

**BOA Summary Brief
Airport Study 2025-129
Residential Development
122 Martinique Ave
December 4, 2025, Board Meeting**

Documentation

- 1. Project Summary**
- 2. Petition for Variance**
- 3. Recommended Order**
- 4. Authority Review**
- 5. FAA Determinations**
- 6. FDOT Coordination**



NORTH ELEVATION - FRONT ELEVATION
SCALE: 1/4" = 1'-0"



**BOA Summary Brief
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December 4, 2025, Board Meeting**

OVERVIEW

- Construction of a new single-family home, located at 122 Martinique Ave., Tampa, FL.
 - The proposed building is approximately .6 NM from Peter O Knight Airport with a maximum building height of 49 feet above mean sea level (AMSL) / 42' above ground level (AGL).
 - The structure exceeds obstruction standards by approximately 15' feet at its highest point.
 - Obstruction Standards are used as a screening procedure to identify if the structure warrants further aeronautical study to determine if there are any significant adverse effects that would determine a Hazard.
 - The home exceeds Runway 22 Departure Surface at Peter O Knight Airport (Obstruction Standard 77.17(a)(3), by 15' feet.
 - The project is consistent with surrounding projects of comparable height.
 - No impacts were identified to any Airport or surrounding airspace.
 - No instrument Approach/Departure procedures were impacted.
 - No VFR impacts.
 - No impact on the utility of any of our airports.
 - The Aviation Authority has obtained an Avigation Easement over the property from the owner.
 - The Federal Aviation Administration (FAA) has issued Determinations of No Hazard to Air Navigation.
 - Florida Department of Transportation was given the opportunity to evaluate the Permit request and found it to be technical consistent with Florida Statutes.
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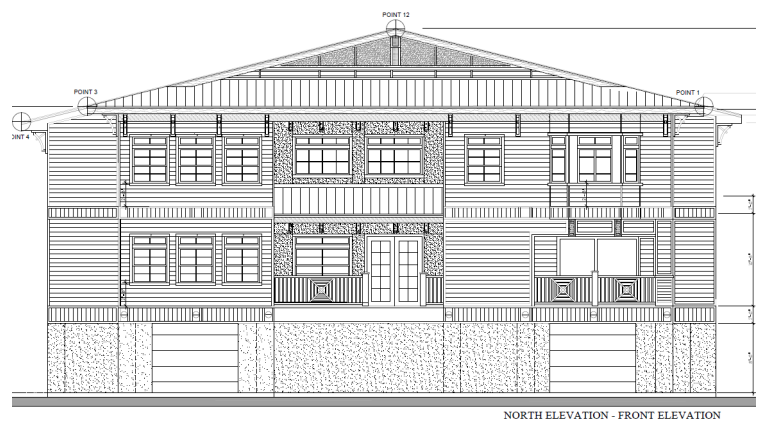
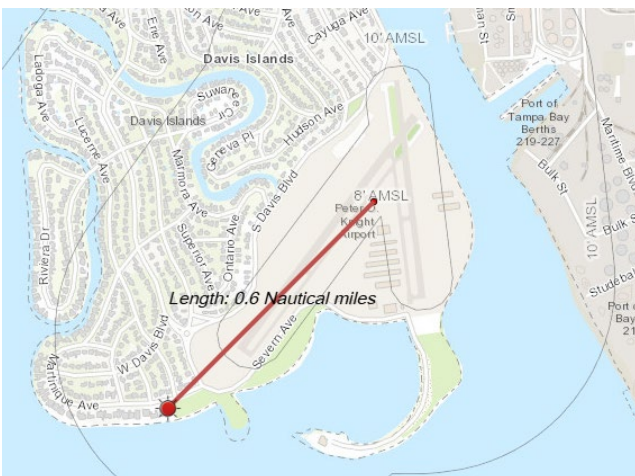
RECOMMENDATION

- Based upon the foregoing Finding of Fact and Conclusion of Law, it is recommended that the Board of Adjustment Approve the Variance request with the following conditions.
 - Notify the Airport at least 3 business days prior to starting construction at 813-870-7863.
 - 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.

- The project is subject to requirements listed in the attached FAA Determination with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted.
- Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an airport and occupants may be subjected to overflight, noise and/or light from aircraft.
- The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.
- Installation equipment (Crane) exceeding 38' AMSL or installation of solar panels will require a separate permit from 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.
- To remain in compliance with this permit the property owner will be responsible for compliance with airspace height restrictions as identified on Exhibit B.
- The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.

AT A GLANCE

- Approval of a height variance up to 49 feet AMSL (42' AGL) for a new residential building.





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.

See letter attached.

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 : 8-25-2025 Nearest Airport: Peter O. Knight Airport Overall Height (AMSL): 42

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: Angel Ruiz

Signature of Authorized Representative: [Signature] Date: 8-25-25

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 [X] physical presence or [] online notarization, this 25th day of August, 2025, by Angel Ruiz
Notary Signature: [Signature]
Notary Public State of Florida Deondrea Jones My Commission HH 439615 Expires 12/7/2027
Personally Known [X] OR Produced Identification [] Type of Id Produced []

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2025-129

FAA Study Number: 2025-ASO-12076-OE

Associated Aeronautical Study Numbers: NA

FDOT Concurrence: Yes [X] No [] Waived [] in accordance with Resolution No. []

Approved by Board of Adjustment Chairman

Date

**HILLSBOROUGH COUNTY AVIATION AUTHORITY
BOARD OF ADJUSTMENT**

IN THE MATTER OF:

Petition for Variance on behalf of

Airport Study No. 2025-129

Robert & Carolyn Greene

RECOMMENDED ORDER

THIS MATTER was heard on October 16, 2025, by SCOTT I. STEADY, Hearing Officer for the Board of Adjustment of the Hillsborough County Aviation Authority, upon the Petition for Variance filed on behalf of Robert & Carolyn Greene ("Petitioners").

At the hearing, the Hillsborough County Aviation Authority ("Authority") was represented by Michael Kamprath, Esquire and Jeff Siddle, Vice President of Planning and Development. The Authority presented testimony from Anthony Mantegna, Sr. Manager of Planning. Testimony on behalf of Petitioners was presented by Angel Ruiz and Robert Greene. Petitioners' application for the variance with supporting testimony concerning the proposed building was received in evidence. Based upon the testimony and evidence presented, the following Findings of Fact, Conclusions of Law, and Recommendations are entered:

FINDINGS OF FACT

1. In August, 2025, Petitioners filed a Petition for Variance requesting a variance for a building to be built at 122 Martinque Avenue, Tampa, Florida. The building will reach a maximum height of 49 feet AMSL.
2. The nearest airport to Petitioners' proposed building is the Peter O. Knight Airport (the "Airport"), and it will be approximately .6 NM from the Airport.

4. Petitioners' proposed building requires a variance because it will exceed the Obstruction Standards for the Peter O. Knight Airport Runway 22 Departure Surface. A variance of up to 15 feet is required.

5. Prior to filing this Petition, Petitioners received Determinations of No Hazard to Air Navigation issued by the Federal Aviation Administration ("FAA") dated September 22, 2025, which found that the proposed building does exceed obstruction standards but would not be a hazard to air navigation provided that the proposed building is to be marked/lighted with low voltage uplights and 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. FAA Form 7460-2 is filed if the project is abandoned or at least ten (10) days prior to start of construction and within five (5) days after the construction reaches its greatest height.

6. The FAA's Determinations of No Hazard to Air Navigation expires on 3/22/2027, unless extended, revised or construction has started.

7. FDOT was given the opportunity to evaluate the Permit request and found it to be technically consistent with Florida Statutes.

8. Authority staff has reviewed Petitioners' request for the variance and recommends approval, subject to conditions as stated below.

CONCLUSIONS OF LAW

9. The Hillsborough County Aviation Authority has established the Board of Adjustment and adopted Airport Zoning Regulations on April 5 2022 (the "Airport Zoning Regulations") in accordance with Sections 333.03 and 333.09, Florida Statutes, and Section 6(2)(x) and (y) of Chapter 2022-252, Laws of Florida.

10. The Board of Adjustment has jurisdiction over this matter and the authority to consider requests for variances from Airport Zoning Regulations pursuant to Sections 7.04 and 7.06 of Airport Zoning Regulations.

11. Section 3.08 of the Airports Zoning Regulations sets forth the criteria for approval or disapproval of airport height zoning permits. In order to receive a permit, a proposed structure must conform to the height requirements of Section 3.05 and the standards in Section 3.06 of the Airport Zoning Regulations. Any permit application that does not meet the requirements of Section 3.05 and the standards set forth in Section 3.06 must file a Petition for Variance.

