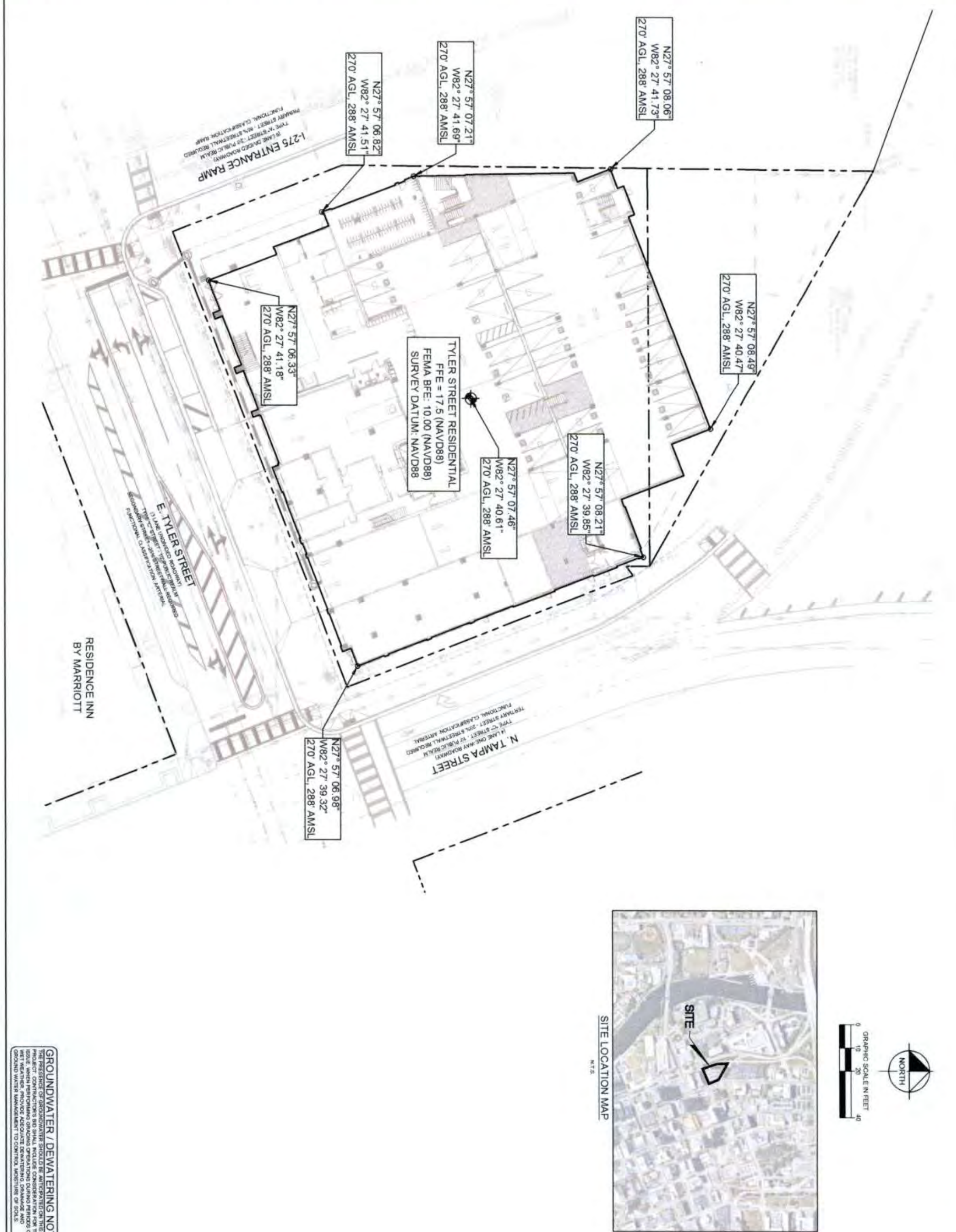
Point Location - Site



Part 77 -TPF



Drawing name: K:\TAM_Civil\148403 - InTownFramework\003 - Tyler Street Residential\CADD\Exhibit\FAA Exhibit\FAA Exhibit_83.dwg Layout1 Apr 26, 2019 9:52am by: Benjamin.Plante



GROUNDWATER / DEWATERING NOTE:

EXHIBIT	DATE 03/15/2019 PROJECT NO. 148403003 SHEET NUMBER	DEVELOPMENT VENTURES GROUP, INC. TYLER STREET RESIDENTIAL CITY OF TAMPA FLORIDA	FAA SITE PLAN EXHIBIT	SCALE / DESIGNED BY BHP / DRAWN BY BHP / CHECKED BY NRL	DESIGN ENGINEER: NATHANIEL R. LINDEN, P.E. / FLORIDA REGISTRATION NUMBER 72985 / DATE:

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
655 NORTH FRANKLIN STREET, SUITE 150, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

No.	REVISIONS	DATE	BY

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

Aeronautical Study No.
2019-ASO-14851-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

**** 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 Tampa/Tyler
Location:	Tampa, FL
Latitude:	27-57-08.06N NAD 83
Longitude:	82-27-41.73W
Heights:	18 feet site elevation (SE)
	270 feet above ground level (AGL)
	288 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 11/13/2020 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 June 12, 2019. 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 June 22, 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 2019-ASO-14851-OE.

Signature Control No: 403725173-405588091 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-ASO-14851-OE

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule

The proposed building development project is represented by 7 ASNs, representing different points of the project. The building project is under ASNs 2019-ASO-14845-OE through 14851) and were submitted at a height of 270 feet AGL, 288 feet AMSL. The building point closest to the TPF ARP is located approximately 2.27 NM north. This location represents the southwest part of project, which is the point with the greatest potential effect to the airport. The building project will be located approximately 2.27 to 2.30 NM north of the TPF ARP and extends from 343.50 degrees azimuth clockwise to 344.32 degrees azimuth.

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) TPF --- > Exceeds by 70 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 trigger a 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 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.

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

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.

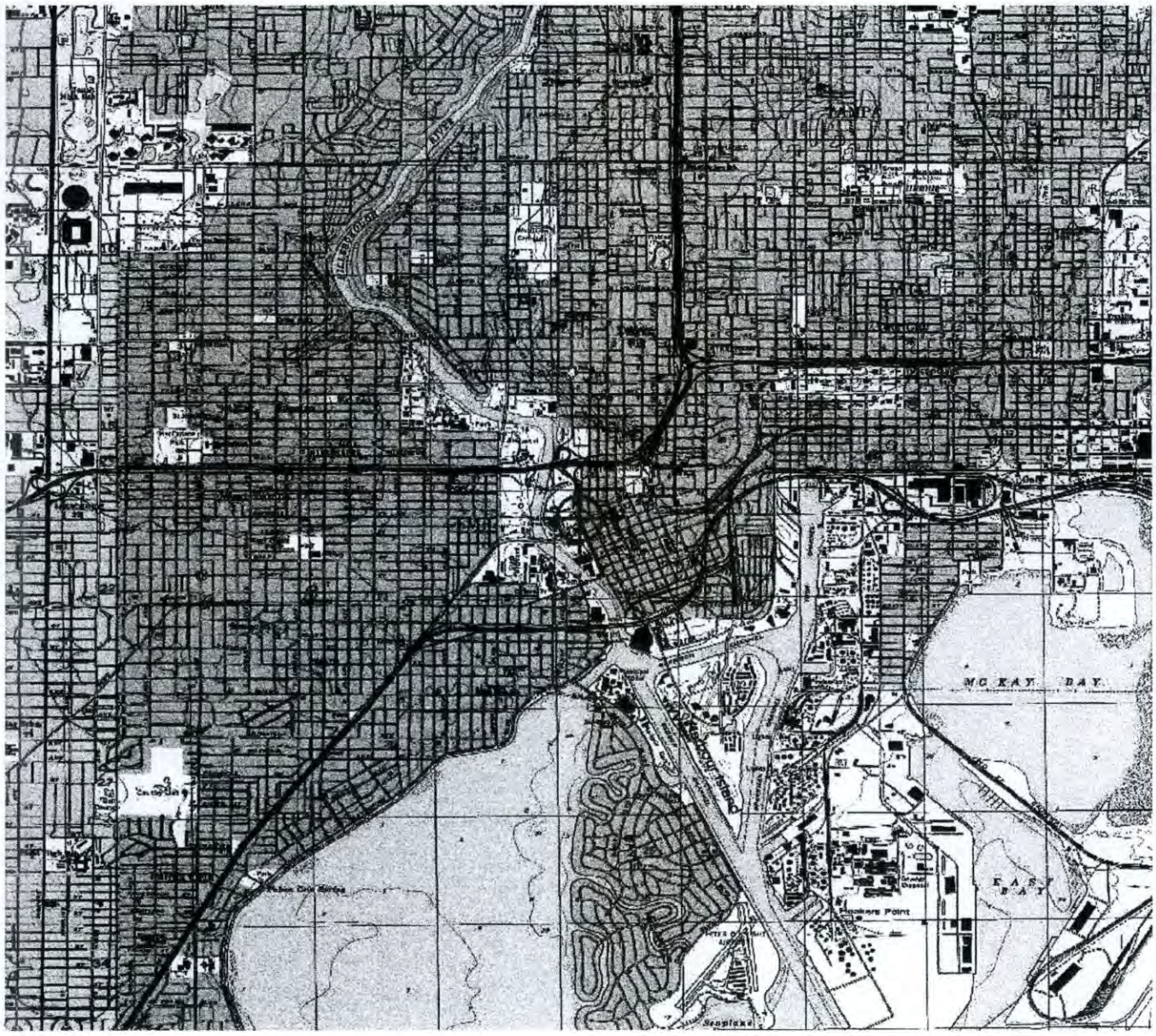
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

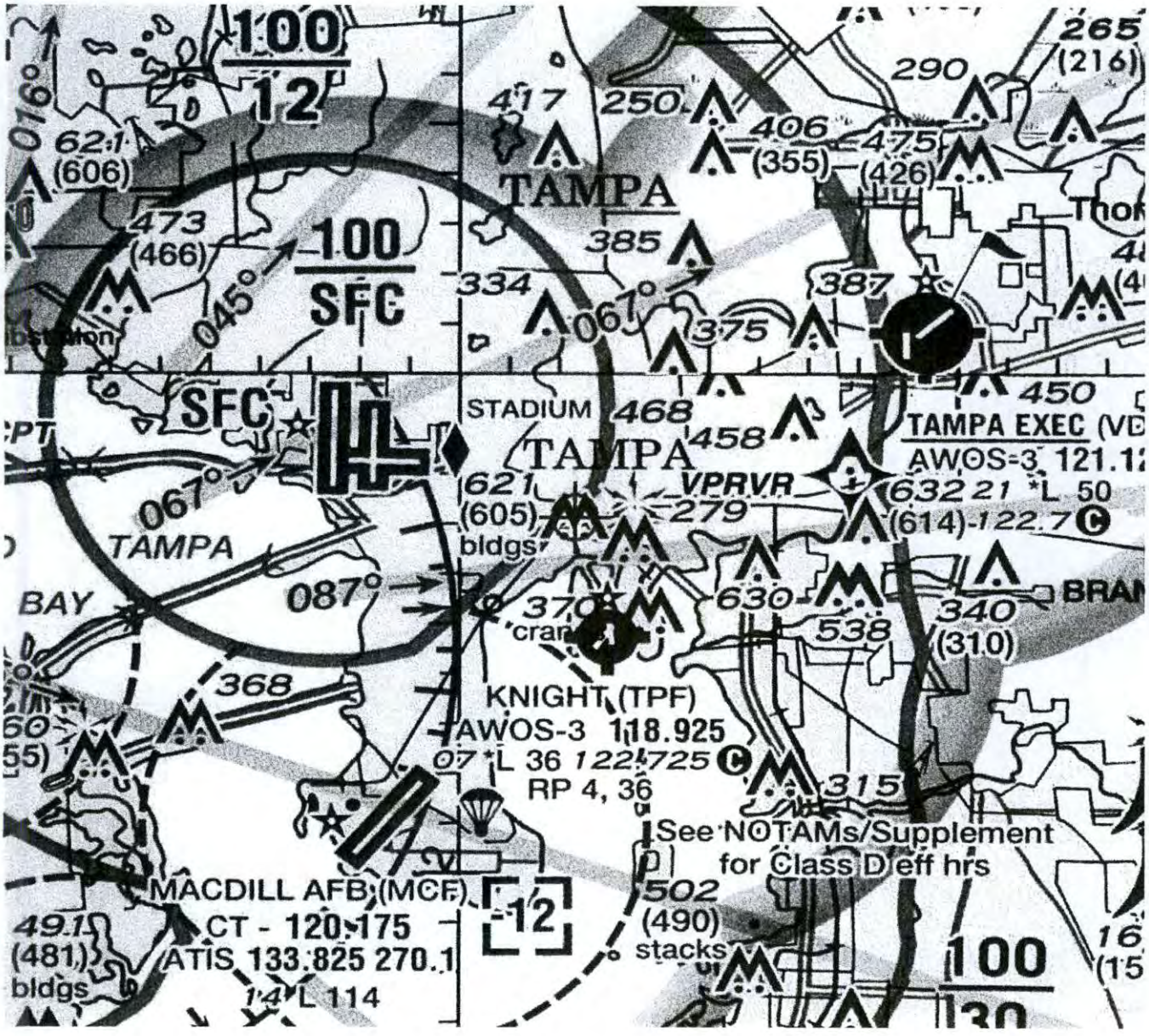
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2019-ASO-14851-OE



Sectional Map for ASN 2019-ASO-14851-OE



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

Aeronautical Study No.
2019-ASO-14845-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

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Signature Control No: 403725166-405588090 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

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Map(s)

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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) TPF --- > Exceeds by 70 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 trigger a 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 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.

