



# 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:  
Encore Lot 12 - 20 floor mixed use residential high rise with a grocery store on the 1st floor and office space on the 7th floor. FAA Aeronautical Study No. 2023-ASO-24710-OE, 2023-ASO-24711-OE, 2023-ASO-24712-OE, 2023-ASO-24713-OE

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

Permanent (Height Zoning)  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: Kiran REIF Encore Lot 5, LLC

Contact Person for Requested Activity: Michael Grill Phone: 352-262-5306

Project Location: 1280 E Harrison St., Tampa, FL 33602 Email: mgrill@areatedev.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: Michael Grill

Signature of Authorized Representative: *Michael Grill* Date: 1/4/24

STATE OF FLORIDA, COUNTY OF Hillsborough  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 4<sup>th</sup> day of January, 2024, by Michael Grill

(NOTARY SEAL)



Notary Signature *Chad Toujague*  
Personally Known  OR Produced Identification  Type of Id Produced \_\_\_\_\_

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

### THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2024-05 Variance Required: Yes

FAA Study Number 2023-ASO-24710-OE Recommend Approval: Yes

Associated FAA Study Numbers 24711 - 24713 Coordinate with Airport Operations: No

Reviewed By: \_\_\_\_\_ Coordinate with ATCT: No

Approved by Zoning Director \_\_\_\_\_ Date \_\_\_\_\_



# 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.

This is a request for a height variance to construction a new mixed use residential building. The regulated height will not allow for enough residential units to be constructed.

The property contains special conditions that the surrounding neighborhood needs as determined by the Tampa Bay Housing Authority. The 1st floor of the building will contain a much needed grocery store, the 7th floor will contain office space, part of which will house a community health clinic that will serve the surrounding under-served community. The rest of the building will contain much needed residential housing units. These are the ways in which the building serves the public good.

The building is in the same area as existing similarly sized buildings and newly proposed buildings of similar size and will not have a detrimental effect to the public good but will do the opposite. It will create job growth, provide access to a neighborhood grocery store, provide access to afford health-care and provide much needed housing.

The building will not create an adverse effect on the utility of the airports in the surrounding area.

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 : January 4, 2024 Nearest Airport: Peter O. Knight Airport, 2.7 miles Overall Height (AMSL): 287'

**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: Michael Grill  
Signature of Authorized Representative: *Michael Grill* Date: 1/4/24

All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any

STATE OF FLORIDA, COUNTY OF Hillsborough  
Sworn to (or affirmed) and subscribed before me by means of  physical presence or  online notarization, this 4<sup>TH</sup> day of January, 2024 by Michael Grill  
**(NOTARY SEAL)**  
Notary Public State of Florida  
Chad Toujague  
My Commission  
HH 237068  
Exp. 3/7/2026

Notary Signature *[Signature]*  
Personally Known  OR Produced Identification                      Type of Id Produced                     

### THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2024-05

FAA Study Number: 2023-ASO-24710-OE

Associated Aeronautical Study Numbers: 24711 - 24713

FDOT Concurrence: Yes  No  Waived  n accordance with Resolution No.                     

Approved by Board of Adjustment Chairman

Date

# Review Summary

Airport Study Number

2024-05

Permit Number

2405

Maximum Height - AMSL

287

Approval Date

Expires

2/24/2025,

Permit Type

Height Zoning

## Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Within Height Limits

TERPS

Within Height Limits

OEI (62.5:1)

N/A

### Analysis Summary

No IFR/VFR or Navaid impacts identified. No impacts to airport utility. No Hazard as long as conditions are followed.

Coordination with ATCT:

No

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

No

Hazard Marking and/or Lighting

Yes

Exceeds Supportive Screening Criteria

Yes

### Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height. Notify the Airport at least 5 business days prior to starting construction at 813-870-7863. Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 287' AMSL will require a separate permit by the Aviation Authority. Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. The structure considered under this study lies within close proximity to an airport and will be subjected to aircraft overflight. The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

Recommended Approval

Yes

**Airport Study Number:**

**2024-05**

**CONDITIONS**

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

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

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

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

Installation equipment (Crane) exceeding 287' AMSL will require a separate permit by the Aviation Authority.

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

The structure considered under this study lies within close proximity to an airport and will be subjected to aircraft overflight. The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

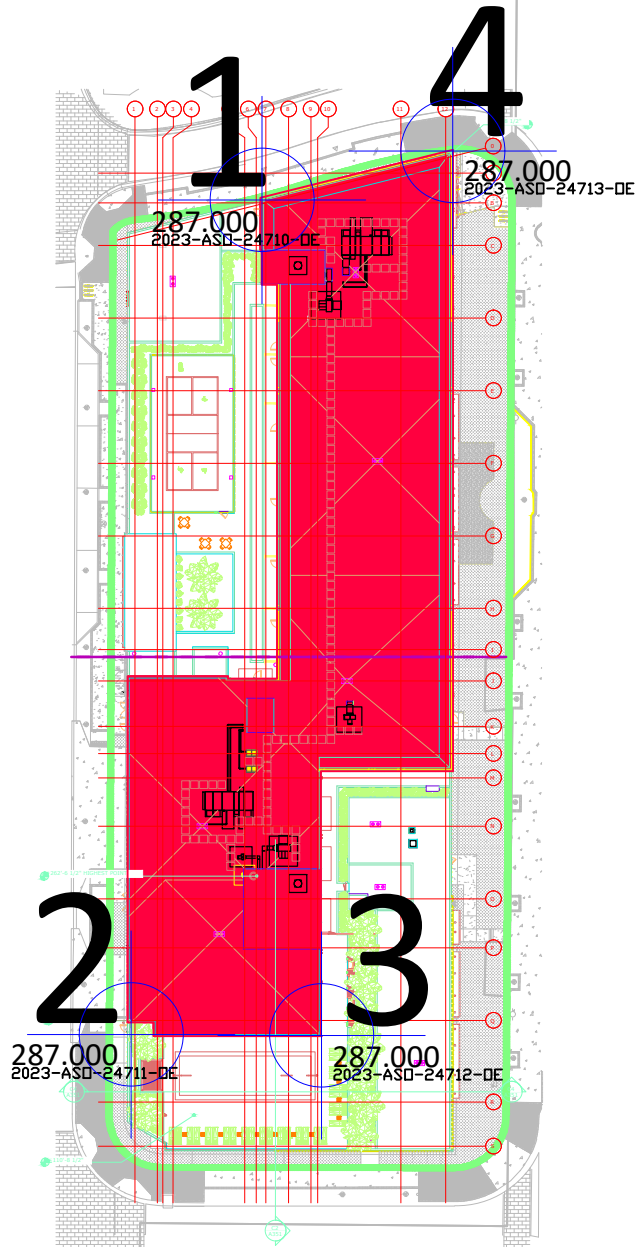
Associated Point Data						Report Created on					
Point Number	Structure Name	Latitude	Longitude	X	Y	Site Elev. (MSL)	Struct Height (AGL)	Overall Height (AMSL)	Dist. From RW end		
									RWY	Down/out	Over
1	2023-ASO-24710-OE	27.95527778	-82.45166111	510,359.21	1,316,714.29	25	262	287.00	TPf 18	12884+	435-
2	2023-ASO-24711-OE	27.95439167	-82.45181389	49,174,770.89	(8,832,169.02)	25	262	287.00			
3	2023-ASO-24712-OE	27.95439167	-82.45158611	49,174,770.89	(8,832,169.02)	25	262	287.00			
4	2023-ASO-24713-OE	27.95533056	-82.45143333	49,174,770.89	(8,832,169.02)	25	262	287.00			