12. Section 7.06 of the Airport Zoning Regulations provides that a variance may be granted by the Board of Adjustment if the application of these Airport Zoning Regulations to the Petitioners' property would create an unnecessary hardship; special conditions exist which are peculiar to the property; or, if relief will not cause substantial adverse effect on the utility of the Airport. A variance may be allowed subject to reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of the Airport Zoning Regulations and Chapter 333, Florida Statutes

13. The FAA has issued Determinations of No Hazard to Air Navigation, subject to recommended conditions. The Authority staff has recommended approval of a variance, with conditions.

14. The regulated height would not allow the proposed building to be built as proposed.

15. Based on the testimony and evidence presented, the Hearing Officer finds and concludes that:

- a) The application of the applicable Airport Zoning Regulations to Petitioners' property/structure would create an unnecessary hardship.
- b) Special conditions and circumstances exist which are peculiar to the property/structure which are not applicable to other similarly situated property/structures.
- c) The variance as granted (subject to the conditions enumerated herein) will not cause substantial detriment to the public good, impair the purposes and intent of the Airport Zoning Regulations or have a substantial adverse effect on the utility of the Airport.

RECOMMENDATION

Based upon the foregoing Findings of Fact and Conclusions of Law, it is:

RECOMMENDED that the Board of Adjustment APPROVE the Variance requested by Petitioners with the following conditions:

- A. Notify the Airport at least three (3) business days prior to starting construction at 813-870-7863.
- B. Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.
- C. E-File FAA form 7460-2 with the FAA if the project is abandoned or within ten (10) prior to construction and within five (5) days after the construction reaches its greatest height.
- D. The project is subject to requirements listed in the attached FAA Determination with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted.

E. Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an Airport and occupants may be subjected to overflight, noise and/or light from aircraft.

F. The Petitioners will be required to follow all conditions specified in the FAA Determination to remain in compliance.

G. Installation equipment (Crane) exceeding 38' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

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

I. To remain in compliance with this permit, the property owner will be responsible for compliance with airspace height restrictions as identified on Exhibit B.

J. The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.

DONE AND ENTERED on this 28 day of October, 2025, in Tampa, Hillsborough
County, Florida.



SCOTT I. STEADY, Hearing Officer
Board of Adjustment
Hillsborough County Aviation Authority
Florida Bar No. 0614173
Burr & Forman LLP
201 N. Franklin Street, Suite 3200
Tampa, FL 33602
813/367-5719
ssteady@burr.com

Copies furnished via email to:

Michael Kamprath, Assistant General Counsel
Hillsborough County Aviation Authority
P.O. Box 22287
Tampa, FL 33622
mkamprath@TampaAirport.com

Robert Greene
bgreene@gleassociates.com



Hillsborough County Aviation Authority

HEIGHT ZONING PERMIT

FOR PROPOSED CONSTRUCTION WITHIN AIRPORT ZONE BOUNDARY

Approval Date

This is to certify that the below named at the location listed has authority to operate or construct a permanent structure within an airport zone to a maximum height of 49 feet above mean sea level (including all appurtenances or attachments to said structure). This permit is subject to those requirements listed below and in the Federal Aviation Administration Aeronautical Study Number 2025-ASO-12076-OE

PERMIT HOLDER

NAME: Robert Greene
LOCAL CONTACT: Angel Ruiz
PHONE NUMBER: 813-241-8350
ADDRESS: 5405 Cypress Center Drive, suite 110

STRUCTURE

AIRPORT STUDY #: 2025-129
TYPE: Building
LOCATION: 122 Martinique Ave., Tampa, FL 33606
CONDITIONS: See Attached

This permit does not relieve the permit holder from obtaining any other permits, approvals or determinations from other governmental agencies as may be required in accordance with law.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequencies, and power. Any changes in coordinates, heights, frequencies or use of greater power will void this permit. This permit should be placed out of the weather and in plain view of inspectors at the job site during construction and on file upon completion of structure.

This Permit may be revoked at any time by the Airport Zoning Director or Designee for just cause, including but not limited to the protection of public safety and airspace

Approved by Zoning Director

PERMIT NUMBER: 25129
EXPIRES: 3/22/2027,

Airport Study Number:

2025-129

CONDITIONS

Notify the Airport at least 3 business days prior to starting construction at 813-870-7863.

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.

The project is subject to requirements listed in the attached FAA Determination with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted.

Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an Airport and occupants will be subjected to overflight, noise and/or light from aircraft.

The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.

Installation equipment (Crane) exceeding 38' AMSL or installation of solar panels will require a separate permit by the Aviation Authority.

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

To remain in compliance with this permit the property owner will be responsible for compliance with airspace height restrictions as identified on Exhibit B.

The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.



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:
Greene Residence - 122 Martinique Ave., Tampa, FL 33606. New raised 2 story single family residential house in an AE12 coastal flood zone.

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: Robert & Carolyn Greene

Contact Person for Requested Activity: Angel Ruiz Phone: 813-241-8350

Project Location: 122 Martinique Ave., Tampa, FL 33606 Email: aruiz@gleassociates.com

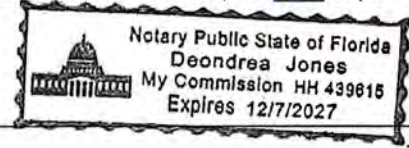
Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.

Printed Name of Authorized Representative: Angel Ruiz

Signature of Authorized Representative: *[Signature]* Date: 8-25-2025

STATE OF FLORIDA, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this 25th day of August, 2025, by Angel Ruiz.

(NOTARY SEAL)



Notary Signature: *[Signature]*
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. 2025-129 Variance Required: YES
FAA Study Number 2025-ASO-12076-OE Recommend Approval: YES
Associated FAA Study Numbers NA Coordinate with Airport Operations: NO
Reviewed By: *[Signature]* Coordinate with ATCT: NO

Approved by Zoning Director Date

Review Summary

Airport Study Number

2025-129

Permit Number

25129

Maximum Height - AMSL

49

Approval Date

Expires

3/22/2027

Permit Type

Height Zoning

Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Within Height Limits

TERPS

Exceeds Height Limits

OEI (62.5:1)

N/A

Analysis Summary

Penetrates RW 22 Departure Surface -No IFR or VFR utility impacts. No Navaid impacts identified. - No Hazard as long as conditions are followed. Note in Departure Procedures.