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

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.

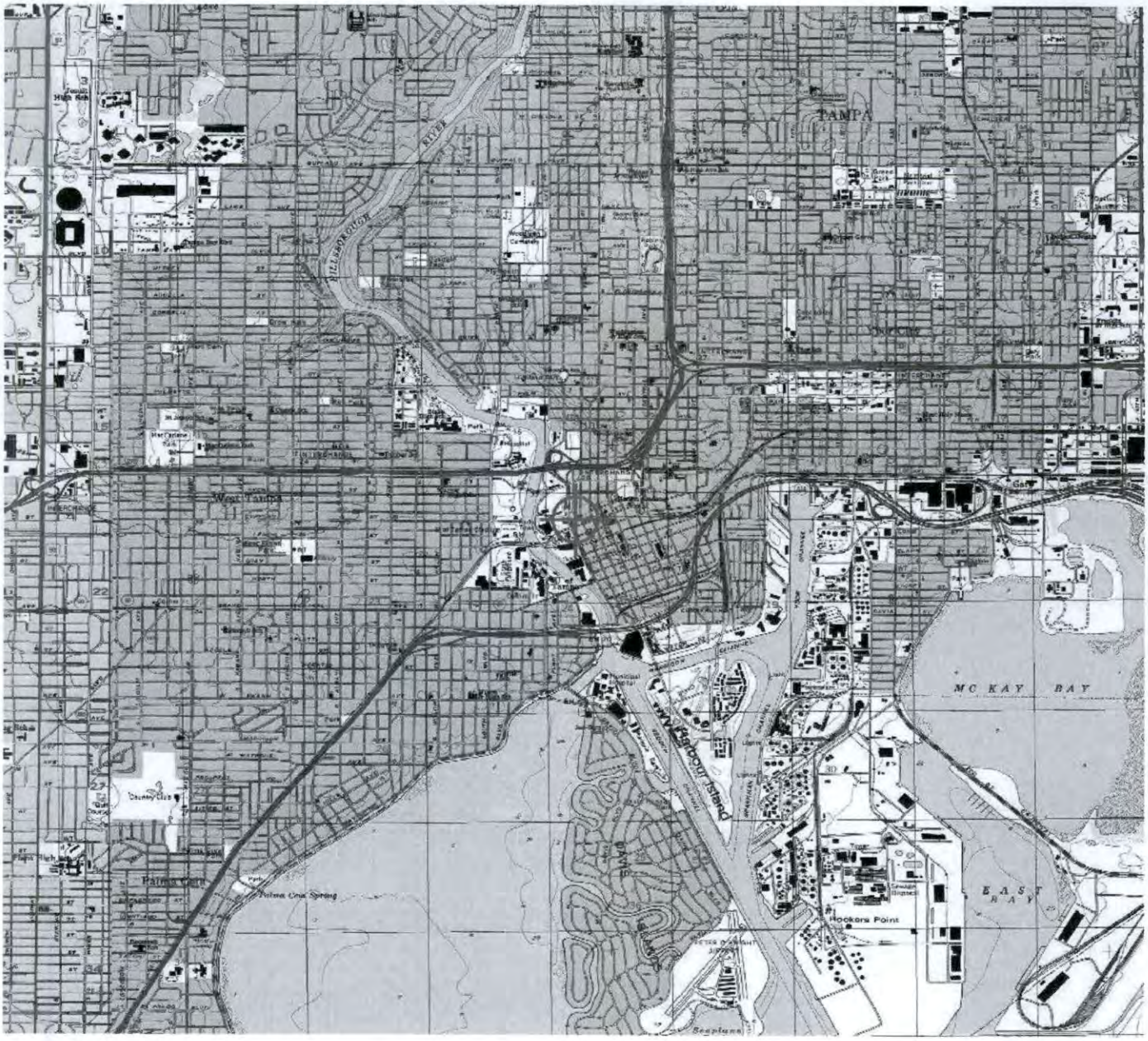
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

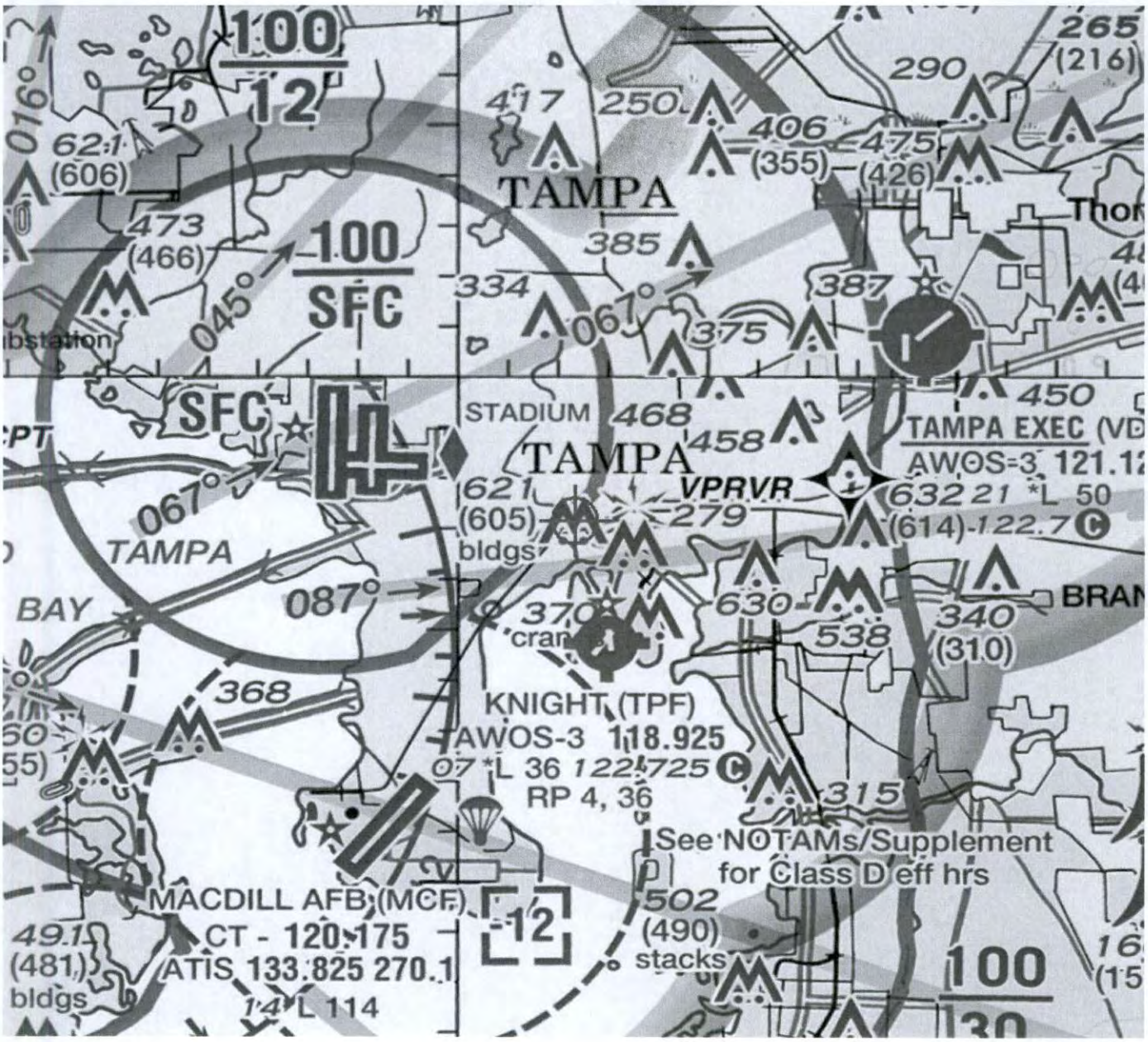
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2019-ASO-14845-OE



Sectional Map for ASN 2019-ASO-14845-OE



Mail Processing Center
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-ASO-14846-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
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New York, NY 10118

**** 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 Tampa/Tyler
Location:	Tampa, FL
Latitude:	27-57-08.21N NAD 83
Longitude:	82-27-39.85W
Heights:	18 feet site elevation (SE)
	270 feet above ground level (AGL)
	288 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 11/13/2020 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 June 12, 2019. 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 June 22, 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 2019-ASO-14846-OE.

Signature Control No: 403725167-405588094 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-ASO-14846-OE

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule

The proposed building development project is represented by 7 ASNs, representing different points of the project. The building project is under ASNs 2019-ASO-14845-OE through 14851) and were submitted at a height of 270 feet AGL, 288 feet AMSL. The building point closest to the TPF ARP is located approximately 2.27 NM north. This location represents the southwest part of project, which is the point with the greatest potential effect to the airport. The building project will be located approximately 2.27 to 2.30 NM north of the TPF ARP and extends from 343.50 degrees azimuth clockwise to 344.32 degrees azimuth.

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

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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.

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

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.

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> The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

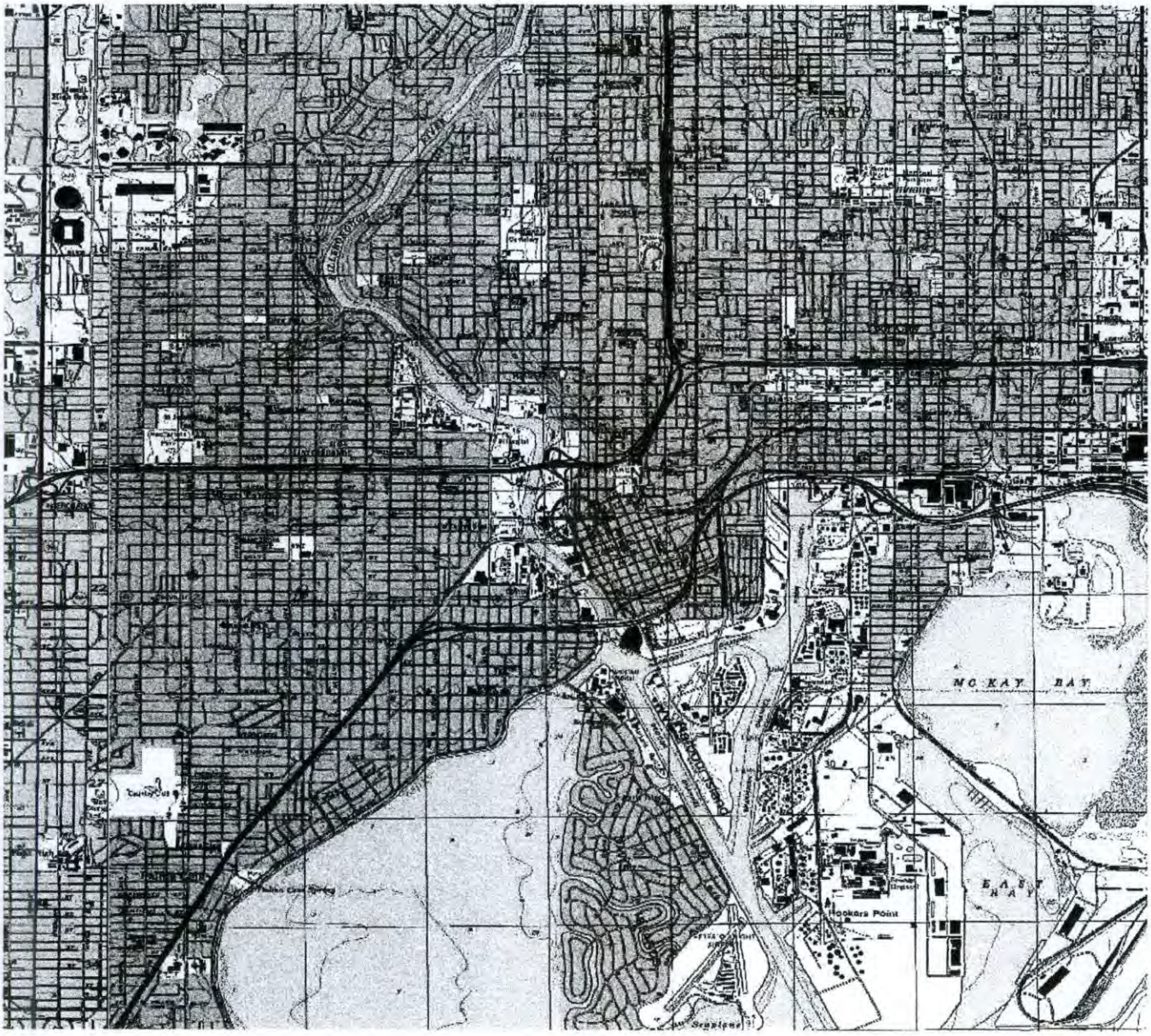
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