435 Over
RW 18
12884 Down/Out

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

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

# Point Locations



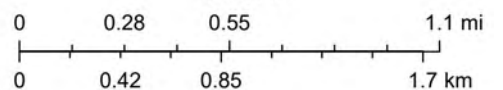
# Distance from ARP



1/22/2024, 4:35:36 PM

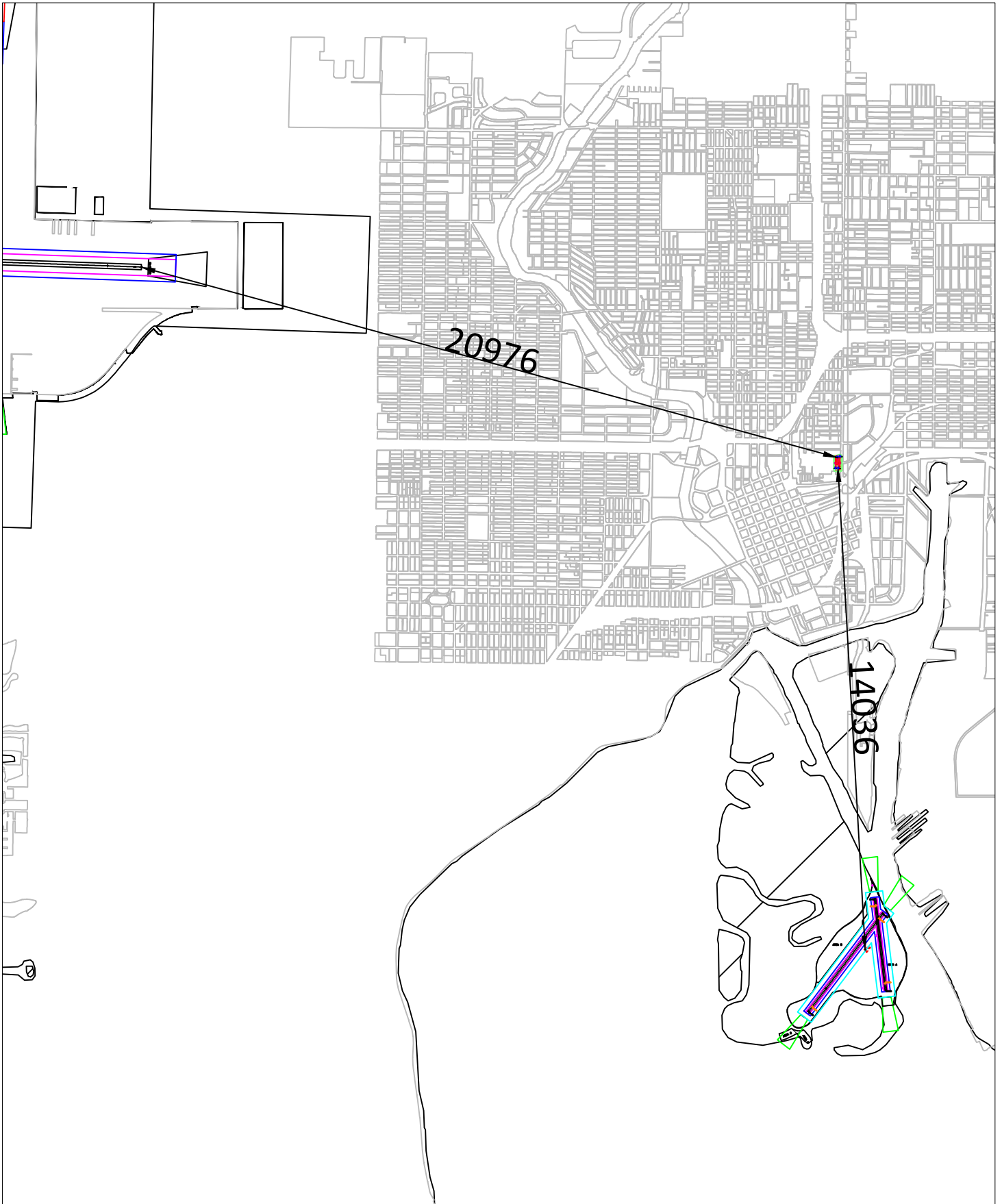
1:36,112

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



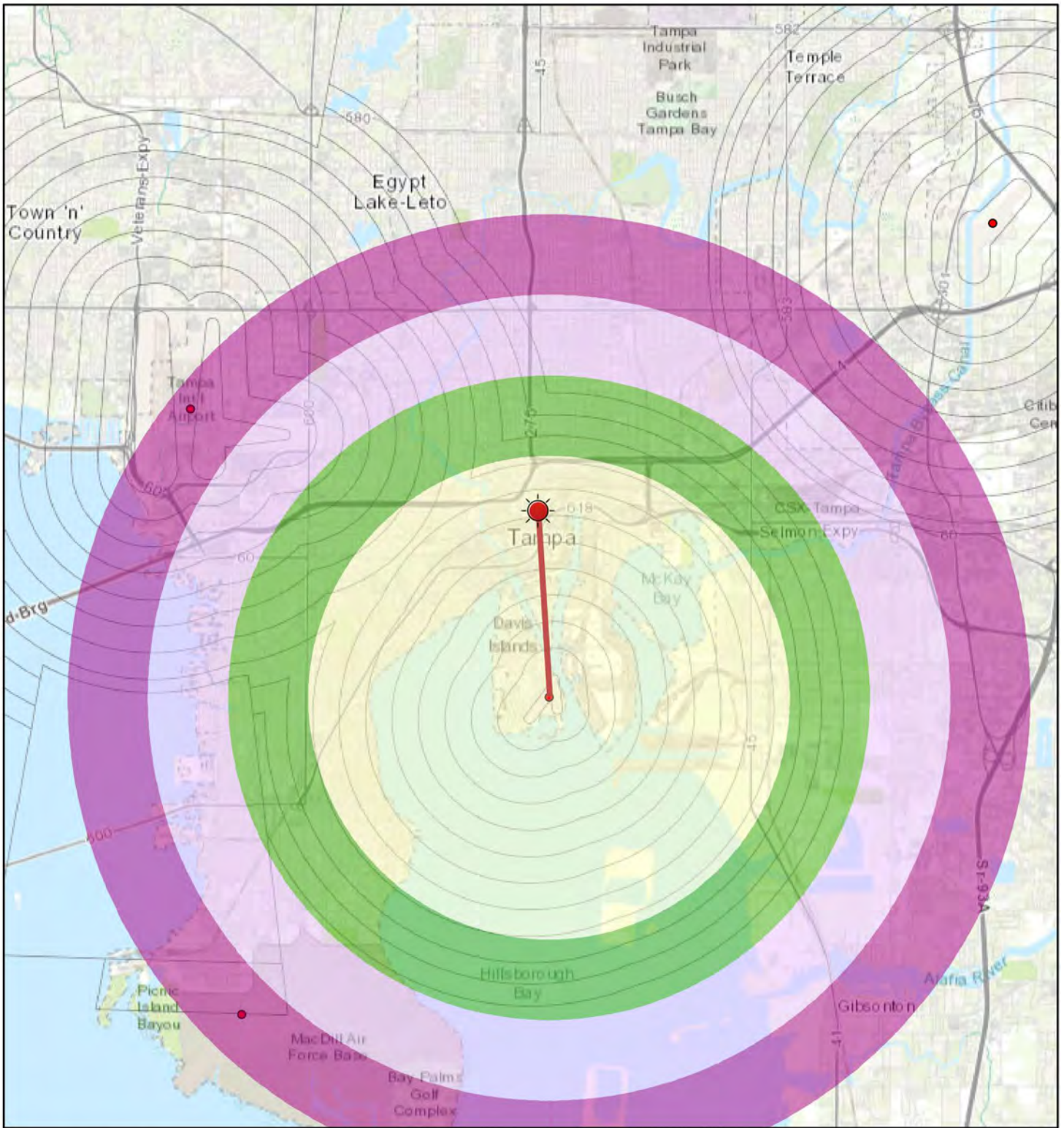
University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna

# Distance















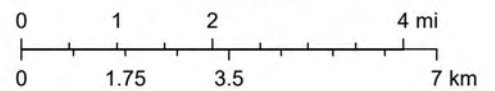
# Obstruction Standards 77.17



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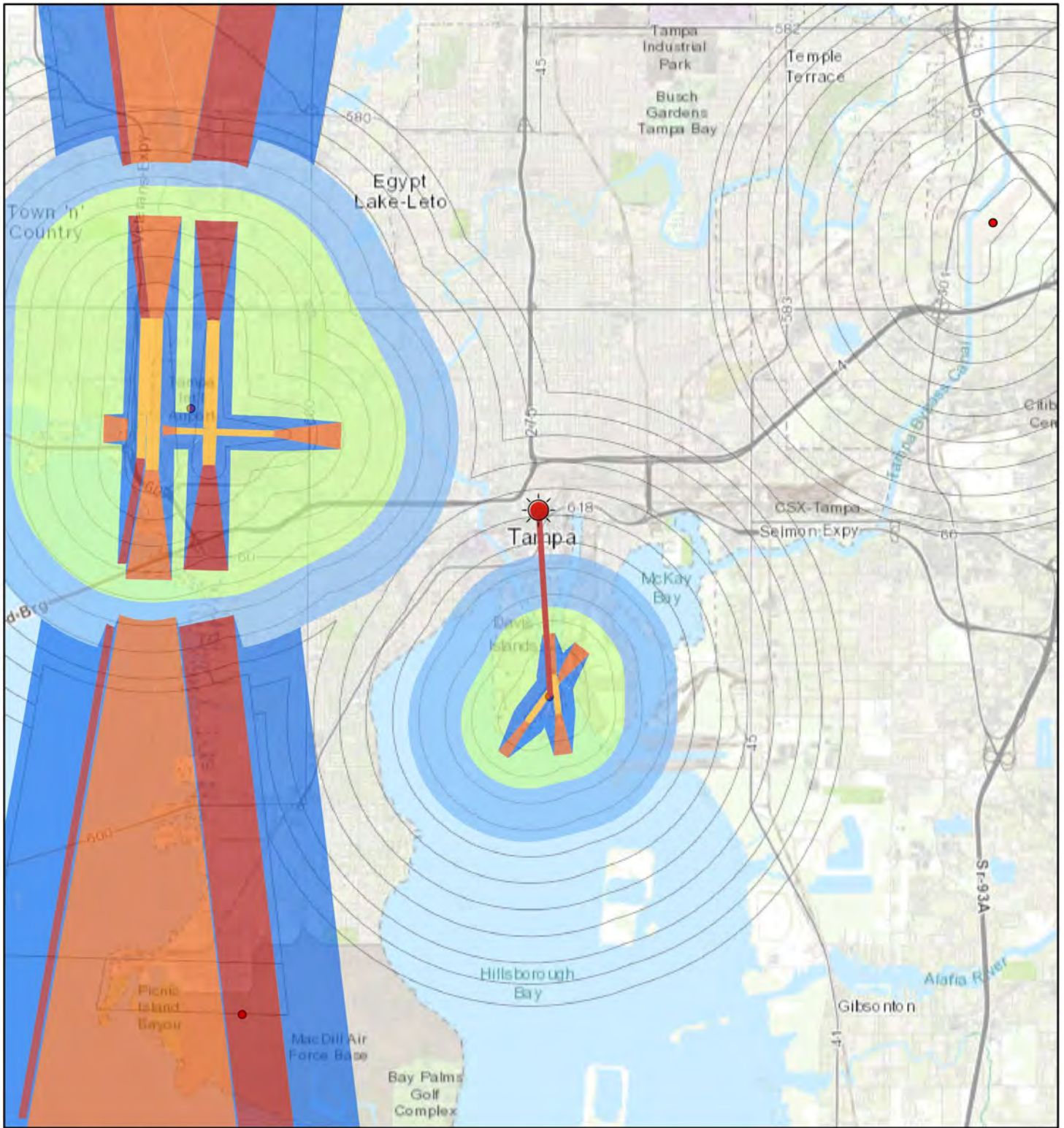
1:144,448

-  Override 1
-  Override 1
- Airspace - TPF\_OBST
-  200-8-3NM
-  300-8-4NM
-  400-8-5NM
-  500-8-6NM
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning









































































































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

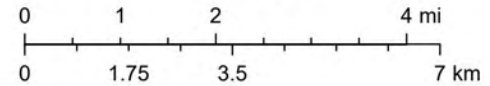
# Part 77



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-  TPF\_16-36\_P77\_19\_Primary\_Trans
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-  TPF\_36\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_4-22\_P77\_19\_Primary
-  TPF\_4-22\_P77\_19\_Primary\_Trans
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-  TPF\_4\_P77\_19\_Inner\_Trans\_Appch
-  TPF\_P77\_19\_Conical
-  TPF\_P77\_19\_Horizontal\_Plane
-  Airspace - TPA\_FUTR\_P77\_19\_Dissolve
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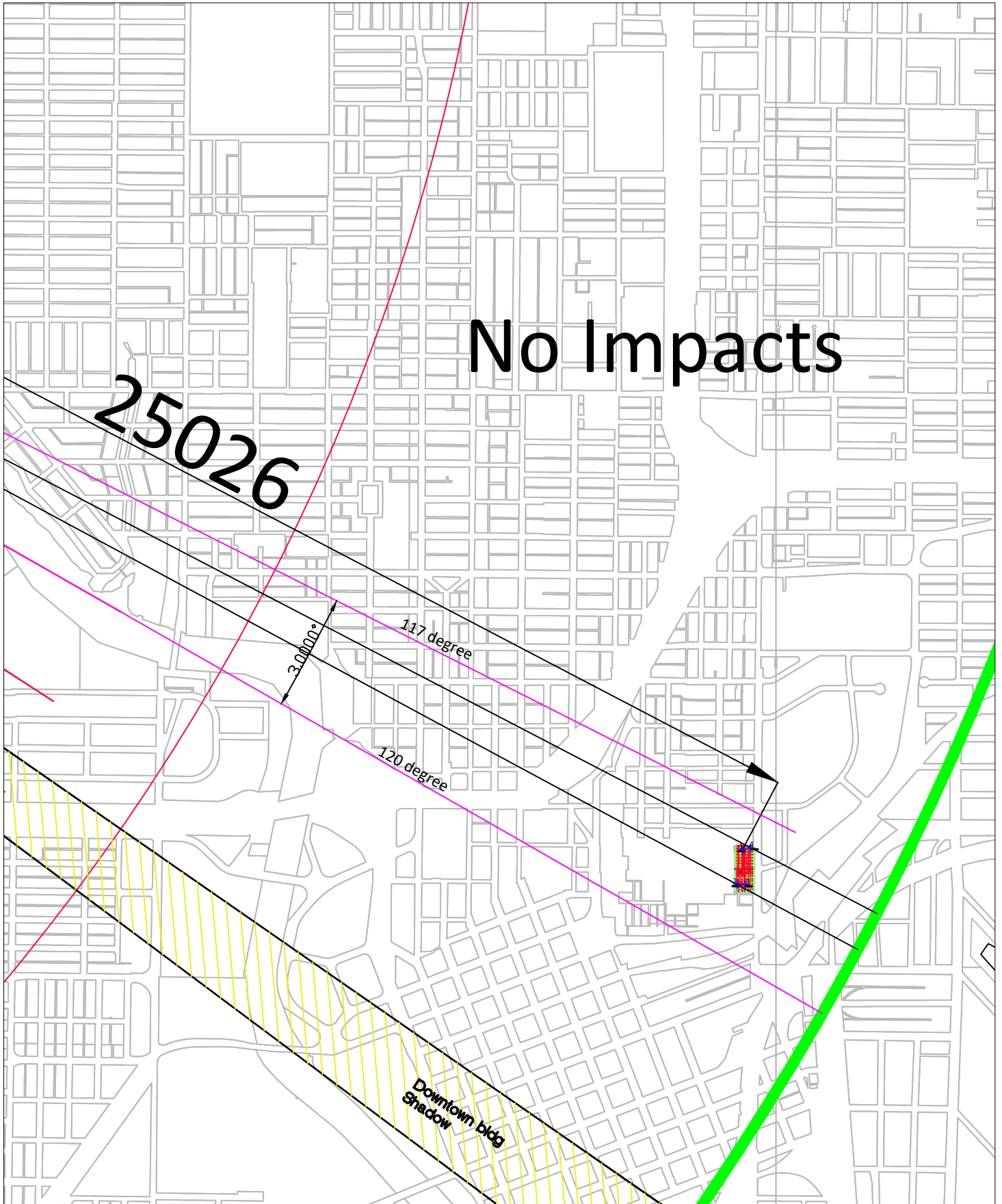