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

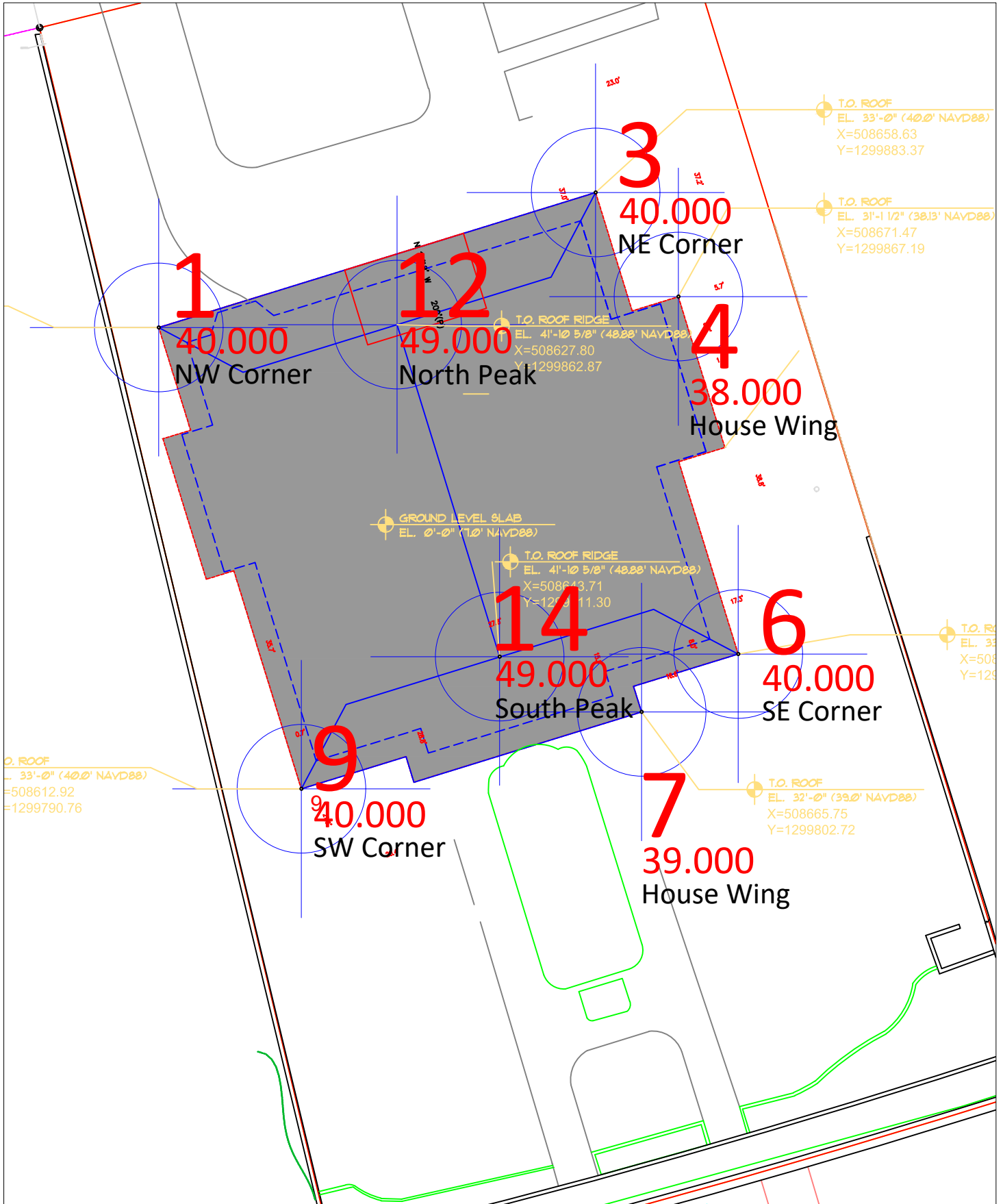
Conditions

Conditions: Notify the Airport at least 3 business days prior to starting construction at 813-870-7863. 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. The project is subject to requirements listed in the attached FAA Determination with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A and in accordance with elevation plans submitted. Occupants and/or owners of the units must be informed that the structure considered under this variance lies in the approach and departure path of an Airport and occupants will be subjected to overflight, noise and/or light from aircraft. The petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 49' AMSL or installation of solar panels will require a separate permit by the Aviation Authority. Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. To remain in compliance with this permit the property owner will be responsible for compliance with airspace height restrictions as identified on Exhibit B. The property falls outside of the 65 dnl noise contour around the airport and is a compatible use but the Authority recommends a noise reduction level of at least 25 db be incorporated into design.

Recommended Approval

Yes

Point Locations



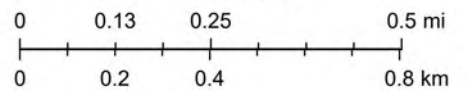
Distance from ARP



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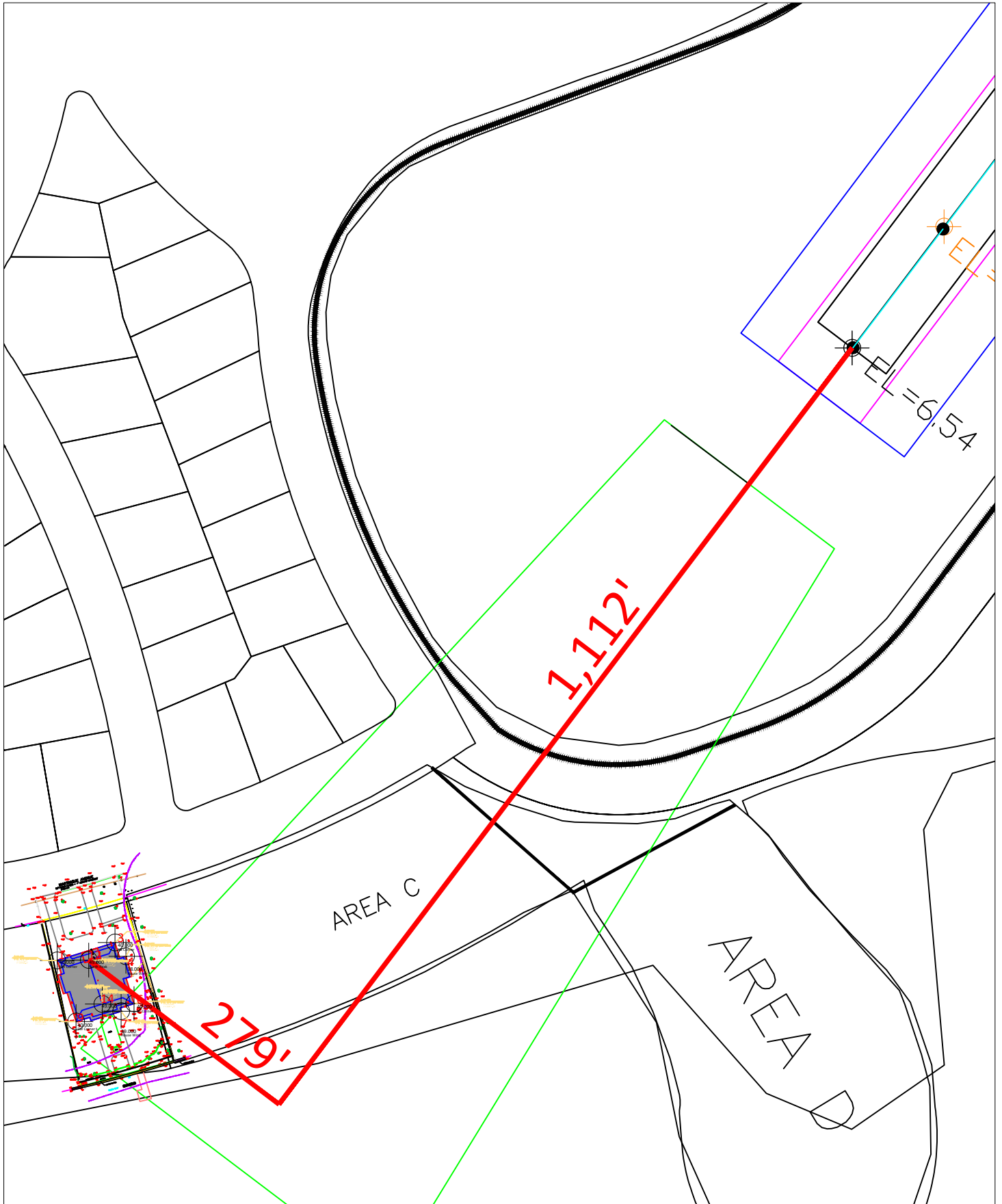
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-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning