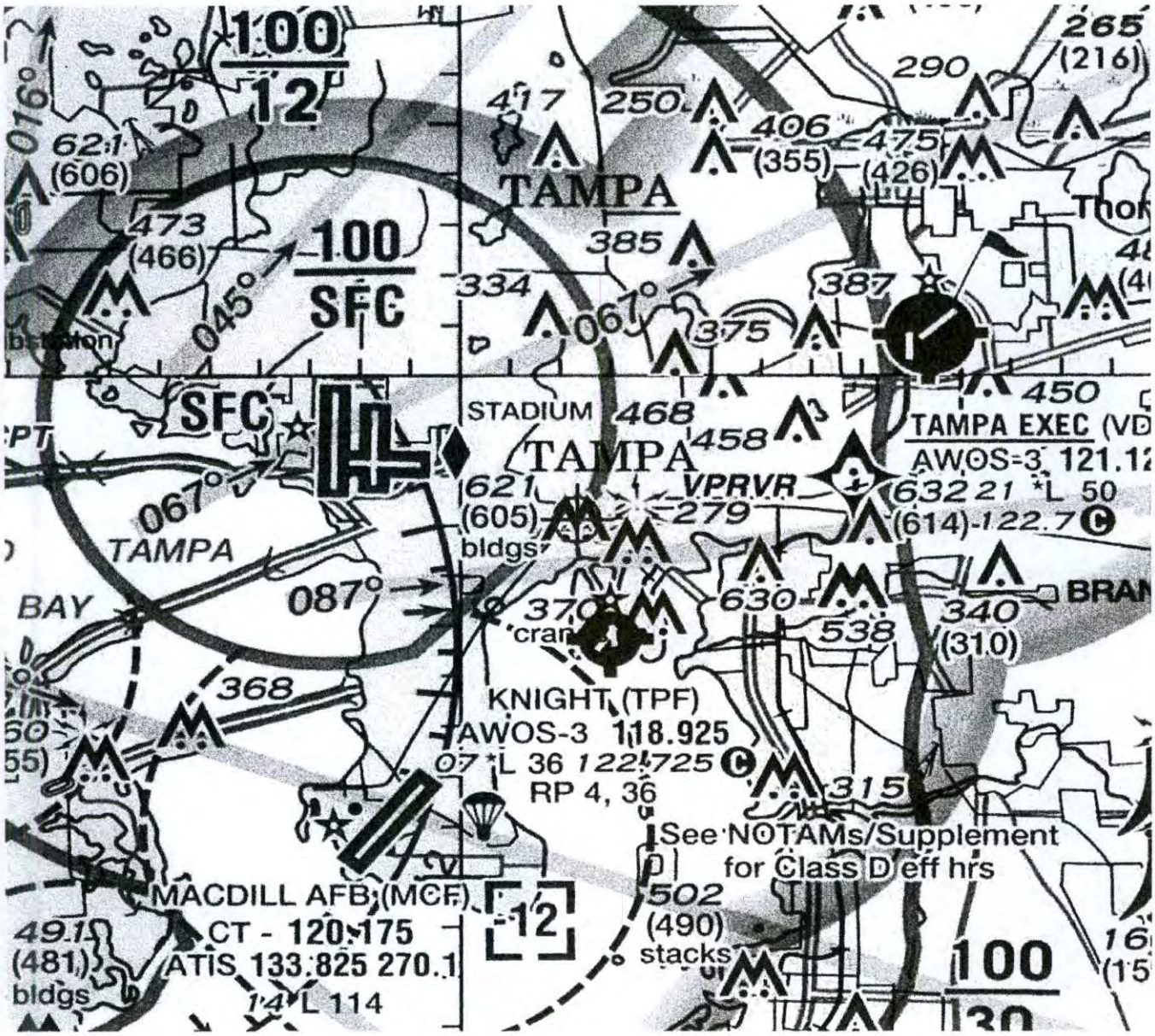
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2019-ASO-14846-OE



Sectional Map for ASN 2019-ASO-14846-OE



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10101 Hillwood Parkway
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Aeronautical Study No.
2019-ASO-14847-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

**** 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 Tampa/Tyler
Location:	Tampa, FL
Latitude:	27-57-06.98N NAD 83
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_____ At least 10 days prior to start of construction (7460-2, Part 1)
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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.

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Signature Control No: 403725168-405588093 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
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Map(s)

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> 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:

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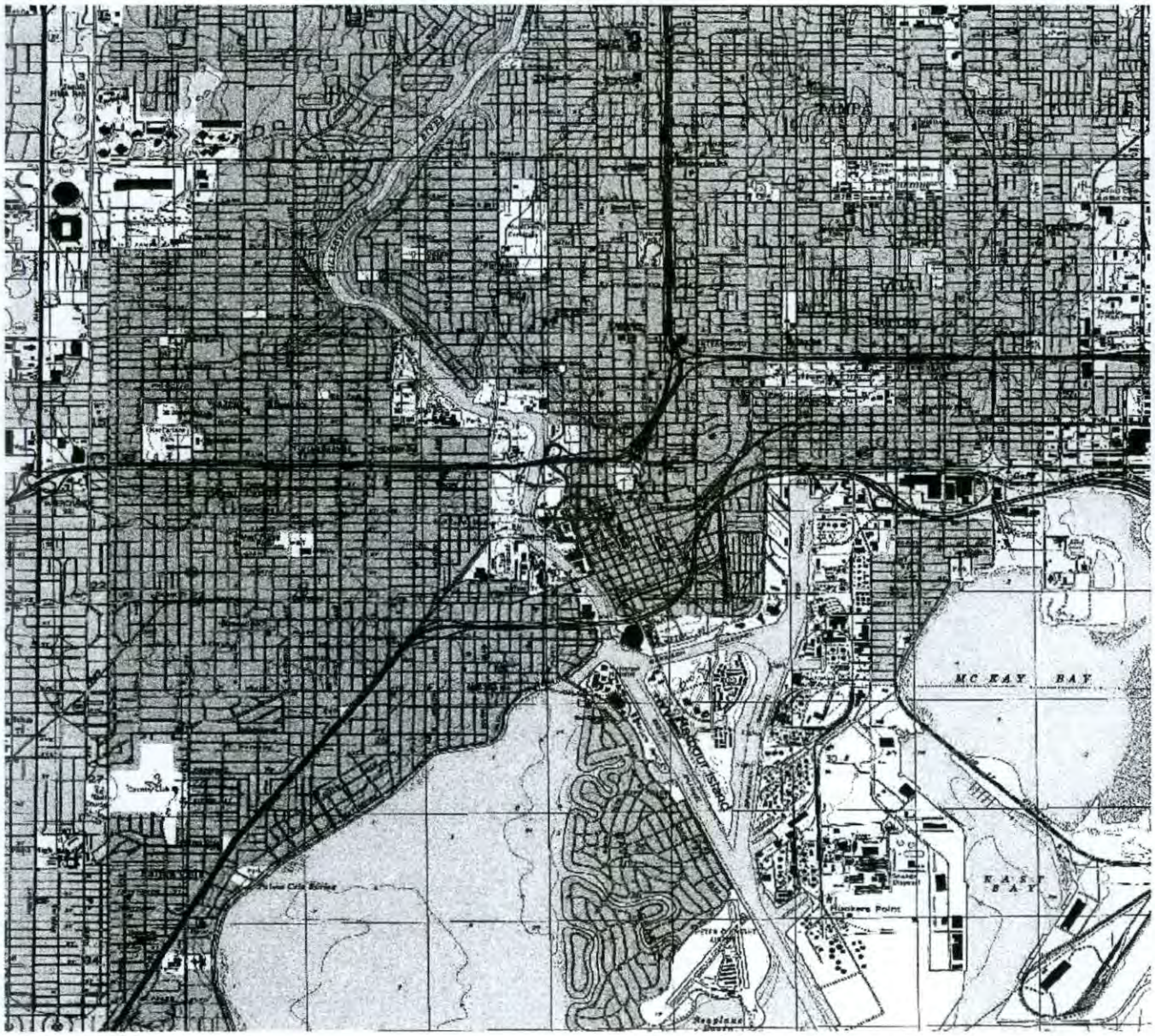
TOPO Map for ASN 2019-ASO-14847-OE



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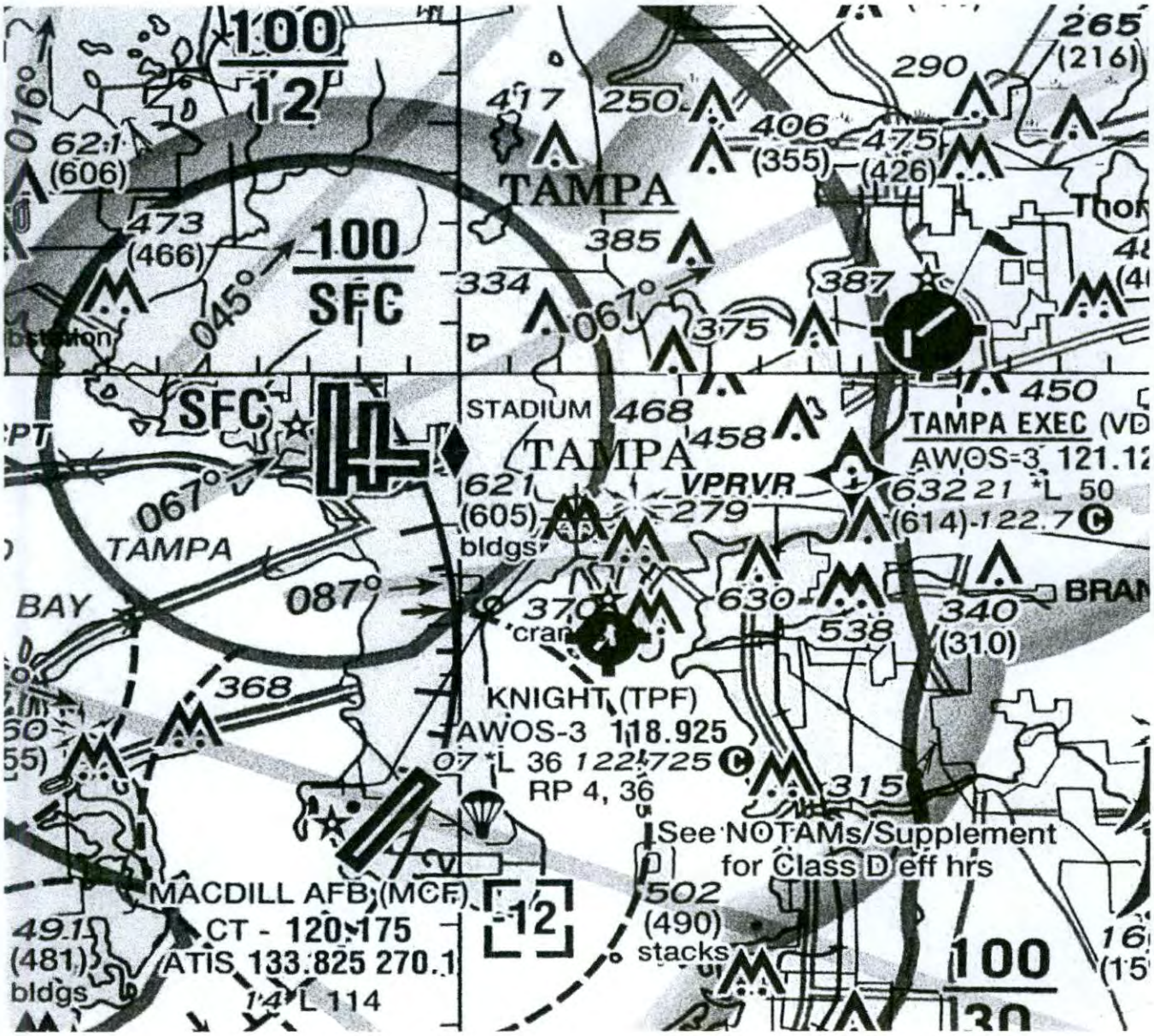

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10101 Hillwood Parkway
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Aeronautical Study No.
2019-ASO-14848-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

**** 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 Tampa/Tyler
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Signature Control No: 403725169-405587205 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

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RWY = Runway
IFR = Instrument Flight Rule

The proposed building development project is represented by 7 ASNs, representing different points of the project. The building project is under ASNs 2019-ASO-14845-OE through 14851) and were submitted at a height of 270 feet AGL, 288 feet AMSL. The building point closest to the TPF ARP is located approximately 2.27 NM north. This location represents the southwest part of project, which is the point with the greatest potential effect to the airport. The building project will be located approximately 2.27 to 2.30 NM north of the TPF ARP and extends from 343.50 degrees azimuth clockwise to 344.32 degrees azimuth.