University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Tony Mantegna

# Departure



# Radar - ASR-9





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

Aeronautical Study No.  
2023-ASO-24710-OE

Issued Date: 08/24/2023

Michael Grill  
Michael Grill  
5600 Mariner St  
Suite 227  
Tampa, FL 33609

**\*\* 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: High Rise/Sky Scraper B-1  
Location: Tampa, FL  
Latitude: 27-57-19.00N NAD 83  
Longitude: 82-27-05.98W  
Heights: 25 feet site elevation (SE)  
262 feet above ground level (AGL)  
287 feet above mean sea level (AMSL)

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

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

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

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

- At least 10 days prior to start of construction (7460-2, Part 1)  
 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 02/24/2025 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 September 23, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 03, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24710-OE.

**Signature Control No: 595476212-597379129**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2023-ASO-24710-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point 9  
ASN = Aeronautical Study Number  
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-24710-OE through 24713, at a height of 262 feet AGL, 287 feet AMSL. The building points would be located approximately 2.33 to 2.39 NM north of the TPF ARP, Tampa, FL and from 356.84 degrees azimuth clockwise to 357.39 degrees azimuth from TPF.

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: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 62 feet.

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

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

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

- > The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.



- > The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

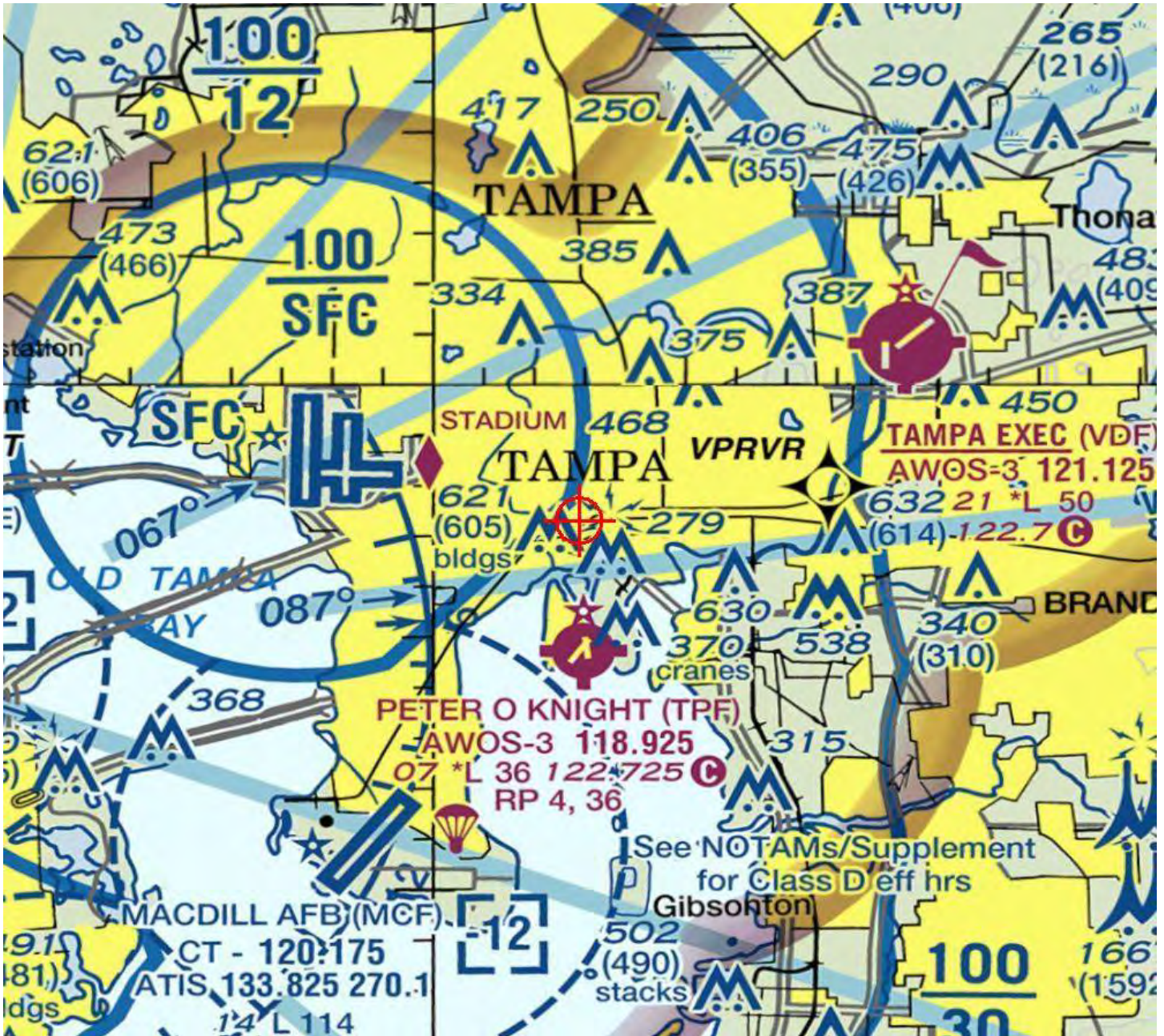
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

Therefore, it is determined that the proposal 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.







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

Aeronautical Study No.  
2023-ASO-24711-OE

Issued Date: 08/24/2023

Michael Grill  
Michael Grill  
5600 Mariner St  
Suite 227  
Tampa, FL 33609

**\*\* 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: High Rise/Sky Scraper B-6  
Location: Tampa, FL  
Latitude: 27-57-15.81N NAD 83  
Longitude: 82-27-06.53W  
Heights: 25 feet site elevation (SE)  
262 feet above ground level (AGL)  
287 feet above mean sea level (AMSL)

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

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

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

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- 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 02/24/2025 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 September 23, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on October 03, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24711-OE.

**Signature Control No: 595476213-597379130**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2023-ASO-24711-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
NM = Nautical Miles  
ARP = Airport Reference Point 9  
ASN = Aeronautical Study Number  
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-24710-OE through 24713, at a height of 262 feet AGL, 287 feet AMSL. The building points would be located approximately 2.33 to 2.39 NM north of the TPF ARP, Tampa, FL and from 356.84 degrees azimuth clockwise to 357.39 degrees azimuth from TPF.

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: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 62 feet.