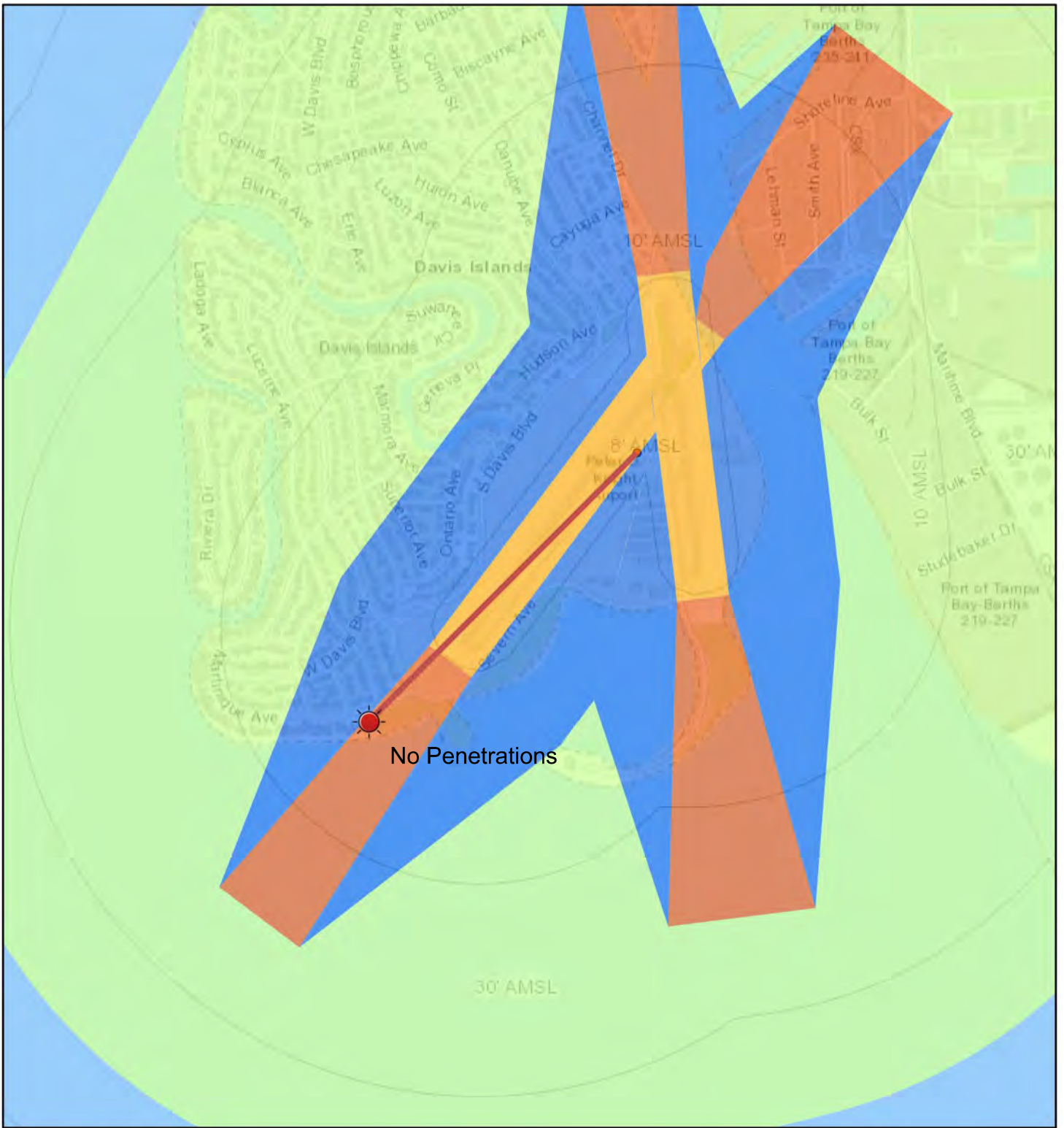


University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna

Distance from RW 4 End



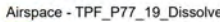
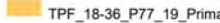
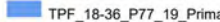
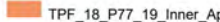

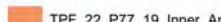
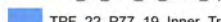
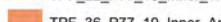
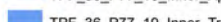
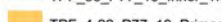
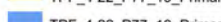
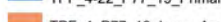

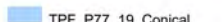
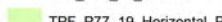






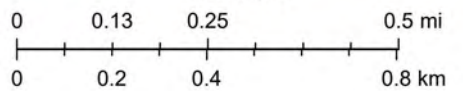
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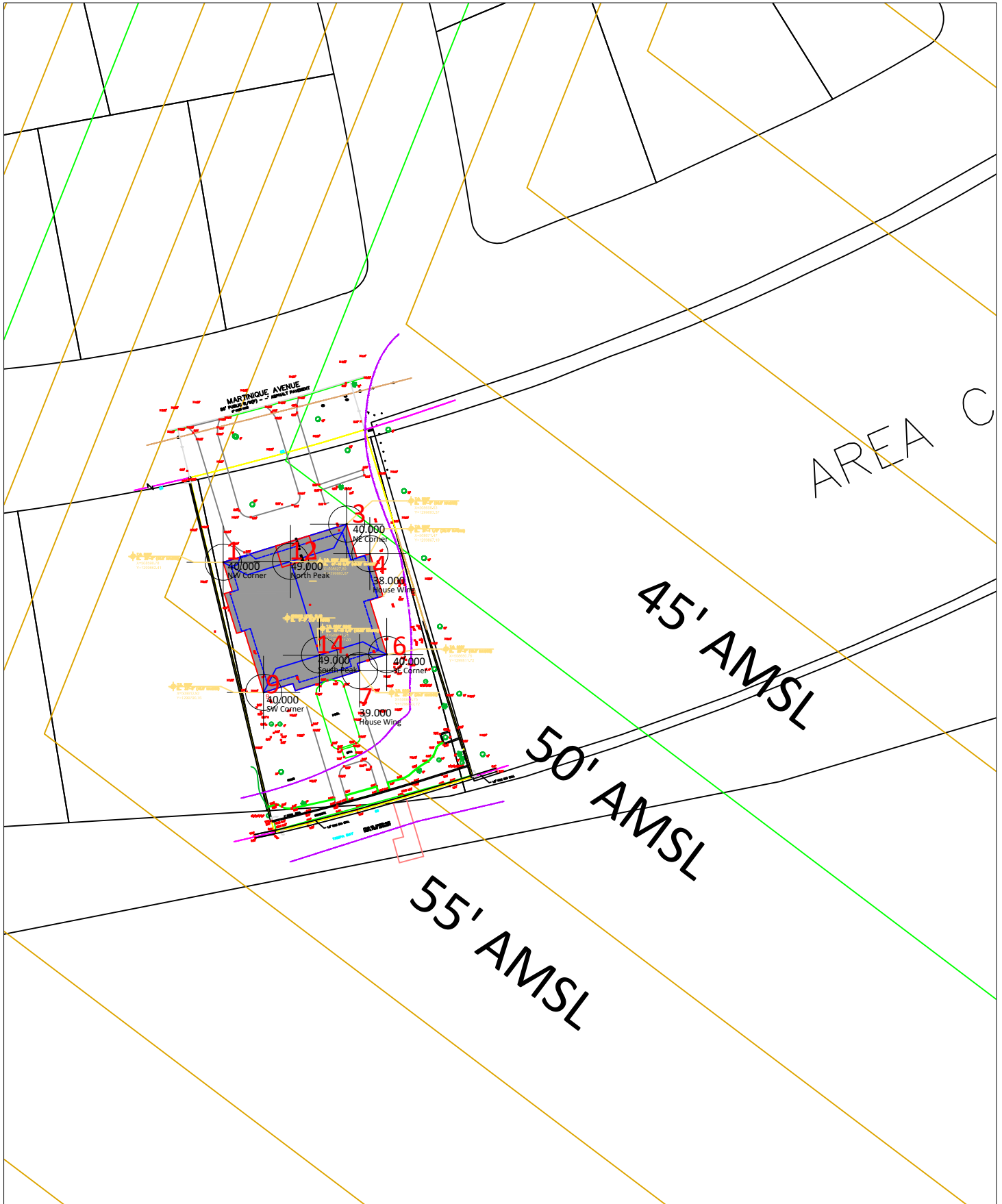
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-  TPF_P77_19_Conical
-  TPF_P77_19_Horizontal_Plane
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