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) TPF --- > Exceeds by 70 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 trigger a 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 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.

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

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.

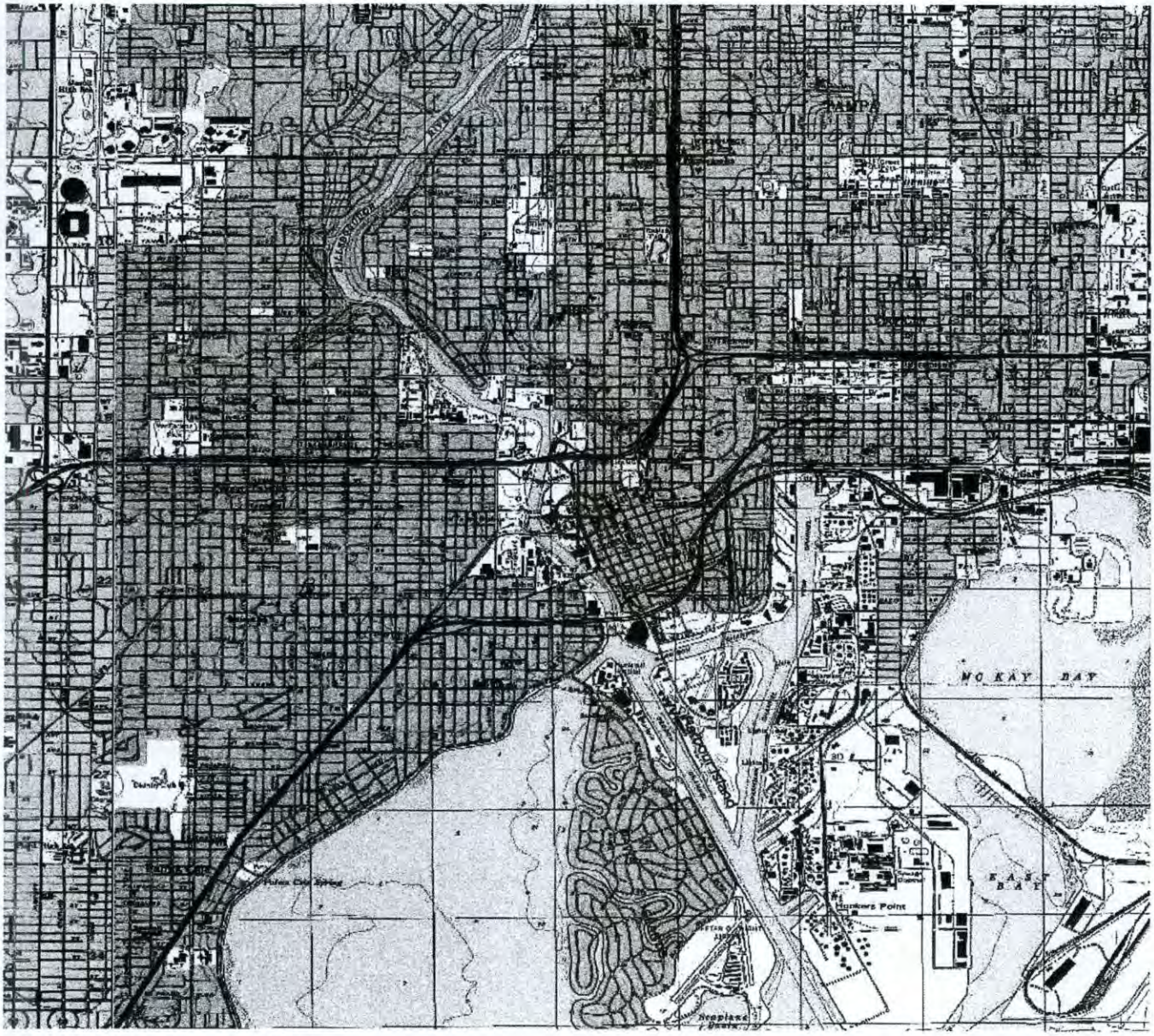
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

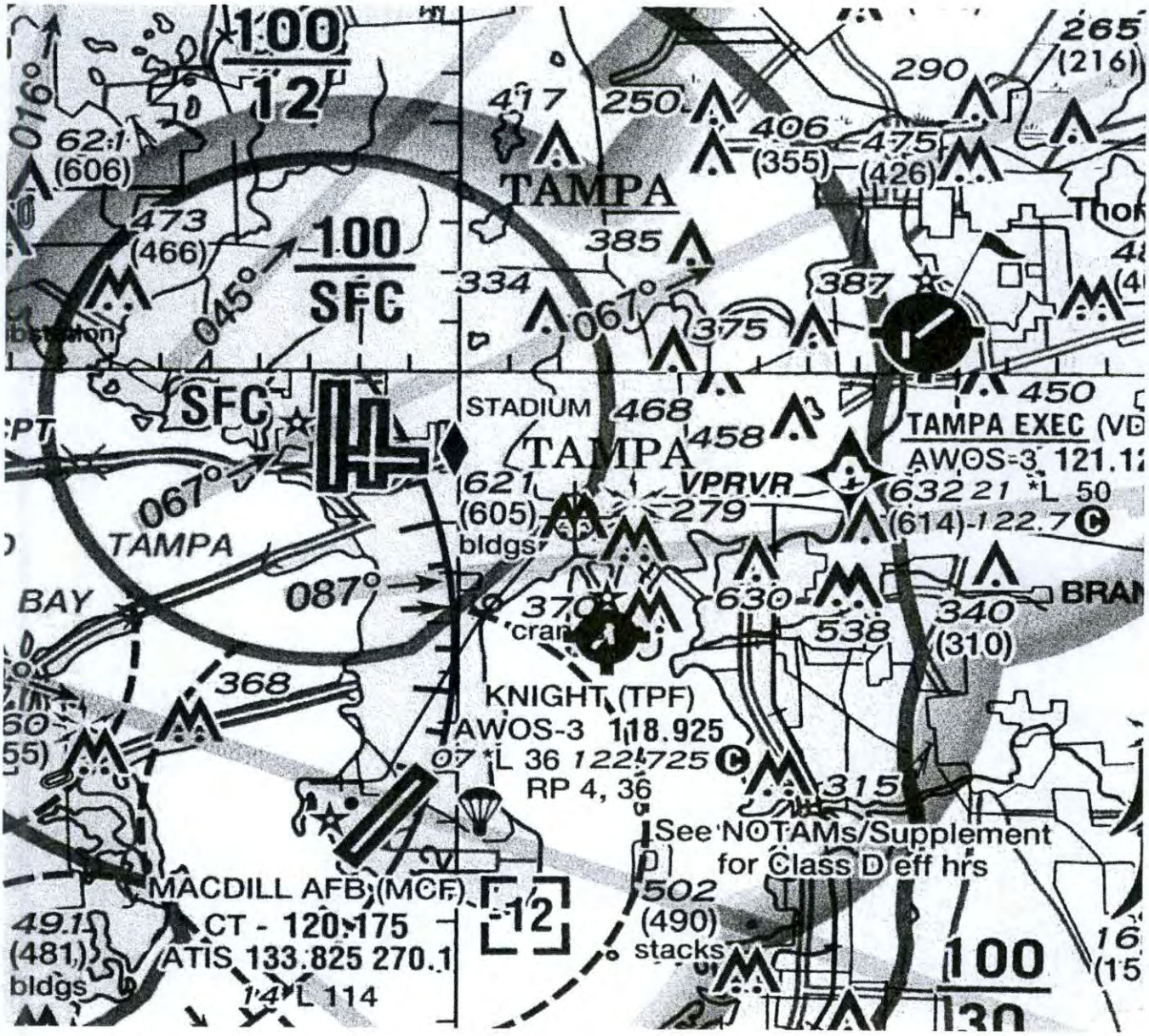
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2019-ASO-14848-OE



Sectional Map for ASN 2019-ASO-14848-OE



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

Aeronautical Study No.
2019-ASO-14849-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

**** 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 Tampa/Tyler
Location:	Tampa, FL
Latitude:	27-57-06.82N NAD 83
Longitude:	82-27-41.51W
Heights:	18 feet site elevation (SE)
	270 feet above ground level (AGL)
	288 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 11/13/2020 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 June 12, 2019. 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 June 22, 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 2019-ASO-14849-OE.

Signature Control No: 403725170-405588089 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-ASO-14849-OE

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule

The proposed building development project is represented by 7 ASNs, representing different points of the project. The building project is under ASNs 2019-ASO-14845-OE through 14851) and were submitted at a height of 270 feet AGL, 288 feet AMSL. The building point closest to the TPF ARP is located approximately 2.27 NM north. This location represents the southwest part of project, which is the point with the greatest potential effect to the airport. The building project will be located approximately 2.27 to 2.30 NM north of the TPF ARP and extends from 343.50 degrees azimuth clockwise to 344.32 degrees azimuth.

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) TPF --- > Exceeds by 70 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 trigger a 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 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.

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

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.

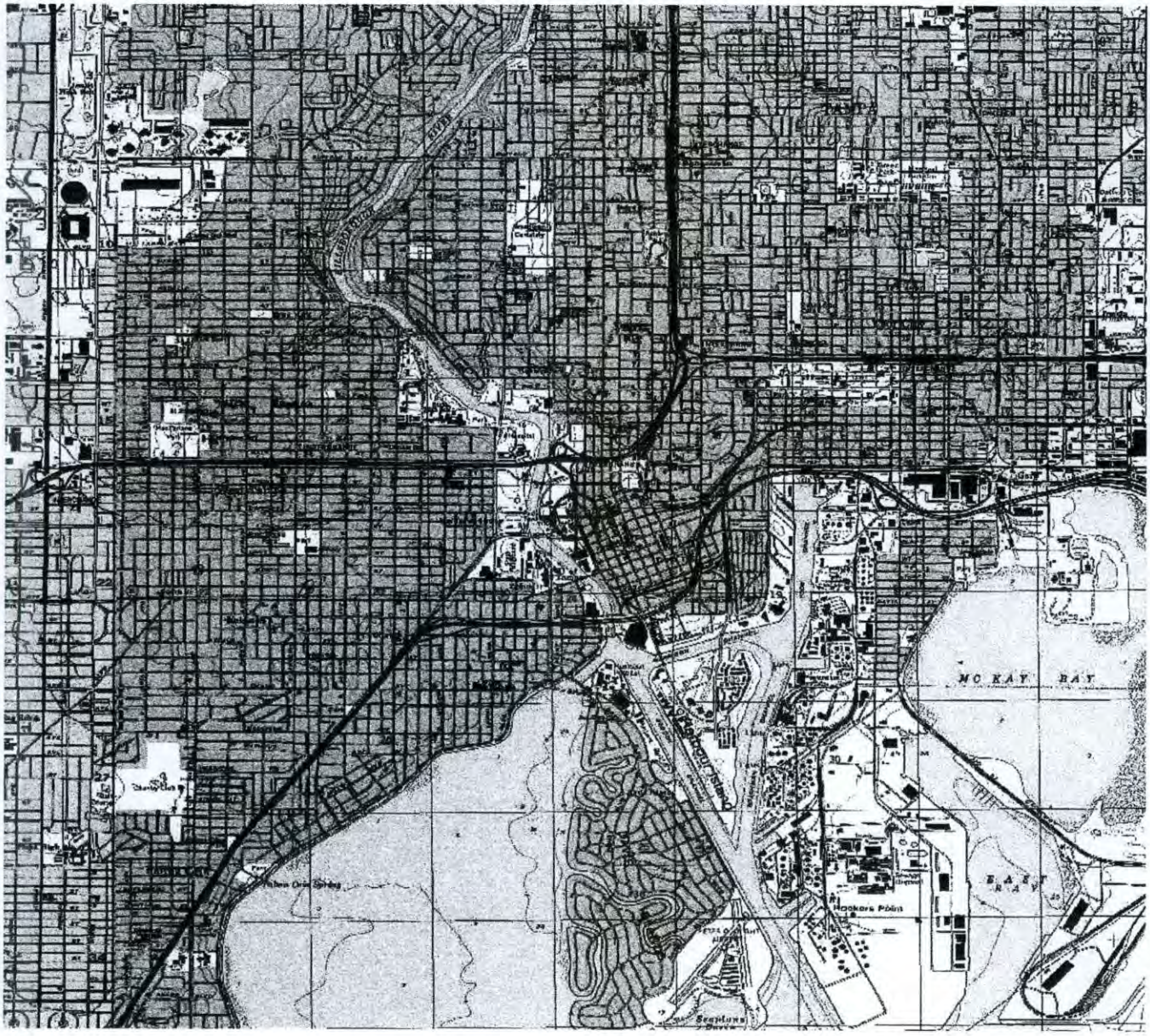
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