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

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

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

- > The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- > The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

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

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

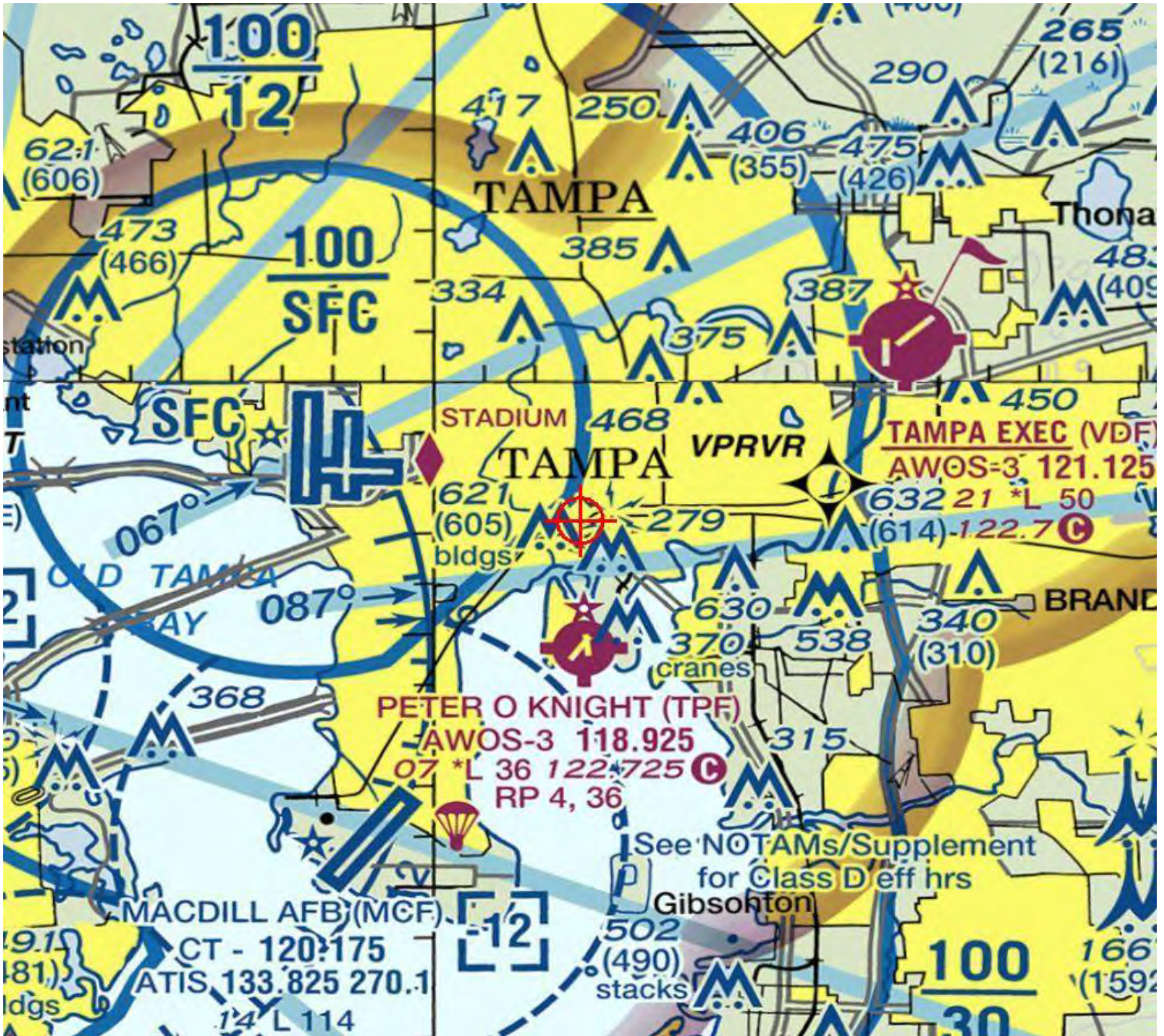
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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



TOPO Map for ASN 2023-ASO-24711-OE







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

Aeronautical Study No.  
2023-ASO-24712-OE

Issued Date: 08/24/2023

Michael Grill  
Michael Grill  
5600 Mariner St  
Suite 227  
Tampa, FL 33609

**\*\* 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: High Rise/Sky Scraper B-7  
Location: Tampa, FL  
Latitude: 27-57-15.81N NAD 83  
Longitude: 82-27-05.71W  
Heights: 25 feet site elevation (SE)  
262 feet above ground level (AGL)  
287 feet above mean sea level (AMSL)

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

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

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

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- 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 02/24/2025 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.**

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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, 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.

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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](mailto:mike.blaich@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24712-OE.

**Signature Control No: 595476214-597377907**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2023-ASO-24712-OE

TPF = Peter O Knight Airport  
AGL = Above Ground Level  
AMSL = Above Mean Sea Level  
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ARP = Airport Reference Point 9  
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The proposed building project consists of four points, under ASNs 2023-ASO-24710-OE through 24713, at a height of 262 feet AGL, 287 feet AMSL. The building points would be located approximately 2.33 to 2.39 NM north of the TPF ARP, Tampa, FL and from 356.84 degrees azimuth clockwise to 357.39 degrees azimuth from TPF.

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: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 62 feet.

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

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

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

- > The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- > The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

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

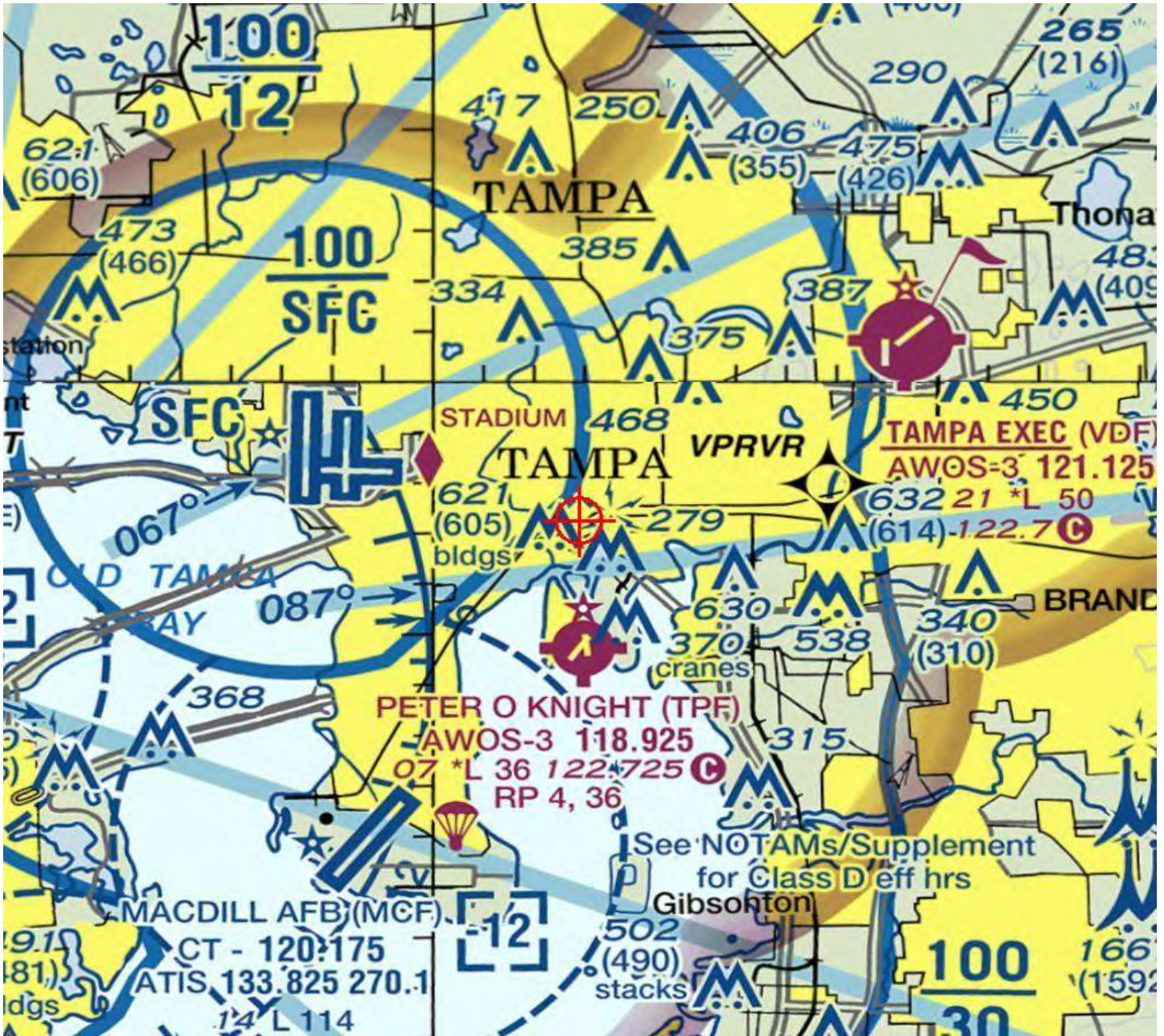
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The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposal 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.