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

Part 77-Approach

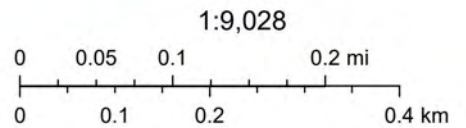


RW 22 Departure Surface



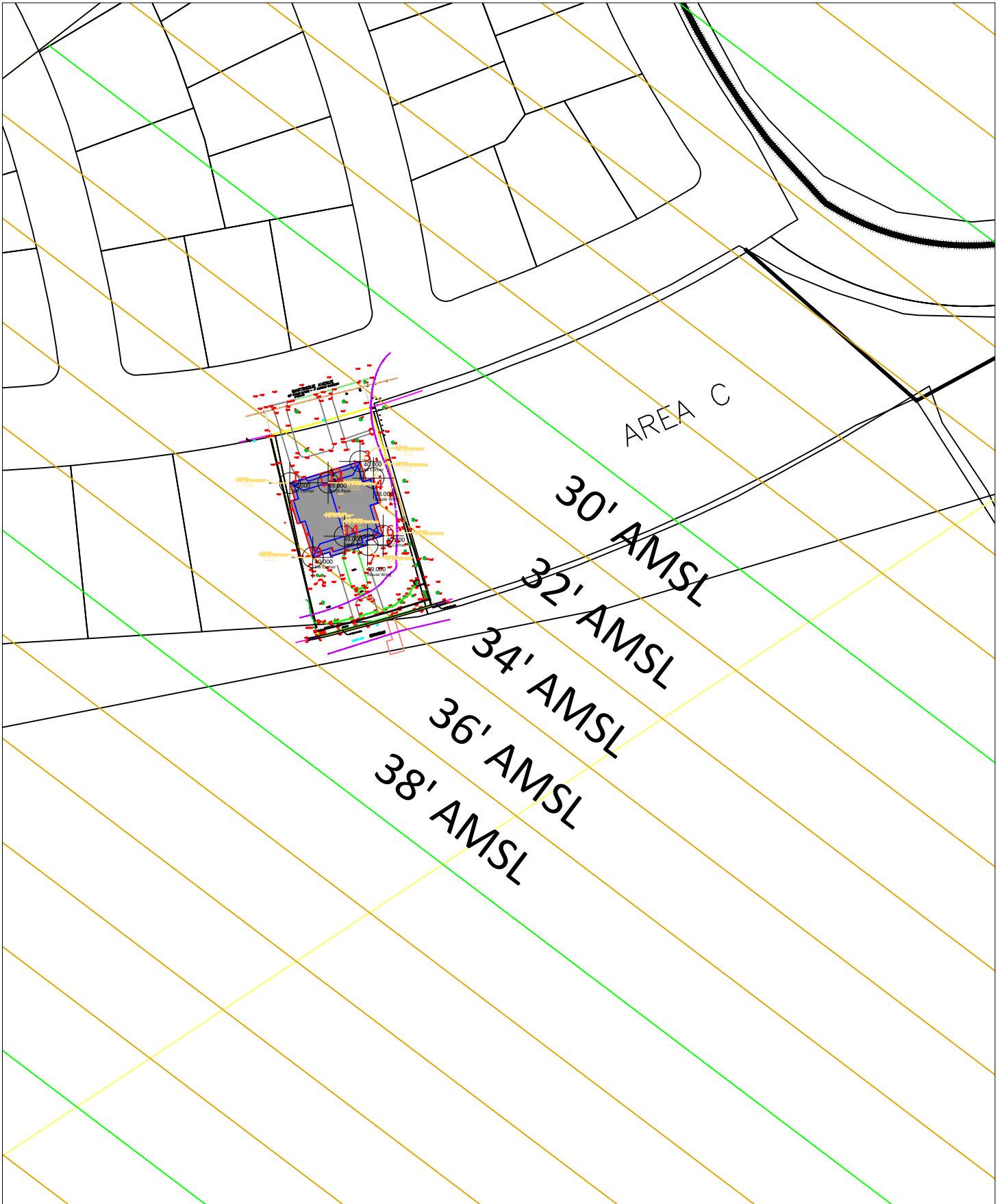
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-  Override 1
-  Override 1
-  Airspace - TPF_DEP
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning