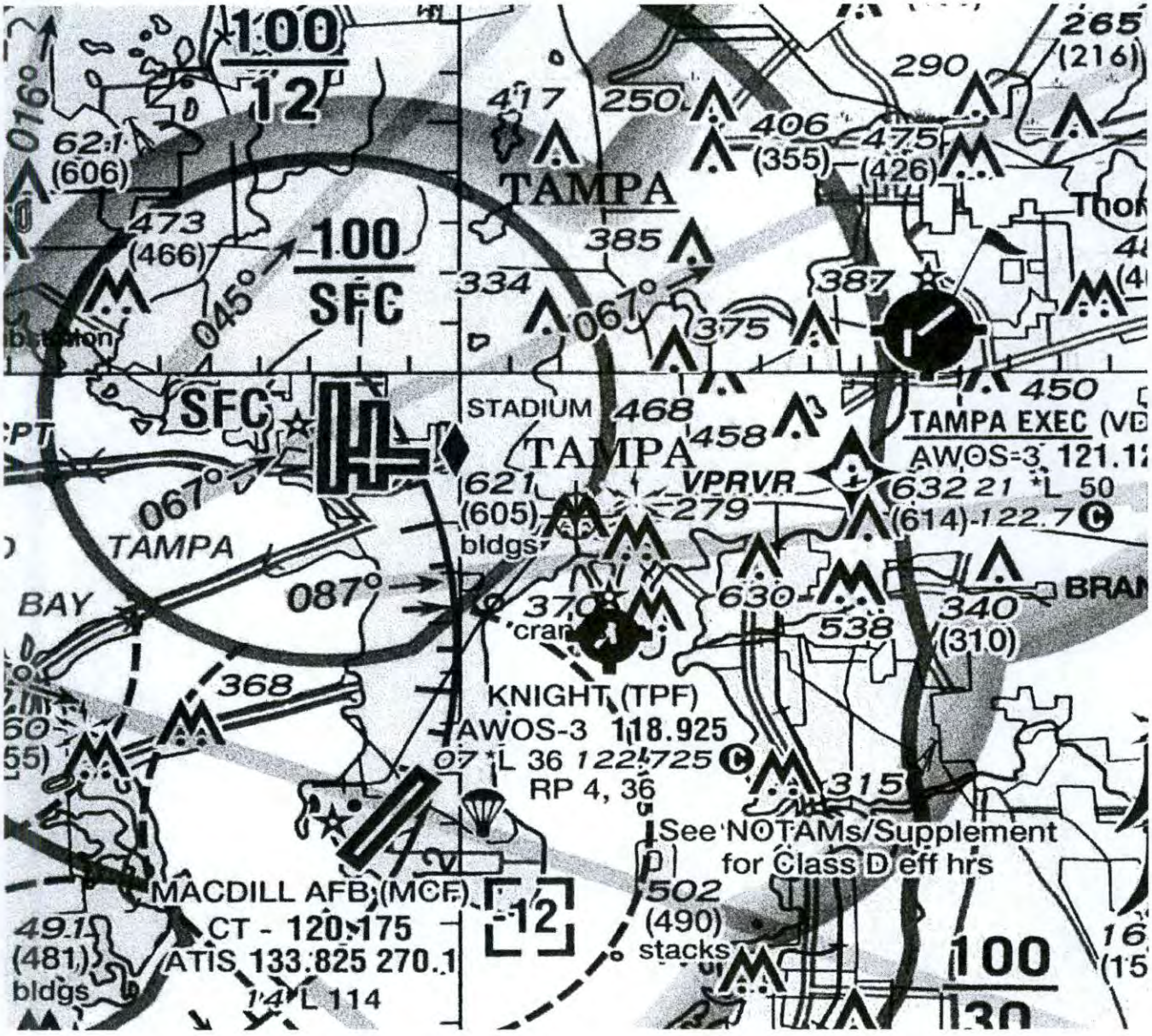
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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 2019-ASO-14849-OE



Sectional Map for ASN 2019-ASO-14849-OE



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Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-ASO-14850-OE

Issued Date: 05/13/2019

Dennis Biggs, Pres. & CEO
Development Ventures Group, Inc.
350 Fifth Avenue
Suite 5340
New York, NY 10118

**** 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 Tampa/Tyler
Location:	Tampa, FL
Latitude:	27-57-07.21N NAD 83
Longitude:	82-27-41.69W
Heights:	18 feet site elevation (SE)
	270 feet above ground level (AGL)
	288 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.

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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)
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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.

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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 2019-ASO-14850-OE.

Signature Control No: 403725172-405588092 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-ASO-14850-OE

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ASN = Aeronautical Study Number
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Details of the structure were not circularized to the aeronautical public for comment.

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.

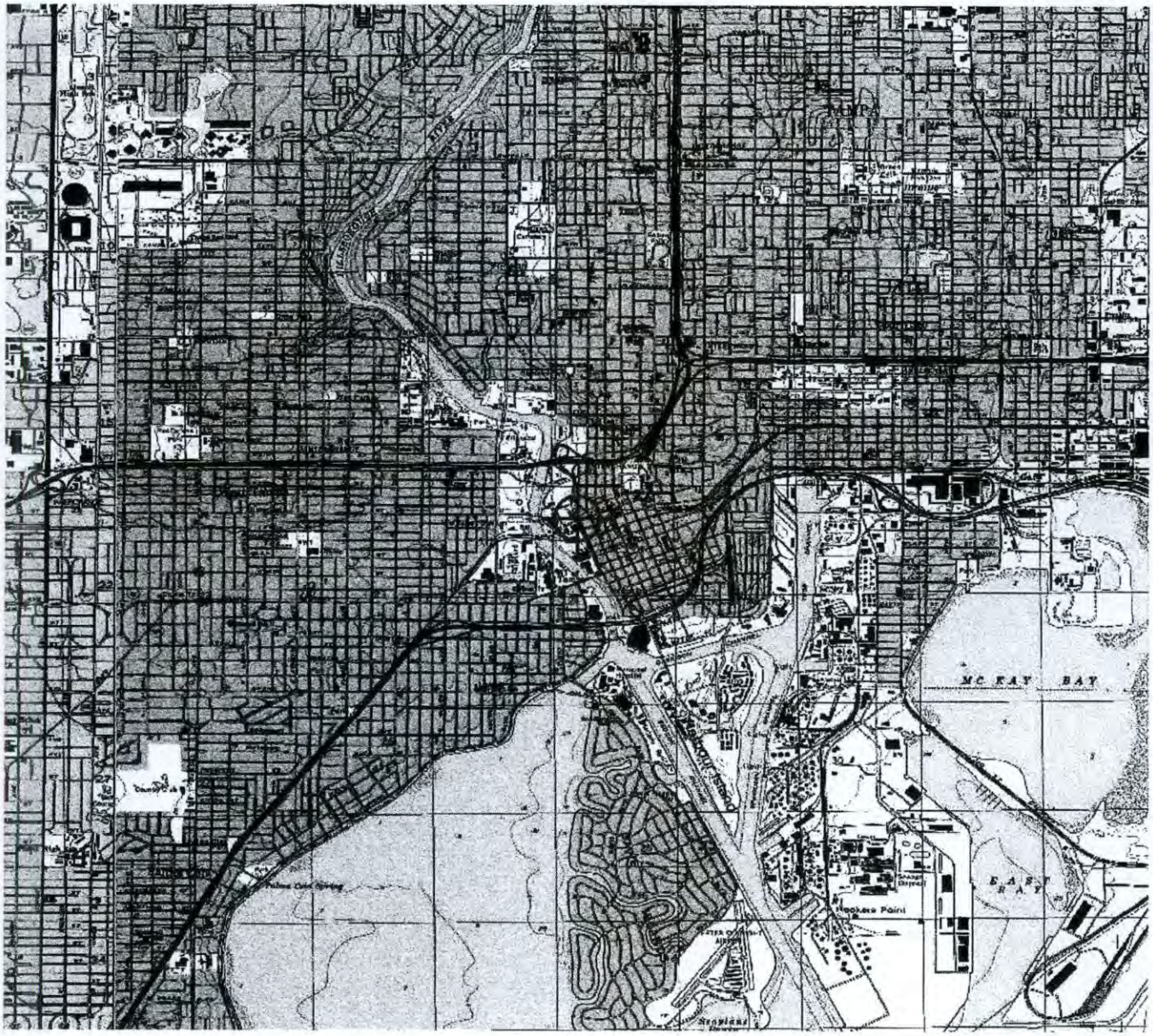
The proposed structures' proximity to the airport was considered and found to be acceptable.

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.

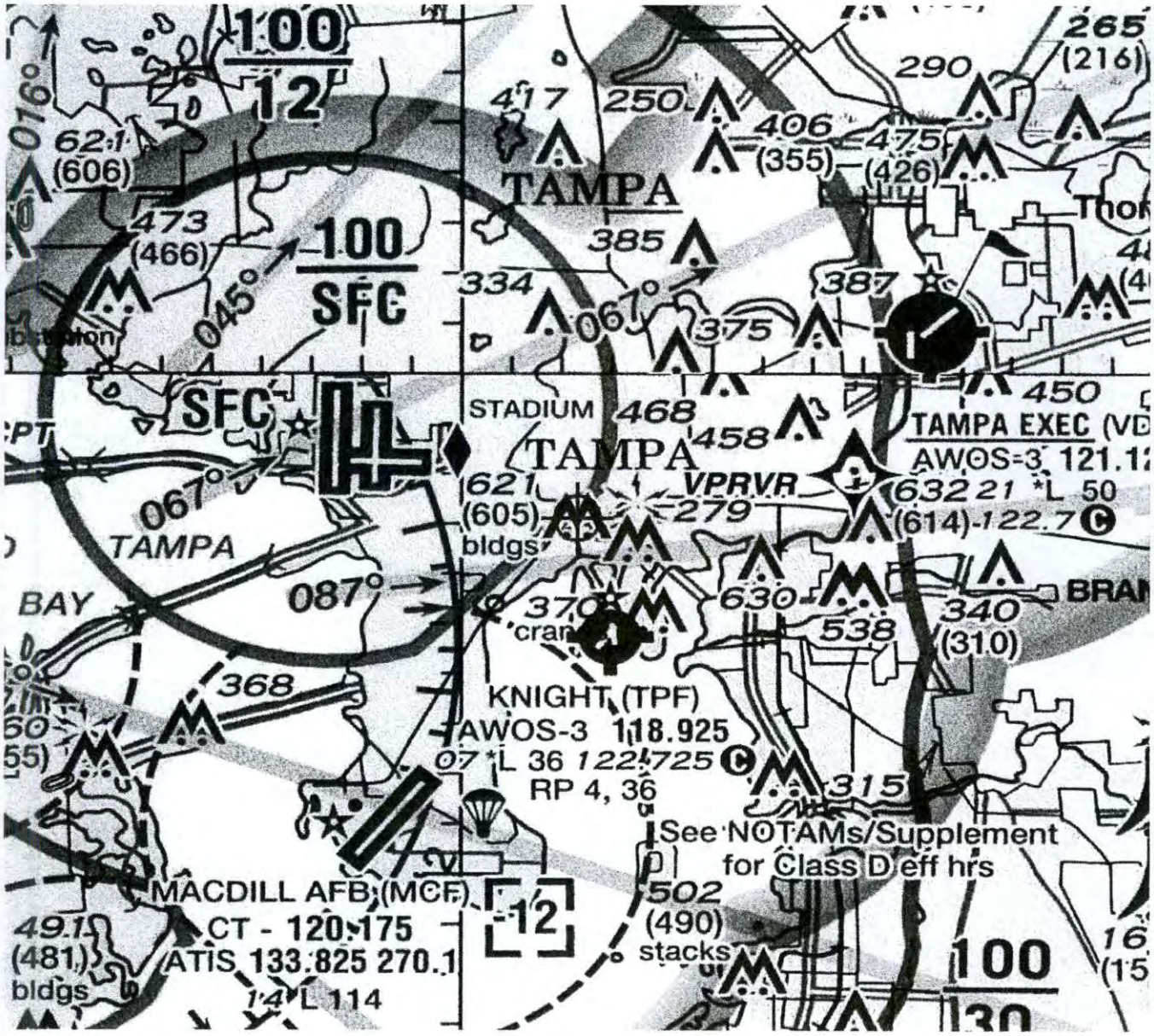
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