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

Aeronautical Study No.  
 2023-ASO-24713-OE

Issued Date: 08/24/2023

Michael Grill  
 Michael Grill  
 5600 Mariner St  
 Suite 227  
 Tampa, FL 33609

**\*\* 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: High Rise/Sky Scraper B-10  
 Location: Tampa, FL  
 Latitude: 27-57-19.19N NAD 83  
 Longitude: 82-27-05.16W  
 Heights: 25 feet site elevation (SE)  
 262 feet above ground level (AGL)  
 287 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:

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**Signature Control No: 595476217-597379128**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2023-ASO-24713-OE

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NM = Nautical Miles  
ARP = Airport Reference Point 9  
ASN = Aeronautical Study Number  
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-24710-OE through 24713, at a height of 262 feet AGL, 287 feet AMSL. The building points would be located approximately 2.33 to 2.39 NM north of the TPF ARP, Tampa, FL and from 356.84 degrees azimuth clockwise to 357.39 degrees azimuth from TPF.

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: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 62 feet.

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

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

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

- > The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

- > The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

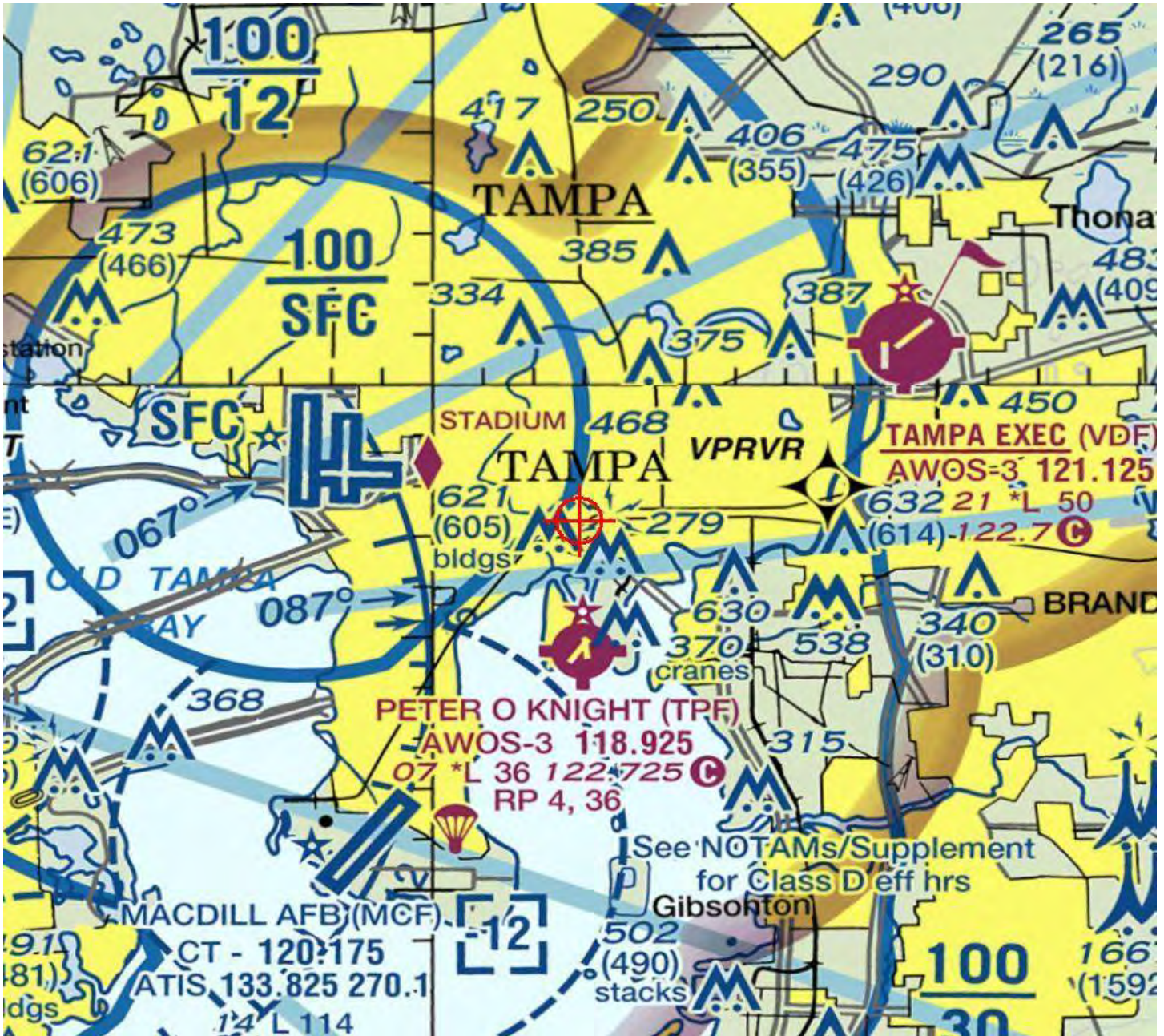
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

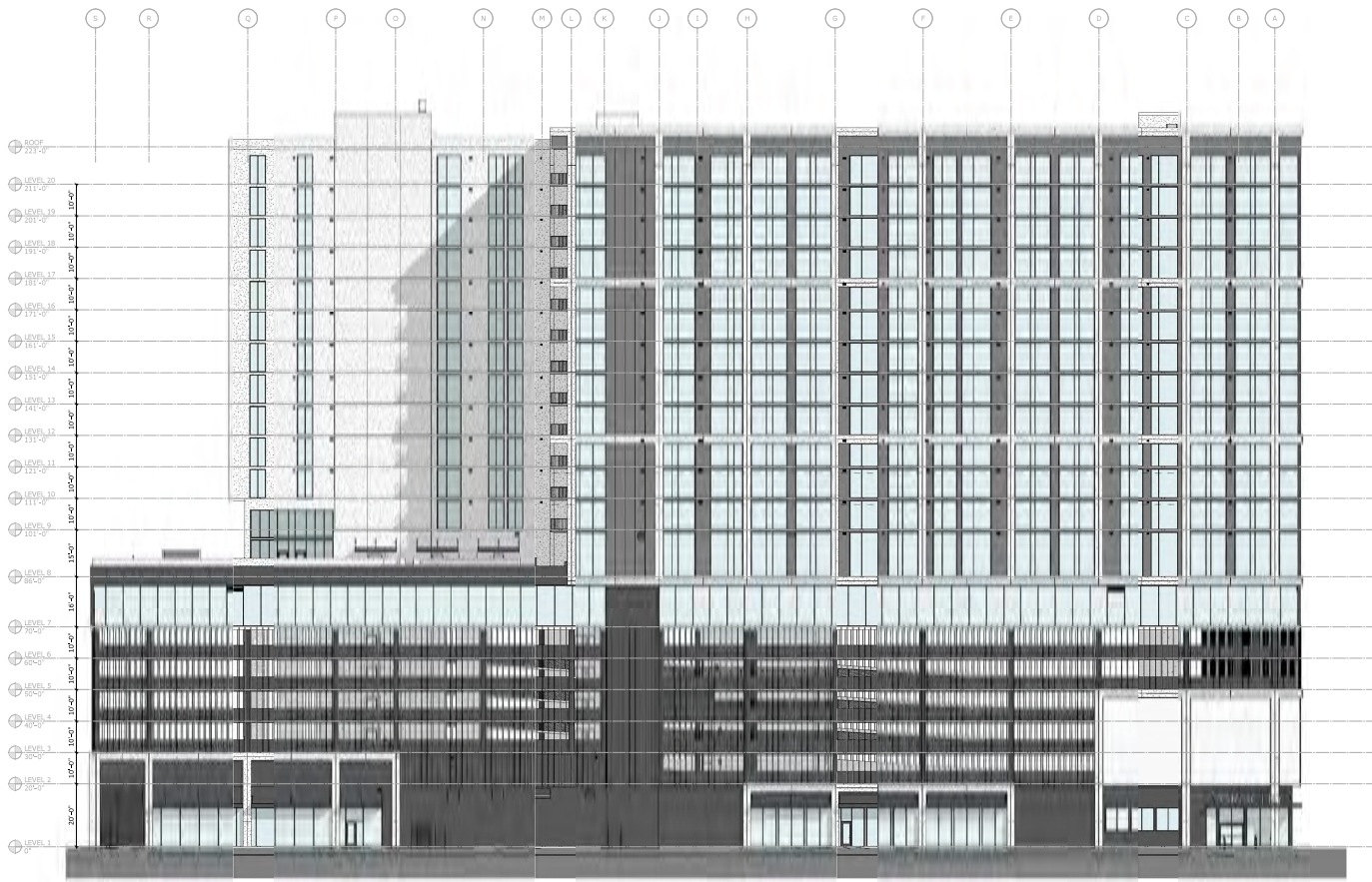
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposal 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.