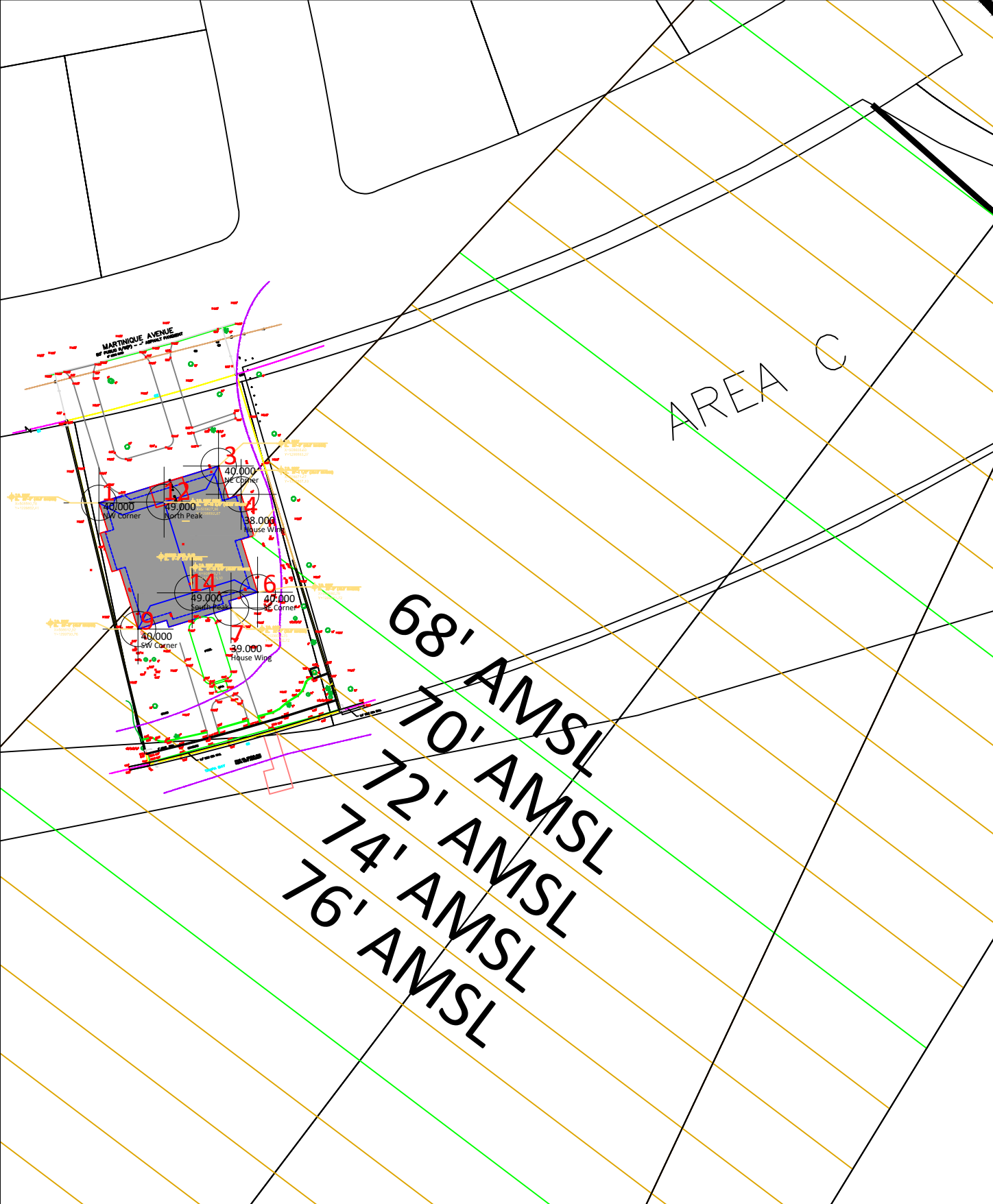


University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA, Tony Mantegna

Departure

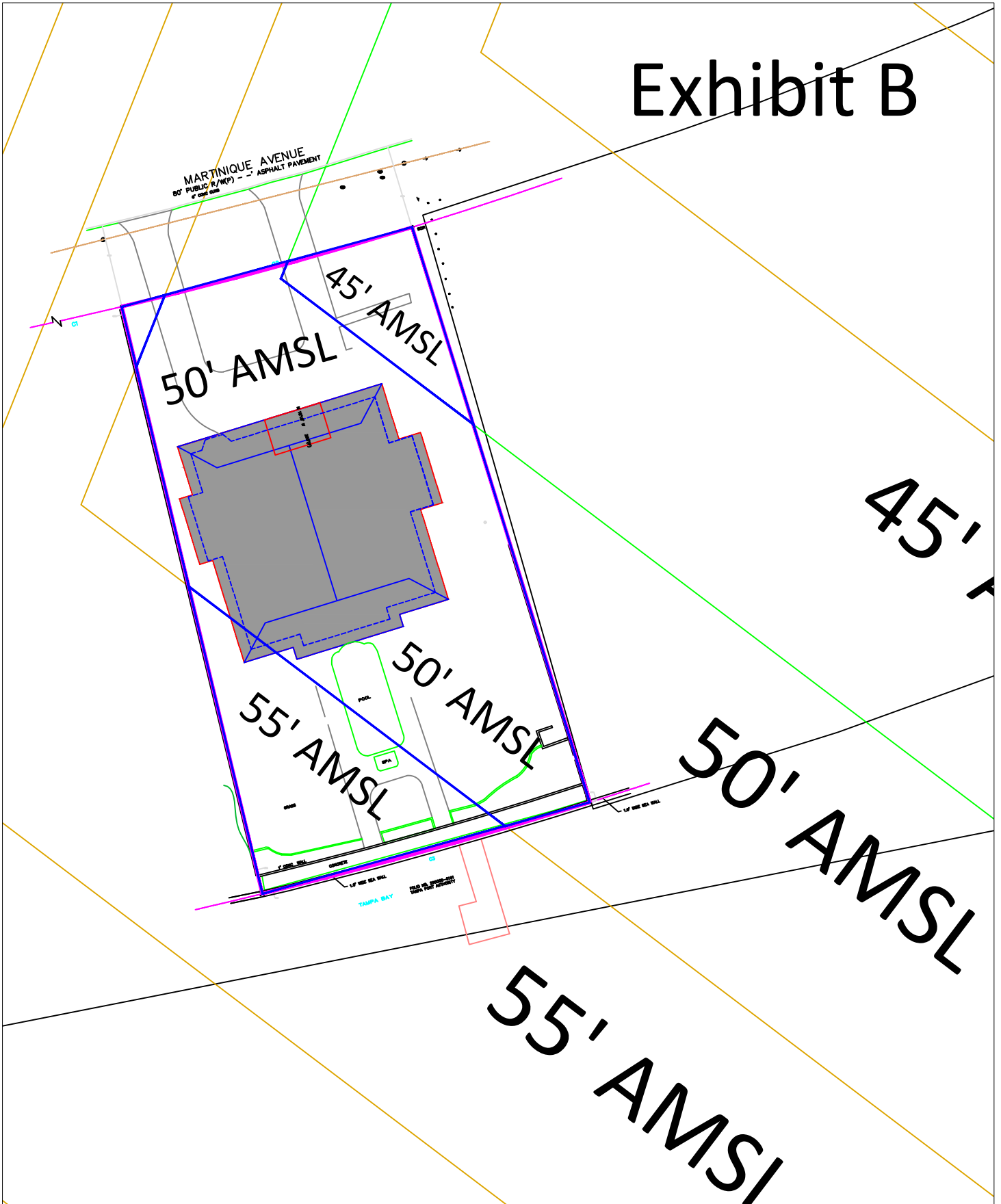


Obstical Clearance Surface



Height Restrictions

Exhibit B



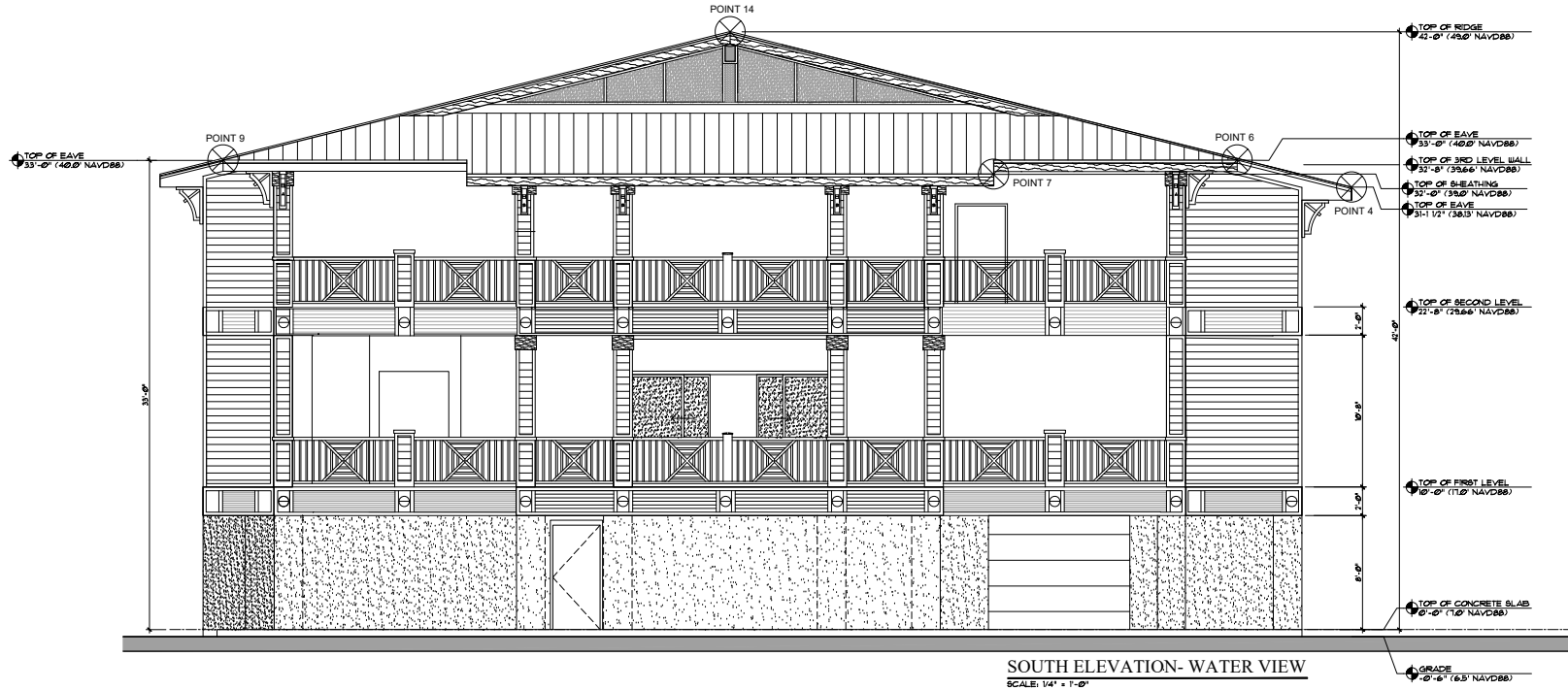


- ☐ TAMPA, FL
5405 Cypress Center Drive
Suite 110
Tampa, Florida 33609
813.241.8350
 - ☐ ORLANDO, FL
 - ☐ GAINESVILLE, FL
 - ☐ FT. LAUDERDALE, FL
 - ☐ JACKSONVILLE, FL
 - ☐ ATLANTA, GA
 - ☐ NASHVILLE, TN
- GLE ASSOCIATES
ARCHITECTS - P.A.

PROGRESS SET
2025-05-21
NOT APPROVED
FOR CONSTRUCTION

Drawing Not Valid Unless Signed,
Sealed & Dated By Registered Professional

GREENE RESIDENCE
122 MARTINIQUE AVENUE
TAMPA, FLORIDA



SOUTH ELEVATION- WATER VIEW
SCALE: 1/4" = 1'-0"

NO.	REVISIONS	DATE

JOB NUMBER: _____

ISSUE DATE:	
DRAWN BY:	
CHECKED BY:	
ISSUE:	

FAA SUBMITTAL
2025-06-12

A4.01

SHEET NUMBER

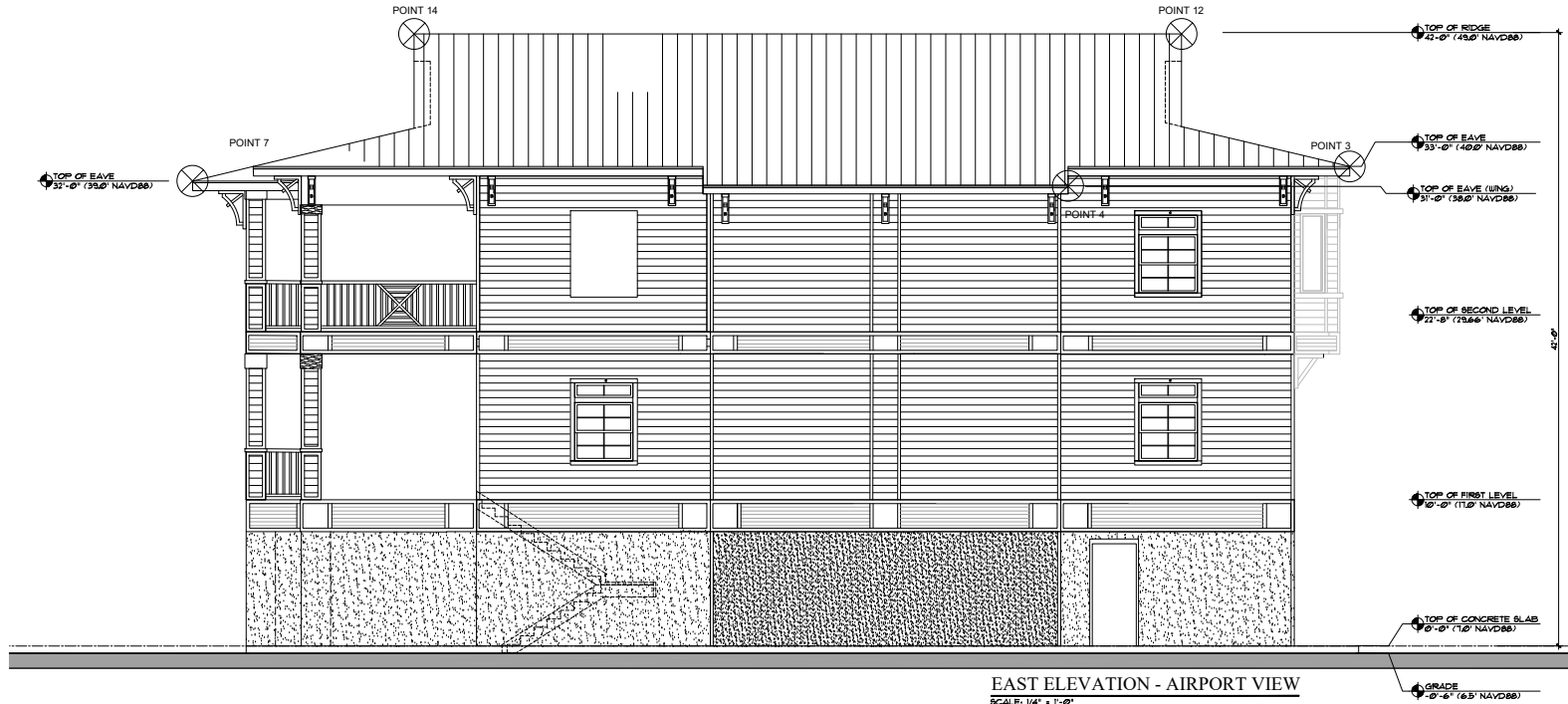


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2025-05-21
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Sealed & Dated By Registered Professional