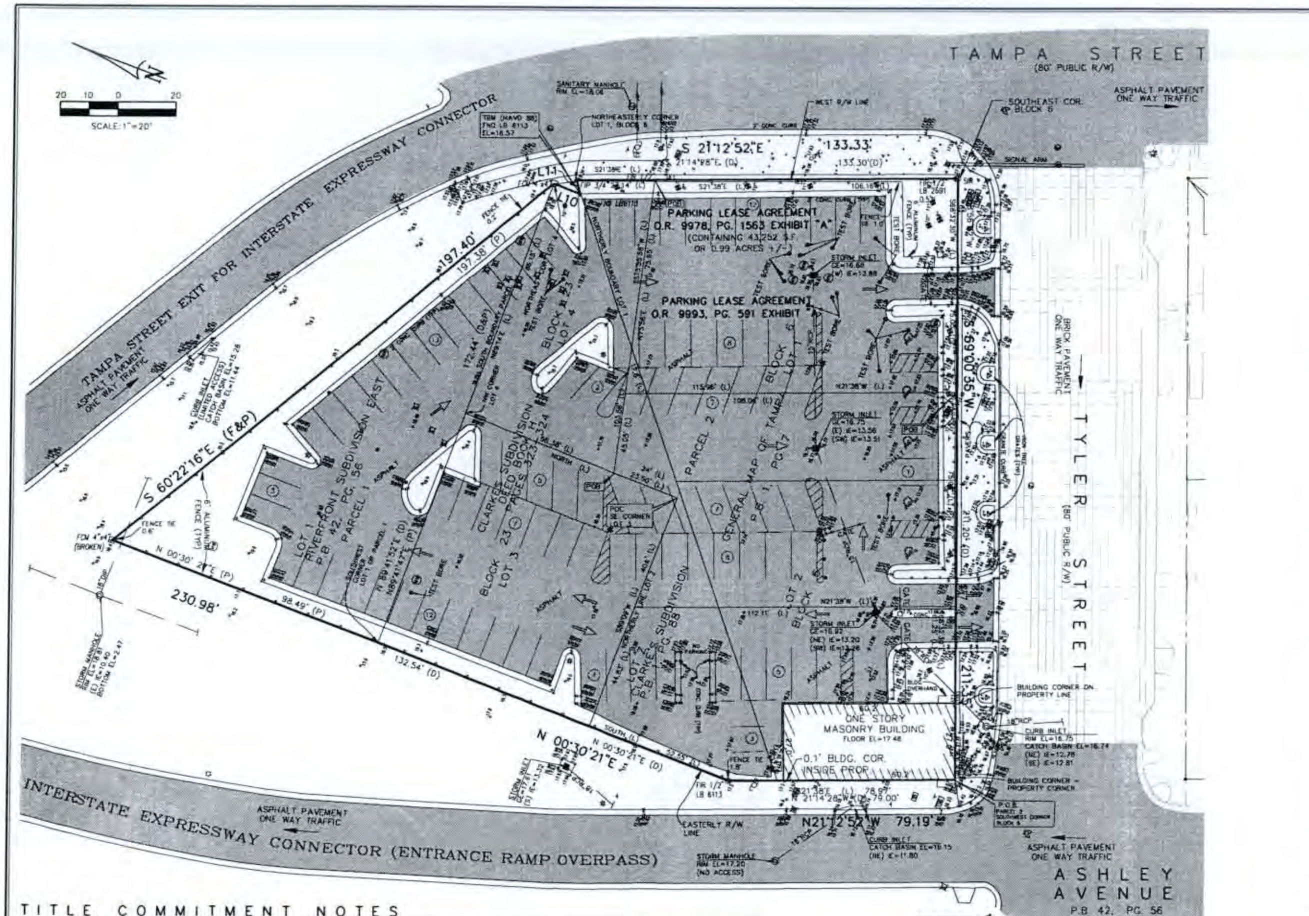
Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2019-ASO-14850-OE



Sectional Map for ASN 2019-ASO-14850-OE





LEGEND

A/C = AIR CONDITIONER UNIT
BLDG = BUILDING
(C) = CALCULATED DATA
CCR = CERTIFIED CORNER RECORD
CLF = CHAIN LINK FENCE
CMP = CORRUGATED METAL PIPE
CONC = CONCRETE
COR = CORNER
CPB = CONDOMINIUM PLAT BOOK
C/T = CURB TIE
(D) = DEED DATA
DB = DEED BOOK
DIP = DUCTILE IRON PIPE
ECMP = ELLIPTICAL CORRUGATED METAL PIPE
EL = ELEVATION
EP = EDGE OF PAVEMENT
ERCP = ELLIPTICAL REINFORCE CONCRETE PIPE
(F) = FIELD DATA
FCM = FOUND CONCRETE MONUMENT
FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
FIR = FOUND IRON ROD
FND = FOUND NAIL & DISC
FOP = FOUND OPEN PIPE
FPP = FOUND PINCHED PIPE
FRRS = FOUND RAILROAD SPIKE
F/T = FENCE TIE
FXC = FOUND X-CUT
GE = GRATE ELEVATION
IE = INVERT ELEVATION
(L) = LEGAL DESCRIPTION DATA
LB = LICENSED BUSINESS
LS = LICENSED SURVEYOR
MAS = MASONRY
MHW = MEAN HIGH WATER
NP = NORMAL POOL
O/A = OVERALL
OR = OFFICIAL RECORDS BOOK
(P) = PLAT DATA
PB = PLAT BOOK
PG = PAGE
PLS = PROFESSIONAL LAND SURVEYOR
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PRM = PERMANENT REFERENCE MONUMENT
PSM = PROFESSIONAL SURVEYOR & MAPPER
P/T = PAVEMENT TIE
PVC = POLY VINYL CHLORIDE
RCP = REINFORCE CONCRETE PIPE
RLS = REGISTERED LAND SURVEYOR
R/W = RIGHT-OF-WAY
SEC = SECTION
SHW = SEASONAL HIGH WATER
SIR = SET IRON ROD 1/2" LB 6113
SND = SET NAIL & DISC LB 6113
SR = STATE ROAD
S/T = SIDEWALK TIE
STY = STORY
SW = SIDEWALK
TBM = TEMPORARY BENCH MARK
(TYP) = TYPICAL
VCP = VITRIFIED CLAY PIPE
W/ = WITH
WF = WOOD FENCE
W/T = WALL TIE

+ 25.25 = POINT OF ELEVATION

= BACKFLOW PREVENTER
= BOLLARD or POST
= BOX, CABLE TELEVISION
= BOX, ELECTRIC UTILITY
= BOX, ELECTRIC UTILITY (TRANSFORMER)
= BOX, TELEPHONE
= DECORATIVE LIGHT POLE
= ELECTRIC OUTLET
= FIRE HYDRANT
= FLAGPOLE
= FLARED END SECTION
= GRATE INLET
= GROUND LIGHT
= GUY ANCHOR
= LIGHT POLE, CONCRETE
= LIGHT POLE, METAL
= LIGHT POLE, WOOD
= MAILBOX
= MANHOLE, ELECTRIC
= MANHOLE, GREASE TRAP
= MANHOLE, SANITARY SEWER
= STORM SEWER STRUCTURE
= MANHOLE, TELEPHONE
= METER, ELECTRIC
= METER, GAS
= METER, RECLAIMED WATER
= METER, WATER
= MITERED END SECTION
= MONITORING WELL
= PEDESTRIAN CROSSING SIGNAL
= SANITARY CLEANOUT
= SCHEDULE B-2 ITEM
= TELEPHONE RISER
= TRAFFIC SIGN
= TRAFFIC SIGNAL BOX
= TRAFFIC SIGNAL POLE
= UNDERGROUND CABLE TELEVISION MARKER
= UNDERGROUND CABLE TELEVISION WARNING SIGN
= UNDERGROUND ELECTRIC MARKER
= UNDERGROUND ELECTRIC WARNING SIGN
= UNDERGROUND FIBER OPTIC MARKER
= UNDERGROUND FIBER OPTIC WARNING SIGN
= UNDERGROUND FORCEMAIN MARKER
= UNDERGROUND FORCEMAIN WARNING SIGN
= UNDERGROUND GAS MARKER
= UNDERGROUND GAS WARNING SIGN
= UNDERGROUND RECLAIMED WATER MARKER
= UNDERGROUND RECLAIMED WATER WARNING SIGN
= UNDERGROUND SANITARY SEWER MARKER
= UNDERGROUND SANITARY SEWER WARNING SIGN
= UNDERGROUND TELEPHONE MARKER
= UNDERGROUND TELEPHONE WARNING SIGN
= UNDERGROUND WATER MARKER
= UNDERGROUND WATER WARNING SIGN
= UTILITY POLE, CONCRETE
= UTILITY POLE, METAL
= UTILITY POLE, WOOD
GV = VALVE, GAS
RV = VALVE, RECLAIMED WATER
SV = VALVE, SANITARY
WV = VALVE, WATER
= WELL

STORM CURB INLETS

= CONCRETE
= ASPHALT
= CONCRETE PAVERS
= BRICK

52.15 = BACK OF CURB
51.67 = FLOWLINE
51.63 = EDGE OF PAVEMENT

= TOP OF BANK
= TOE OF SLOPE or CENTER LINE OF DITCH
= 6' CHAIN LINK FENCE UNLESS OTHERWISE NOTED
= OVERHEAD UTILITY LINES
--G-- = APPROXIMATE LOCATION OF UNDERGROUND GAS LINE
--W-- = APPROXIMATE LOCATION OF UNDERGROUND WATER LINE
--F-- = APPROXIMATE LOCATION OF UNDERGROUND FORCEMAIN
--R-- = APPROXIMATE LOCATION OF UNDERGROUND RECLAIMED WATER LINE
--12" PVC-- = APPROXIMATE LOCATION OF UNDERGROUND SANITARY SEWER LINE
--24" RCP-- = APPROXIMATE LOCATION OF UNDERGROUND STORM SEWER LINE

TREE LEGEND

= BAY TREE
= BOTTLE BRUSH TREE
= CAMPHOR TREE
= CEDAR
= CHINABERRY TREE
= CITRUS TREE
= CYPRESS TREE
= ELM TREE
= EUCALYPTUS TREE
= MAGNOLIA TREE
= MAPLE TREE
= MULBERRY TREE
= OAK TREE
= OTHER SPECIES
= PALM TREE
= PECAN TREE
= PERSIMMON TREE
= PINE TREE
= SYCAMORE TREE
= WAX MYRTLE TREE
= WILLOW TREE

TITLE COMMITMENT NOTES

DESCRIPTIONS AND EASEMENTS SHOWN HEREON WERE TAKEN FROM A COMMITMENT FOR TITLE INSURANCE BY OLD REPUBLIC TITLE INSURANCE COMPANY, 1410 N. WESTSHORE BLVD., STE 800, TAMPA, FL 33607, FILE NUMBER 11067133 COM?, EFFECTIVE DATE: NOVEMBER 23, 2011 AT 8:00 AM, REVISED DATE: DECEMBER 07, 2011 AT 10:45 AM.
WE HAVE REVIEWED SCHEDULE B - SECTION II OF SAID COMMITMENT FOR TITLE INSURANCE AND OFFER THE FOLLOWING COMMENTS.
SURVEYORS COMMENTS ARE IN (PARENTHESIS)

1.) DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT.
(OTHER THAN SHOWN HEREWITH, NO DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, WERE PROVIDED TO THE SURVEYOR)

2.) ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. THE TERM "ENCROACHMENT" INCLUDES ENCROACHMENTS OF EXISTING IMPROVEMENTS LOCATED ON THE LAND ONTO ADJOINING LAND, AND ENCROACHMENTS ON THE LAND OF EXISTING IMPROVEMENTS LOCATED ON ADJOINING LAND.
(ACCURATE SURVEY SHOWN HEREON.)