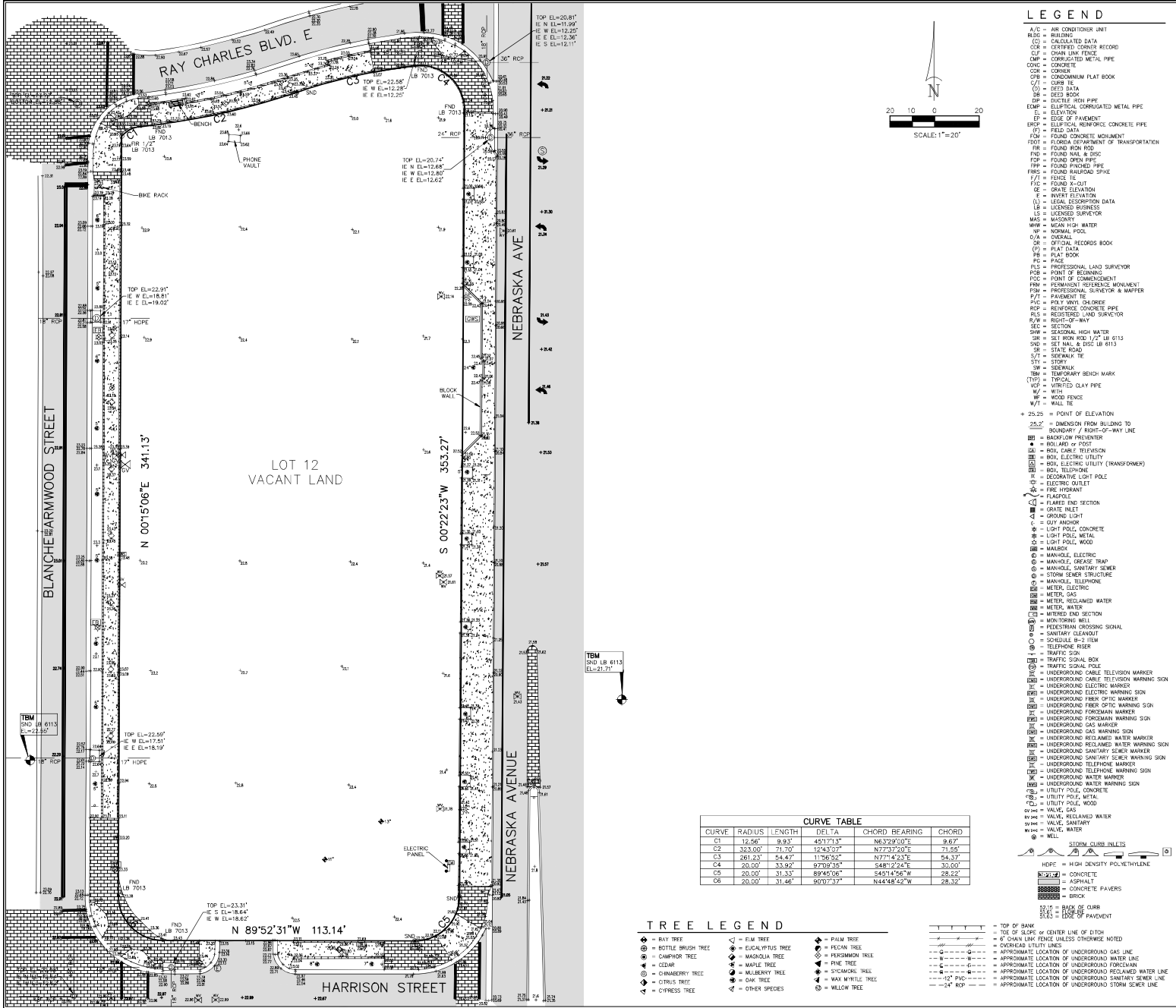








**EXTERIOR ELEVATION - EAST**



**LEGEND**

- A/C = AIR CONDITIONER UNIT
- BLDC = BUILDING
- CD = CALCULATED DATA
- CKR = CERTIFIED CORNER RECORD
- CLF = CHAIN LINK FENCE
- CMF = CORRUGATED METAL PIPE
- CONC = CONCRETE
- CCR = CORNER
- CRP = CONDOMINIUM FLAT BOOK
- C/T = CURB TIE
- D = FIELD DATA
- DE = DEED BOOK
- DIP = DUCTILE IRON PIPE
- ELMP = ELLIPTICAL CORRUGATED METAL PIPE
- EL = ELEVATION
- ELC = EDGE OF PAVEMENT
- ELPC = ELLIPTICAL MONUMENT CONCRETE PIPE
- ENCR = ELEVATION
- EQ = EQUAL ELEVATION
- ET = FIELD DATA
- FCON = FOUND CONCRETE MONUMENT
- FRT = FOUND RIGHT OF TRANSPORTATION
- FIB = FOUND IRON ROD
- FND = FOUND NAIL & BOND
- FOP = FOUND OPEN PIPE
- FPP = FOUND POLYETHYLENE PIPE
- FRRS = FOUND RAILROAD SPIKE
- FTT = FOUND TIE
- FAC = FOUND V-CUT
- GE = GRADE ELEVATION
- IE = INVERT ELEVATION
- IS = LEGAL DESCRIPTION
- LB = LICENSED BUSINESS
- LS = LICENSED SURVEYOR
- MAS = MASONRY
- MHW = MEAN HIGH WATER
- NP = NORMAL POOL
- O/A = OVERALL
- OR = OFFICIAL RECORDS BOOK
- OT = OFFICE
- PE = PLAT BOOK
- PC = PACE
- PLS = PROFESSIONAL LAND SURVEYOR
- POS = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- PMN = PERMANENT MONUMENT
- PSM = PROFESSIONAL SURVEYOR & MAPPER
- P/T = PAVEMENT TIE
- PVC = POLY VINYL CHLORIDE
- RCP = REINFORCED CONCRETE PIPE
- R/S = REGISTERED LAND SURVEYOR
- R/W = RIGHT-OF-WAY
- SEC = SECTION
- SHW = SEASONAL HIGH WATER
- SRN = SET IRON ROD 1/2" LB #15
- SND = SET NAIL & BOND LB #15
- SR = STATE ROAD
- S/T = SIDEWALK TIE
- STY = STOP
- SM = SIGN
- TM = TEMPORARY BENCH MARK
- TYP = TYPICAL
- VCP = VITRIFIED CLAY PIPE
- W/P = WOOD FENCE
- WT = WALL TIE
- + 25.25 = POINT OF ELEVATION
- 25.25' = DIMENSION FROM BUILDING TO BOUNDARY / RIGHT-OF-WAY LINE
- ▲ = BACKFLOW PREVENTER
- = POLY ALKYLENE PIPE
- = BOX, CABLE TELEVISION
- ⊠ = BOX, ELECTRIC UTILITY
- ⊡ = BOX, ELECTRIC UTILITY (TRANSFORMER)
- ⊢ = BOX, TELEPHONE
- ⊣ = DECORATIVE LIGHT POLE
- ⊤ = FIRE HYDRANT
- ⊥ = FLUORIDE
- ⊦ = FURRED END SECTION
- ⊧ = GRATE INLET
- ⊨ = GROUND LIGHT
- ⊩ = GUY ANCHOR
- ⊪ = LIGHT POLE CONCRETE
- ⊫ = LIGHT POLE METAL
- ⊬ = LIGHT POLE WOOD
- ⊭ = MANHOLE
- ⊮ = MANHOLE, ELECTRIC
- ⊯ = MANHOLE, GREASE TRAP
- ⊰ = MANHOLE, SANITARY SEWER
- ⊱ = STORM SEWER STRUCTURE
- ⊲ = MANHOLE, TELEPHONE
- ⊳ = METER, GAS
- ⊴ = METER, WATER
- ⊵ = METER, RECLAIMED WATER
- ⊶ = METER, WATER
- ⊷ = METER END SECTION
- ⊸ = MONITORING WELL
- ⊹ = SANITARY CROSSING SIGNAL
- ⊺ = SCHEDULE #16 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 FORDMAN MARKING SIGN
- ⋅ = UNDERGROUND GAS MARKER
- ⋆ = UNDERGROUND GAS MARKING SIGN
- ⋇ = UNDERGROUND RECLAIMED WATER MARKER
- ⋈ = UNDERGROUND RECLAIMED WATER MARKING SIGN
- ⋉ = UNDERGROUND SANITARY SEWER MARKER
- ⋊ = UNDERGROUND SANITARY SEWER MARKING SIGN
- ⋋ = UNDERGROUND TELEPHONE MARKER
- ⋌ = UNDERGROUND TELEPHONE MARKING SIGN
- ⋍ = UNDERGROUND WATER MARKER
- ⋎ = UNDERGROUND WATER MARKING SIGN
- ⋏ = UTILITY POLE, METAL
- ⋐ = UTILITY POLE, CONCRETE
- ⋑ = UTILITY POLE, WOOD
- ⋒ = VALVE, GAS
- ⋓ = VALVE, RECLAIMED WATER
- ⋔ = VALVE, SANITARY
- ⋕ = VALVE, WATER
- ⋖ = WELL
- ⋗ = STORM DRAIN INLET
- ⋘ = HOPE = HIGH DENSITY POLYETHYLENE
- ⋙ = ASPHALT
- ⋚ = CONCRETE PAVERS
- ⋛ = BRICK
- ⋜ = TOP OF BANK
- ⋝ = TIE OF SLOPE OR CENTER LINE OF DITCH
- ⋞ = CHAIN LINK FENCE UNLESS OTHERWISE NOTED
- ⋟ = CONCEALED UTILITY LINES
- ⋠ = APPROXIMATE LOCATION OF UNDERGROUND GAS LINE
- ⋡ = APPROXIMATE LOCATION OF UNDERGROUND WATER LINE
- ⋢ = APPROXIMATE LOCATION OF UNDERGROUND FIBER OPTIC LINE
- ⋣ = APPROXIMATE LOCATION OF UNDERGROUND RECLAIMED WATER LINE
- ⋤ = APPROXIMATE LOCATION OF UNDERGROUND SANITARY SEWER LINE
- ⋥ = APPROXIMATE LOCATION OF UNDERGROUND STORM SEWER LINE