3.) RIGHTS OR CLAIMS OF PARTIES IN POSSESSION
(NOT A SURVEY MATTER, NO COMMENT)

4.) CONSTRUCTION, MECHANIC'S, CONTRACTORS' OR MATERIALMEN'S LIEN CLAIMS, IF ANY, WHERE NO NOTICE THEREOF APPEARS OF RECORD
(NOT A SURVEY MATTER, NO COMMENT)

5.) EASEMENTS OR CLAIMS OF EASEMENTS NOT SHOWN BY THE PUBLIC RECORDS.
(OTHER THAN SHOWN HEREWITH, NO EASEMENTS OR CLAIMS OF EASEMENTS, IF ANY, WERE PROVIDED TO THE SURVEYOR)

6.) GENERAL OR SPECIAL TAXES AND ASSESSMENTS REQUIRED TO BE PAID IN THE YEAR 2012 AND SUBSEQUENT YEARS.
(NOT A SURVEY MATTER, NO COMMENT)

7.) TERMS AND CONDITIONS OF THAT PARKING LEASE AGREEMENT DATED AND RECORDED DECEMBER 23, 1999, IN O.R. BOOK 9978, PAGE 1563.
(EXHIBIT "A" AREA SHOWN HEREON)

8.) TERMS AND CONDITIONS OF GROUND LEASE AGREEMENT DATED AND RECORDED DECEMBER 23, 1999, IN O.R. BOOK 9978, PAGE 1536.
(EXHIBIT "A" DESCRIBES THE RESIDENCE INN PARCEL, DOES NOT AFFECT THE COURTYARD PARCEL)

9.) TERMS AND CONDITIONS OF NONEXCLUSIVE EASEMENT AGREEMENT DATED AND RECORDED DECEMBER 23, 1999 IN O.R. BOOK 9978, PAGE 1550, FIRST AMENDED IN O.R. BOOK 14103, PAGE 951.
(AFFECTS THE COURTYARD PARCEL, SHOWN HEREON)

10.) TERMS AND CONDITIONS OF PARKING LEASE AGREEMENT RECORDED IN O.R. BOOK 9993, PAGE 591 AND AMENDED IN O.R. BOOK 14103, PAGE 946.
(EXHIBIT "A" AREA SHOWN HEREON)

11.) TERMS AND CONDITIONS OF RECIPROCAL EASEMENT AGREEMENTS DATED AUGUST 2, 2004 AND RECORDED AUGUST 5, 2004 IN O.R. BOOK 14103, PAGE 957.
(EXHIBIT "C-1" AFFECTS THE COURTYARD PARCEL SHOWN HEREON)

12.) TERMS AND CONDITIONS OF MEMORANDUM OF AGREEMENT RECORDED MARCH 29, 2004 IN O.R. BOOK 13673, PAGE 1798.
(EXHIBIT "A" AFFECTS THE COURTYARD PARCEL SHOWN HEREON, EASEMENT NON-DELINEABLE)

13.) TERMS AND CONDITIONS OF ORDINANCE NO. 97-150 AS RECORDED IN O.R. BOOK 8700, PAGE 1054.
(EXHIBIT "A" SHOWN HEREON, LOCATED IN CASS STREET R/W)

14.) TERMS AND CONDITIONS OF ORDINANCE NO. 2000-31 AS RECORDED IN O.R. BOOK 10046, PAGE 922.
(EXHIBIT "A" DOES NOT AFFECT THE COURTYARD PARCEL)

15.) RIGHTS OF TENANTS OCCUPYING ALL OR PART OF THE INSURED LAND UNDER UNRECORDED LEASES OR RENTAL AGREEMENTS.

16.) ASSIGNMENT OF LEASES AND RENTS RECORDED IN O.R. BOOK 9978, PAGE 1660, UCC FINANCING STATEMENT RECORDED IN O.R. BOOK 9978, PAGE 1672, UCC ASSIGNMENT RECORDED IN O.R. BOOK 10388, PAGE 1566, UCC FINANCING STATEMENT AMENDMENT RECORDED IN O.R. BOOK 13975, PAGE 902, ASSIGNMENT OF ASSIGNMENT OF LEASES AND RENTS RECORDED IN O.R. BOOK 19322, PAGE 1863, UCC FINANCING STATEMENT AMENDMENT RECORDED IN O.R. BOOK 19359, PAGE 1947.
(NOT A SURVEY MATTER, NO COMMENT)

SECTIONS 13 & 24, TOWNSHIP 29 S, RANGE 18 E

HILLSBOROUGH COUNTY, FLORIDA

DESCRIPTION

PARCEL 2

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 6, OF THE GENERAL MAP OF TAMPA, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 7, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; RUN THENCE NORTH 21° 14'28" WEST, (GRID BEARING), 79.00 FEET ALONG THE EASTERLY RIGHT-OF-WAY LINE OF THE ASHLEY DRIVE INTERSTATE EXPRESSWAY CONNECTOR, RIVERFRONT SUBDIVISION EAST, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 42, PAGE 56, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; THENCE NORTH 00° 30'21" EAST, 132.54 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE, TO THE SOUTHWEST CORNER OF LOT 1 OR PARCEL 1 OF SAID RIVERFRONT SUBDIVISION EAST; THENCE NORTH 89° 41'52" EAST, 172.44 FEET ALONG THE SOUTH BOUNDARY OF SAID LOT 1 OR PARCEL 1 (NORTH BOUNDARY OF LOTS 3 AND 4, BLOCK 23, OF CLARKE'S SUBDIVISION, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN DEED BOOK "H", PAGES 323 AND 324, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA), TO THE NORTHEAST CORNER OF SAID LOT 4, BLOCK 23; THENCE SOUTH 00° 30'21" WEST, 10.16 FEET ALONG THE EAST BOUNDARY OF SAID LOT 4, TO THE NORTHERLY BOUNDARY OF LOT 1, OF SAID BLOCK 6, GENERAL MAP OF TAMPA; THENCE NORTH 50° 16'00" EAST, 5.06 FEET ALONG THE NORTHERLY BOUNDARY OF SAID LOT 1, TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 21° 14'28" EAST, 133.30 FEET ALONG THE EASTERLY BOUNDARY OF SAID LOT 1 (WESTERLY RIGHT-OF-WAY LINE OF TAMPA STREET), TO THE SOUTHEAST CORNER OF BLOCK 6 OF SAID GENERAL MAP OF TAMPA; THENCE SOUTH 68° 56'02" WEST, 211.20 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID BLOCK 6, (NORTHERLY RIGHT-OF-WAY LINE OF TYLER STREET), TO THE POINT OF BEGINNING; BEING LOTS 3 AND 4, BLOCK 23, OF CLARKE'S SUBDIVISION, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN DEED BOOK "H", PAGES 323 AND 324; LOT "Z", OF CHARLES SUBDIVISION, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 88, LOTS 1 AND 2, BLOCK 6, OF GENERAL MAP OF TAMPA, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 7, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

PARKING LEASE PARCEL HAVING A TOTAL OF 43,252 SQUARE FEET, OR 0.992 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

1. BEARINGS ARE BASED ON THE EASTERLY LINE OF BLOCK 19, GENERAL MAP OF TAMPA, ASSUMED AS BEING S 21°11'55"E.
2. SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED.
3. NO EXCAVATION WAS PERFORMED TO VERIFY THE LOCATION OR EXISTENCE OF ANY UNDERGROUND UTILITIES, ENCROACHMENTS, IMPROVEMENTS, STRUCTURES OR FOUNDATIONS. UNDERGROUND UTILITY LINE LOCATIONS (IF SHOWN HEREON) ARE BASED UPON UTILITY PROVIDER ATLASES AND VISIBLE SURFACE EVIDENCE.
4. RE-USE OF THIS SURVEY FOR PURPOSES OTHER THAN WHICH IT WAS INTENDED, WITHOUT WRITTEN VERIFICATION, WILL BE AT THE RE-USERS SOLE RISK AND WITHOUT LIABILITY TO THE SURVEYOR. NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE TO WHOM CERTIFIED.
5. ALL FOUND POINTS ARE UNMARKED UNLESS OTHERWISE NOTED. ALL PERIMETER BEARINGS AND DISTANCES ARE ALSO FIELD MEASURED UNLESS NOTED.
6. THIS SURVEY IS NOT INTENDED TO SHOW THE LOCATION OR EXISTENCE OF ANY JURISDICTIONAL, HAZARDOUS OR ENVIRONMENTALLY SENSITIVE AREAS.
7. THE SITE APPEARS TO BE IN FLOOD ZONE X, ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 120114, MAP NUMBER 12057C0354H, EFFECTIVE DATE 08/28/2008 (MAP INDEX NUMBER 12057CIND0B, EFFECTIVE DATE 09/27/2013). POLARIS ASSOCIATES, INC. AND THE SIGNING SURVEYOR HEREON ASSUMES NO LIABILITY FOR THE ACCURACY OF THIS DETERMINATION. THE AUTHOR OF THE MAP, THE FEDERAL EMERGENCY MANAGEMENT AGENCY, OR THE LOCAL GOVERNMENTAL AGENCY HAVING JURISDICTION OVER SUCH MATTERS SHOULD BE CONTACTED PRIOR TO ANY JUDGMENTS BEING MADE FROM THIS INFORMATION. THE ABOVE REFERENCED MAP STATES IN THE NOTES TO THE USER THAT "THIS MAP IS FOR USE IN ADMINISTERING THE NATIONAL FLOOD INSURANCE PROGRAM".
8. ANY ZONING INFORMATION SHOWN OR NOTED HEREON IS BASED ON INFORMATION AVAILABLE DURING THE PREPARATION OF THE SURVEY. THIS INFORMATION SHOULD BE VERIFIED WITH THE GOVERNING AUTHORITY PRIOR TO ANY DETERMINATIONS OR DESIGN.
9. SHOWN ANYWHERE ON THIS SURVEY, THE WORD "CERTIFY" IS UNDERSTOOD TO BE AN EXPRESSION OF A PROFESSIONAL OPINION BASED UPON THE SURVEYOR'S BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT THUS CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY.
10. UNLESS OTHERWISE INDICATED, THE PROPERTY DESCRIPTION AND EASEMENTS SHOWN WERE FURNISHED TO POLARIS ASSOCIATES, INC. AND ARE PRESUMED TO BE CORRECT. NO SEARCH OF ANY PUBLIC RECORDS, FOR EASEMENTS, DEEDS, ETC., WAS PERFORMED BY THIS FIRM FOR THE COMPLETION OF THIS SURVEY AND THERE MAY BE ADDITIONAL RESTRICTIONS THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
11. ELEVATIONS ARE BASED ON A CITY OF TAMPA BENCHMARK, HV-02-0184, HAVING AN ELEVATION OF 18.804, NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).
12. TREES 4" IN DIAMETER AND LARGER HAVE BEEN LOCATED WITH COMMON NAME AND APPROXIMATE DIAMETER BREAST HIGH. SMALLER TREES, NON-PROTECTED SPECIES (INCLUDING ORNAMENTALS) AND TREES WITHIN JURISDICTIONAL AREAS (IF ANY) HAVE NOT BEEN LOCATED. TREES BY NATURE ARE IRREGULAR IN SIZE AND SHAPE. EVERY EFFORT IS MADE TO ACCURATELY LOCATE TREES. THE TREE LOCATION IS THE CENTER OF THE TREE. THIS LOCATION MAY BE DIFFERENT IF LOCATED FROM A DIFFERENT DIRECTION. ALL TREE LOCATIONS SHOULD BE FIELD CHECKED IF CRITICAL TO DESIGN.
13. THIS SURVEY IS BASED ON U.S. FEET.

DATE	NUMBER	REVISIONS	BY

CERTIFICATION

CERTIFIED TO: DEVELOPMENT VENTURES GROUP, INC.

I HEREBY CERTIFY THAT THE SURVEY REPRESENTED HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FLORIDA STATUTES.

JANUARY 30, 2019
DATE OF SURVEY

DocuSigned by:
Dan H. Rizzuto
F3095884F4954DE

DAN H. RIZZUTO
PROFESSIONAL LAND SURVEYOR
LICENSE NUMBER LS 5227
STATE OF FLORIDA

PROJECT: TAMPA & TYLER STREETS, TAMPA, FL

TYPE OF SURVEY: TOPOGRAPHIC SURVEY

PREPARED FOR: DEVELOPMENT VENTURES GROUP, INC.

POLARIS ASSOCIATES INC.
PROFESSIONAL SURVEYING LB 6113
2165 SUNNYDALE BOULEVARD, SUITE D
CLEARWATER, FLORIDA 33765
(727) 461-6113

DATE OF SURVEY: JANUARY 30, 2019

CHECKED BY:	SCALE:	DRAWN BY:	JOB NO.	DRAWING PATH:	SHEET
DHR	1"=20'	JT	2600-05	H:\JM\2600\DWG\2600T 01-2019 PARKING LOT.DWG	1 OF 1

4 A3.000 3D View - STREET - WEST APPROACH (TYLER STREET)

3 A3.000 3D View - STREET - EAST APPROACH (TYLER STREET)

2 A3.000 3D View - STREET - SOUTHWEST APPROACH (N. ASHLEY DRIVE)

1 A3.000 3D View - STREET - SOUTHEAST APPROACH (N. TAMPA STREET)

5/1/2019
Connor Reynolds
AR97908

PROJECT #: 118097
DRAWN BY: AS
CHECKED BY: BW

NILES BOLTON ASSOCIATES

NILES BOLTON ASSOCIATES
FA6902774

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
1	PRELIMINARY PRICING	01/15/19
2	CORE & SHELL PERMIT	05/01/19

TYLER STREET RESIDENTIAL
102 EAST TYLER STREET
TAMPA, FLORIDA 33062

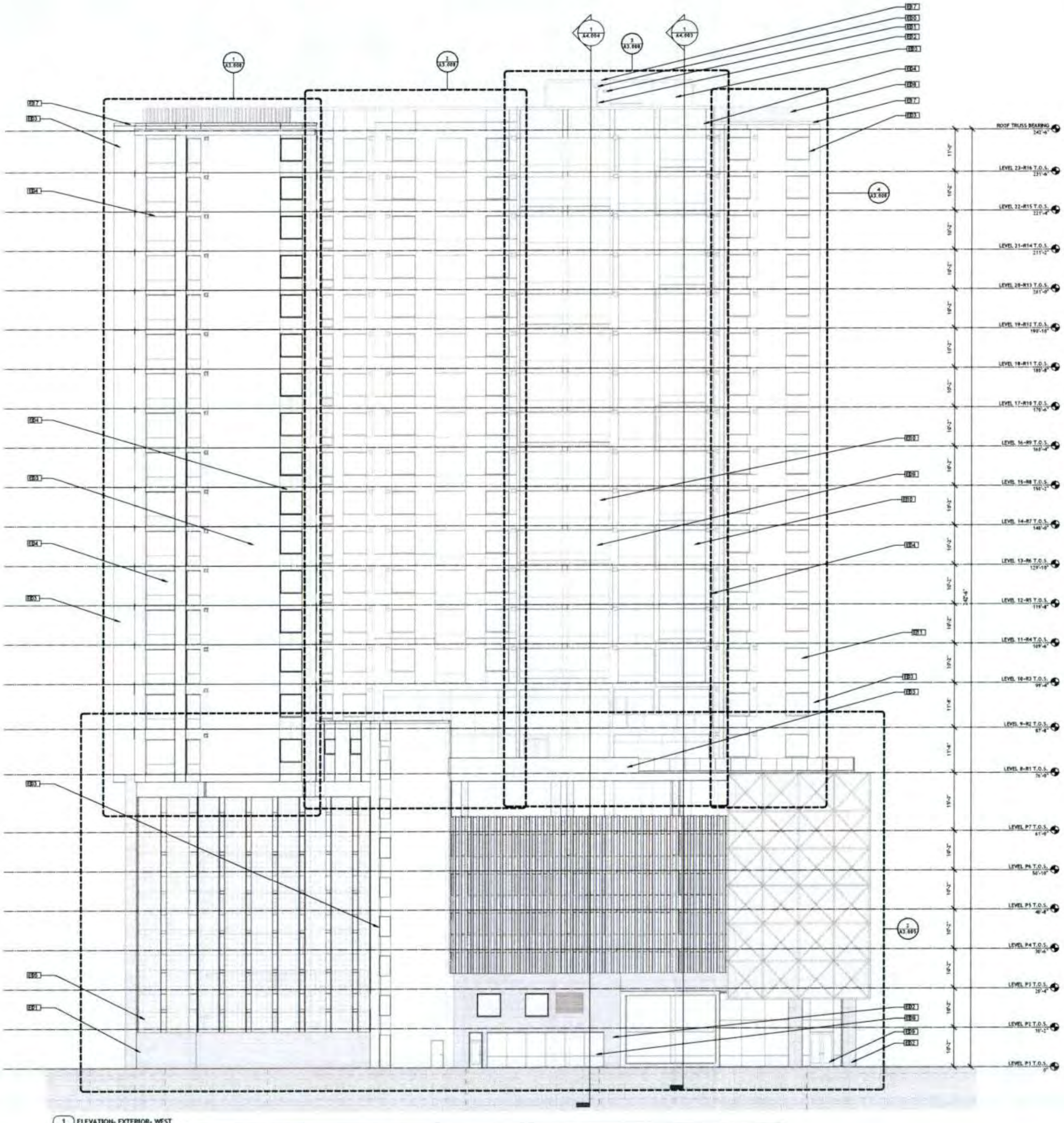
DEVEN GROUP

SHEET TITLE:
BUILDING PERSPECTIVES

SHEET NUMBER:
A3.000

03-15-2019

RELEASED FOR CONSTRUCTION



1 ELEVATION- EXTERIOR- WEST
A3.002 3/32" = 1'-0"

LEGEND_KEYNOTES - ELEVATION	
Key Value	Keynote Text
E01	BRICK VENEER, LIGHT COLOR
E02	BRICK VENEER, DARK COLOR
E03	STUCCO
E04	METAL PANEL
E05	METAL SCREEN, PARKING
E06	PERFORATED METAL PANEL SCREENING SYSTEM
E07	ALUMINUM CHANNEL, PARKING SCREEN
E08	PERFORATED, CORRUGATED METAL PANEL
E09	ALUMINUM STOREFRONT SYSTEM, LOW-E GLASS
E10	ALUMINUM STOREFRONT SYSTEM, LOW-E GLASS, MIRRORED
E11	ANODIZED ALUMINUM WINDOW
E12	OVERHEAD COILING DOOR
E14	EXTERIOR SIGNAGE
E15	GLASS RAILING, FULLY TEMPERED GLASS
E16	METAL AWNING
E17	PREFINISHED ALUMINUM COPING CAP
E30	PREFINISHED ALUMINUM SCUPPER WITH CONDUCTOR
E31	PREFINISHED ALUMINUM OVERFLOW SCUPPER
E32	PREFINISHED ALUMINUM DOWNSPOUT

5/1/2019

PROJECT #: 118097
DRAWN BY: AS
CHECKED BY: BW

NILES BOLTON ASSOCIATES

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
1	PRELIMINARY PRICING	03/15/19
3	CORE & SHELL PERMIT	05/01/19

TYLER STREET RESIDENTIAL
102 EAST TYLER STREET
TAMPA, FLORIDA 33062

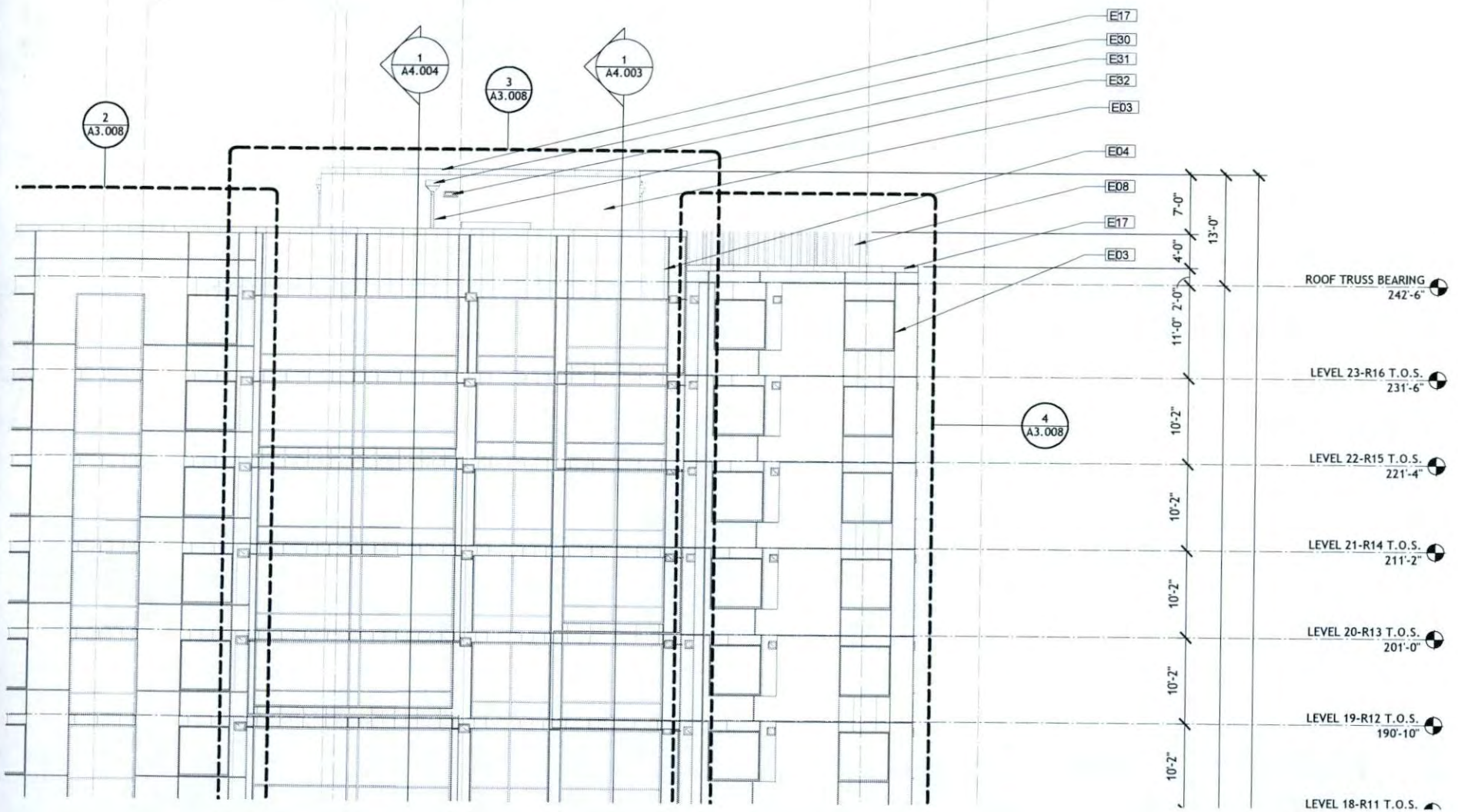
DEVEN GROUP

SHEET TITLE:
ELEVATIONS-EXTERIOR-BUILDING WEST

SHEET NUMBER:
A3.002

03-15-2019

RELEASED FOR CONSTRUCTION


2
A3.008
1
A4.004
3
A3.008
1
A4.003
E17
E30
E31
E32
E03
E04
E08
E17
E03
4
A3.008
7'-0"
4'-0"
13'-0"
11'-0"
2'-0"
10'-2"
10'-2"
10'-2"
10'-2"
10'-2"
ROOF TRUSS BEARING
242'-6"
LEVEL 23-R16 T.O.S.
231'-6"
LEVEL 22-R15 T.O.S.
221'-4"
LEVEL 21-R14 T.O.S.
211'-2"
LEVEL 20-R13 T.O.S.
201'-0"
LEVEL 19-R12 T.O.S.
190'-10"
LEVEL 18-R11 T.O.S.

From: Tony Mantegna
To: Greg Jones (greg.jones@dot.state.fl.us)
Subject: Permit review 2019-71
Date: Wednesday, May 22, 2019 9:28:00 AM
Attachments: 2019-71-reduced.pdf

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.
Hearing is scheduled for June 28, 2019.

FAA Study 2019-ASO-14845-14851-OE
Airport Study number – 2019-71
Development Ventures Group, Inc.

Tony Mantegna / Tampa International Airport / Height Zoning & Land Use Manager
Primary: 813-870-7863 | Email: tmantegna@tampaairport.com