**SECTION 13, TOWNSHIP 29 S, RANGE 18 E**

**HILLSBOROUGH COUNTY, FLORIDA**  
**DESCRIPTION**

LOT 12, ENCORE, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 124, PAGES 74 TO 86, INCLUSIVE, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, LYING IN SECTION 13, TOWNSHIP 29 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA.

CONTAINING 1.330 ACRES, MORE OR LESS.

**NOTES**

1. BEARINGS ARE BASED ON THE SOUTH RIGHT-OF-WAY LINE OF NEBRASKA AVE. BEING ASSIGNED AS 000°27'10".
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 AT-TASKES AND HOME SURFACE EVIDENCE.
4. RE-USE OF THIS SURVEY FOR PURPOSES OTHER THAN THAT FOR 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, COUNTY PANEL NUMBER 12014 C34 R, MAP NUMBER 120270304A, EFFECTIVE DATE AUGUST 08, 2008 (MAP INDEX NUMBER 120270304A, EFFECTIVE DATE SEPTEMBER 27, 2010). POLARIS ASSOCIATES, INC. AND THE SIGNING SURVEYOR HEREOF ASSUMES NO LIABILITY FOR THE ACCURACY OF THIS INFORMATION. THE AUTHOR OF THIS MAP, THE FEDERAL EMERGENCY MANAGEMENT AGENCY OR THE LOCAL GOVERNMENTAL AGENCY HAVING JURISDICTION OVER SUCH MATTERS SHOULD BE CONTACTED PRIOR TO ANY DECISIONS BEING MADE FROM THIS INFORMATION. THE ABOVE RECORDED MAP SERIES 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 OF DESIGN.
9. SHOULD ANYWHERE ON THIS SURVEY, THE WORD "CERTIFY" IS UNDERSTOOD TO BE AN EXPRESSION OF A PROFESSIONAL OPINION BASED UPON THE SURVEYORS BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT WHICH CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY.
10. UNLESS OTHERWISE INDICATED, THE PROPERTY DESCRIPTIONS AND EASEMENTS SHOWN ARE FURNISHED TO POLARIS ASSOCIATES, INC. AND ARE PREPARED TO BE CORRECTED TO THE RECORDS OF ANY PUBLIC RECORDS, FOR EASEMENTS, DETACH, 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 SURVEY.
11. THIS SURVEY IS BASED ON U.S. FEET.
12. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE AND MAY BE SUBJECT TO EASEMENTS, RESTRICTIONS, RIGHTS-OF-WAY AND OTHER MATTERS OF RECORD.
13. ELEVATIONS ARE BASED ON A HILLSBOROUGH COUNTY BENCHMARK, VA-520, HAVING AN ELEVATION OF 21.30 (NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).

**CERTIFICATION**

DATE	NUMBER	REVISIONS	BY
07/07/22	1	UPDATE SURVEY	JC

CERTIFIED TO: KIRAN REEF ENCORE LOT 12, LLC  
I HEREBY CERTIFY THAT THE SURVEY REPRESENTED HEREON MEETS THE MINIMUM TECHNICAL STANDARDS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 54-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 474.027 FLORIDA STATUTES.  
NOVEMBER 12, 2022  
DATE OF SURVEY

Justin Ferraris  
PROFESSIONAL LAND SURVEYOR  
LICENSE NUMBER 15 6958  
STATE OF FLORIDA

PROJECT: **TEMPO AT ENCORE - LOT 12**  
TYPE OF SURVEY: **BOUNDARY & TOPOGRAPHIC SURVEY**  
PREPARED FOR: **CARDNO**

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

CHECKED BY:	SCALE:	DRAWN BY:	JOB NO.:	DRAWING PATH:	SHEET
JDF	1"=20'	SWW	4437-01	H:\PLANS\4437\4437.DWG	1 OF 1



Peter O. Knight Airport  
Plant City Airport  
Tampa Executive Airport

////////////////////  
Date: January 30, 2024

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

David A. Roberts  
Florida Department of Transportation  
Aviation Office  
Aviation Operations Administrator  
605 Suwannee Street, MS 46  
Tallahassee, FL 32399-0450

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2024-05    FAA: 2023-ASO-24710-24713-OE  
Structure: New residential building    Height AGL: 262'    Height AMSL: 287'

Dave:

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

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

Hearing is scheduled for March 21, 2024

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

Sincerely,

DocuSigned by:

*Anthony S. Mantegna*

Anthony S. Mantegna

Height Zoning & Land Use Manager

Cc: Jeff Siddle

Michael Kamprath