GREENE RESIDENCE
 122 MARTINIQUE AVENUE
 TAMPA, FLORIDA



NO.	REVISIONS	DATE

JOB NUMBER: _____

ISSUE DATE:	
DRAWN BY:	
CHECKED BY:	
ISSUE:	

A4.03

SHEET NUMBER



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

Aeronautical Study No.
 2025-ASO-12076-OE

Issued Date: 09/22/2025

ANGEL RUIZ
 ANGEL RUIZ
 5405 Cypress Center Drive
 Tampa, FL 33609

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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: House Greene Residence
 County, State: Hillsborough, Florida

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	27-54-32.08N	82-27-24.59W	7 Ft	42 Ft	49 Ft

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 with low-voltage up lights.

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)
- 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 03/22/2027 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 October 22, 2025. 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, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on November 01, 2025 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. Any questions regarding your petition, 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 mike.blaich@faa.gov, at 1-404-305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASO-12076-OE.

Signature Control No: 662546621-678415501

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-ASO-12076-OE

*****NOTE: The FAA has encountered an automation issue related to review by the public. To ensure compliance with FAA JO 7400.2R, sections 7-1-3 and 7-3-3, the determination issued is being issued a determination "Correction". We apologize for any inconvenience this may cause and appreciate your understanding.

The proposed building / single family dwelling, not exceeding a height of 42 feet (ft.) above ground level (AGL) / 49 ft. above means sea level (AMSL), would be located approximately 1111 ft. southwest of the approach end Runway (RWY) 04 / .56 nautical miles (NM) southwest of the Peter O' Knight airport's (TPF) airport reference point (ARP), Tampa, FL.

The proposal was identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to TPF as follows:

Section 77.17 (a) (3). A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria):

Obstacle penetrates RWY 22 40:1 Departure Surface by 15 ft. Qualifies as low, close-in penetration with climb gradient termination altitude 200 ft. or less above Departure End of Runway (DER), requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 22, building BUILDING HOME 1111 ft. from departure end of runway, 279 ft. right of centerline at 42 ft. AGL/ 49 ft. AMSL.

Public notice allows the FAA to solicit information that may assist in determining what effect, if any, the proposed structure would have on navigable airspace. When circularized to the public, only valid aeronautical objections or comments in determining the extent of substantial adverse effects of the structure are considered. Comments of a non-aeronautical nature are not considered in obstruction evaluation process as described under CFR part 77.

The proposal was circularized for public comment on July 10, 2025. After circularization to all interested parties as described in FAA Order 7400.2, Procedures for Handling Airspace Matters, Chapter 6, Section 6-3-17(c), there were no objections received by the FAA as a result of circularization.

Aeronautical study disclosed that the proposal would penetrate the RWY 22 40:1 departure surface by 15 ft. and would require a note to be added to the TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES publication advising pilots of the location and height of the structure. It would not require a change in the required climb gradient or departure weather minimums and the addition of the departure note is not considered to be a significant impact. The proposal would have no other effects on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or on any aeronautical facilities as it relates to either current or future runway extensions or proposals at TPF or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

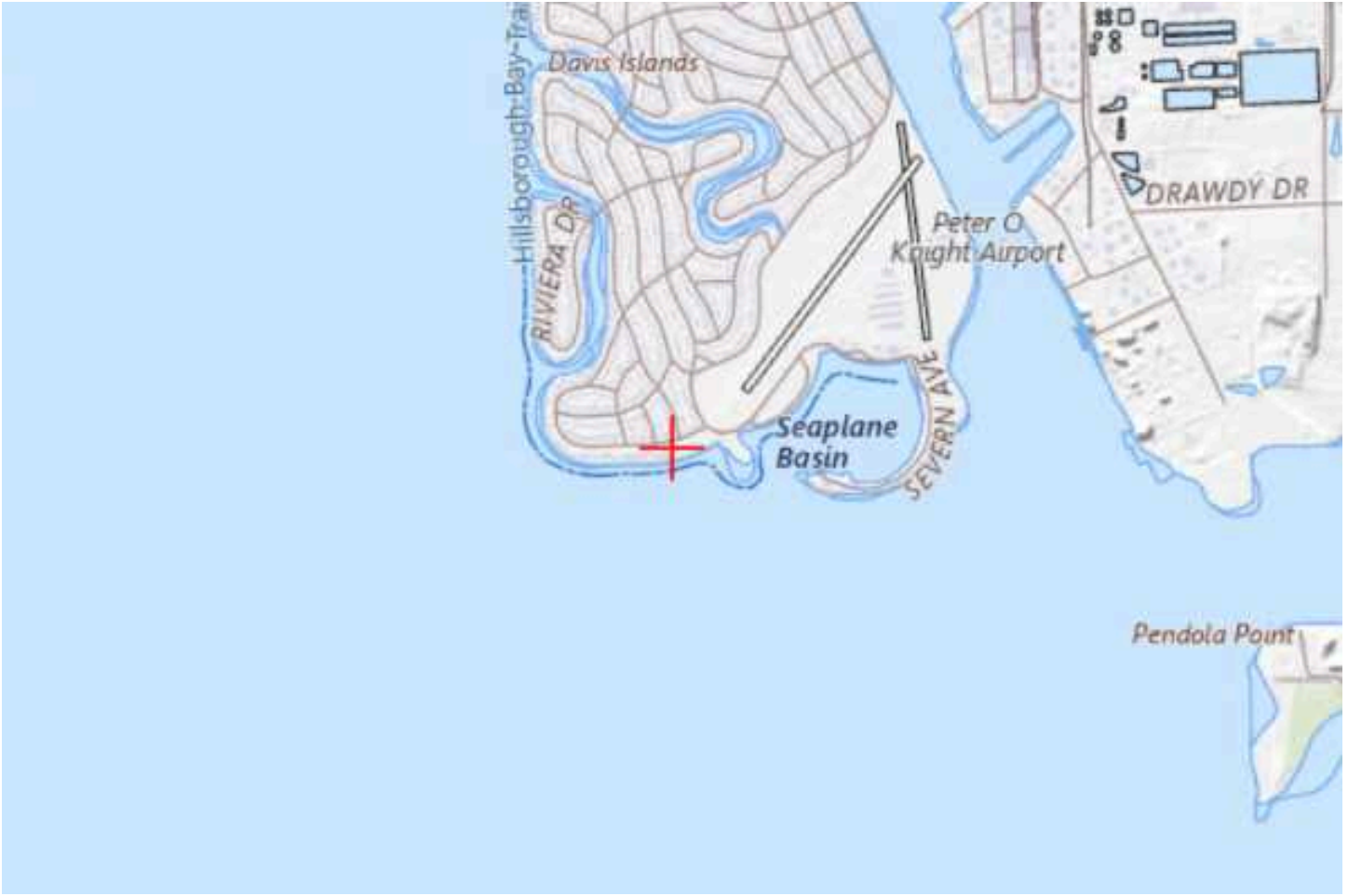
Study for possible visual flight rules (VFR) effect disclosed that the proposal would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous

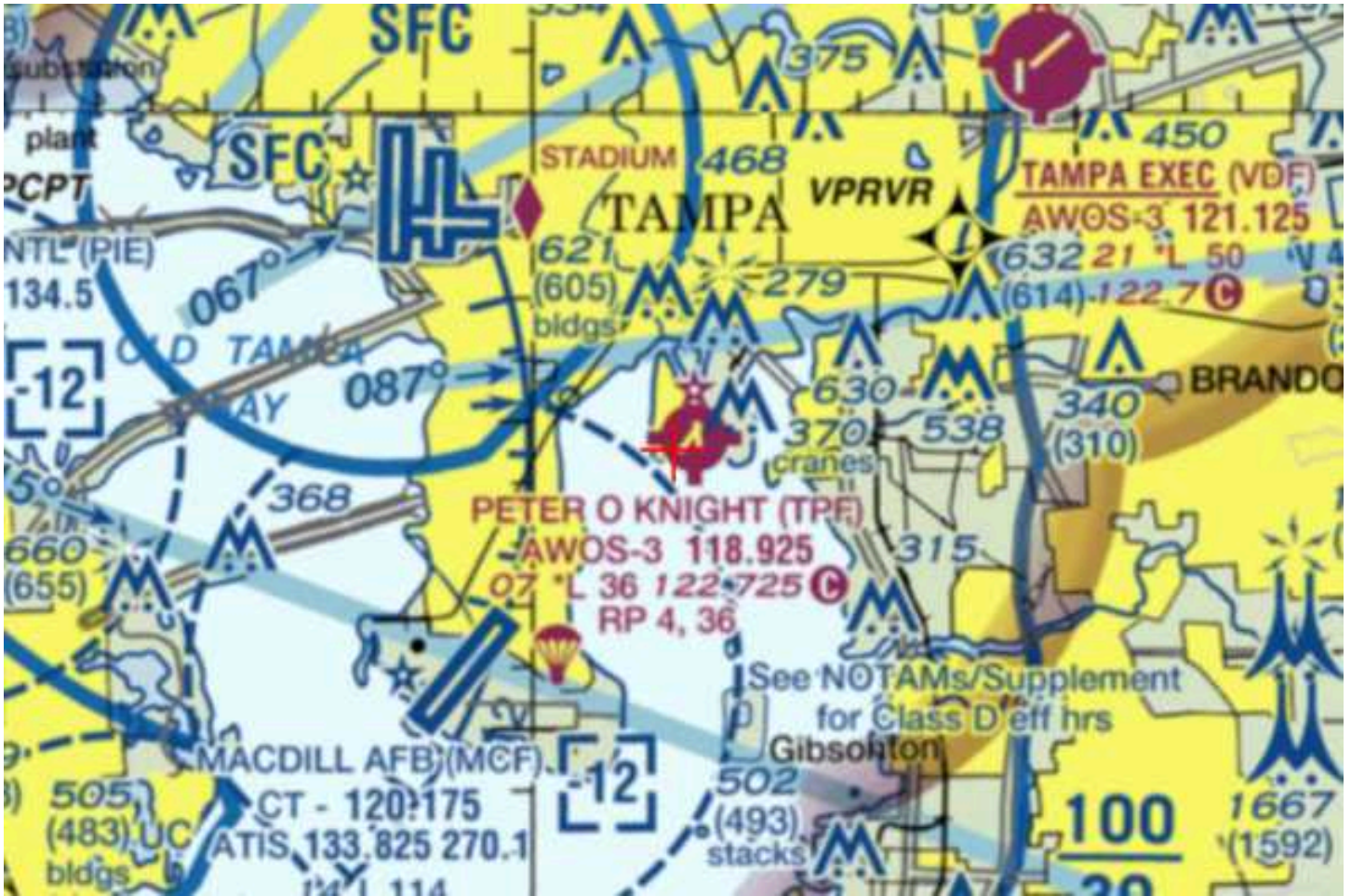
situation during a critical phase of flight while operating under VFR conditions. The proposal was found not to exceed the height of the transition, approach, horizontal, or conical surfaces as applied to visual approach runways at TPF which is the analytical foundation for VFR traffic pattern analysis, nor would the proposal affect any other known or proposed public-use or military airports. At 42 ft. AGL, the proposal would not have any substantial adverse effects on either existing or proposed VFR arrival, VFR departure, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

A lighting deviation is recommended by the FAA instead of the standard recommendation of a red obstruction light for a structure exceeding a 40:1 departure surface, since the proposal is a single-family home. LOW VOLTAGE UP LIGHTING around the residence (to include the driveway) is recommended to make it more conspicuous to airmen should circumnavigation be necessary. Lighting used on the property must not conflict with arriving or departing aircraft and must be baffled if recommended to do so by the local airport authority if any lighting installed results in substantiated pilot complaints.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.







August 26, 2025

Tampa International Airport
P.O. Box 22287
Tampa, FL 33622-2297

RE: Petition for Variance
122 Martinique Ave., Tampa, FL 33609

Dear Zoning Administrator:

Pursuant to the City of Tampa Land Development Code and the Hillsborough County Aviation Authority's height zoning regulations, the undersigned hereby petitions for a variance from the applicable provisions of the code pertaining to maximum building height for the subject property located at 122 Martinique Avenue, Tampa, FL 33606.

The original residence and the outdoor areas were substantially damaged by Hurricane Milton in October, 2024 and FEMA required the demolition of the house. The current zoning regulations imposes a maximum building height limit of 35 feet. Due to mandatory compliance with updated FEMA floodplain management regulations, the proposed structure must be elevated to a Design Flood Elevation (DFE) of 13 feet NAVD88. This elevation requirement, which is essential for safety, insurance compliance, and code adherence, significantly reduces the functional design height of the proposed residence when calculated from the adjusted base level.

We respectfully request a variance to allow a reasonable increase in maximum building height, measured from the elevated FEMA-required base elevation, in order to accommodate a typical two-story single-family residence over the garage ground floor with breakaway walls. Without this variance, the owner will suffer unnecessary hardship, as the design and structural integrity of the home would be compromised, and the allowable space significantly constrained, particularly in comparison to similar neighboring properties not subject to the same elevation requirement at the time of construction.

This variance is not sought for purposes of convenience or to achieve an aesthetic objective but is necessitated by external regulatory changes affecting flood zone construction standards. The request is consistent with the spirit and intent of the zoning code, which seeks to balance development standards with public safety and practical use of private property.

GLE Associates, Inc.

2610 NW 43rd Street, Suite 2A | Gainesville, Florida 32606 | 352-335-6648 | Fax: 352-335-6187
Tampa | Orlando | Ft. Lauderdale | Miami | Jacksonville | Atlanta | Nashville
Architecture AR 0007729 • Engineer RY 5483 • Asbestos ZA 0000034 • Geology PG 1737

Petition for Variance
122 Martinique Ave., Tampa, FL 33609
August 26, 2025; Page 2

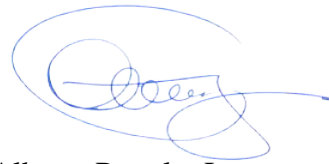
We believe the granting of this variance will not adversely affect the public interest, nor will it alter the character of the neighborhood, as the height increase will be visually consistent with existing homes in the vicinity when accounting for the required elevation.
We respectfully request your consideration and approval of this variance.

Should you have any questions regarding this correspondence, please do not hesitate to contact our office.

Sincerely,
GLE Associates, Inc.



Angel Ruiz, AIA
Project Manager



Alberto Portela, Jr.
AIA, ACLS, NCARB, LEED AP
Director of Architectural Services

AR/AP/mb

Tony Mantegna

From: Durwin, James <James.Durwin@dot.state.fl.us>
Sent: Thursday, August 28, 2025 4:05 PM
To: Tony Mantegna
Cc: Jeff Siddle; Michael Kamprath; Roberts, David
Subject: RE: Permit request in accordance with Chapter 333
Attachments: Airport Study No 2025-129_FDOT.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This is an external email. Do NOT click links or open attachments unless you recognize the sender and know the content.

Hello Tony,

In accordance with your request for an evaluation of the above referenced Height Zoning Permit Request for the Hillsborough County Aviation Authority and in accordance with s. 333.025(4) Florida Statutes, we are providing the following comments for your consideration:

COMMENTS OF FLORIDA DEPARTMENT OF TRANSPORTATION PURSUANT TO
SECTION 333.025(4), FLORIDA STATUTES ON PETITION/ APPLICATION FOR AIRPORT
OBSTRUCTION ZONING PERMIT APPLICATION

Political Subdivision: Hillsborough County Aviation Authority

FAA Study: 2025-ASO-12076-OE
Airport Study Number: 2025-129
Project: House Greene Residence 122 Martinique Ave
Location: 122 Martinique Ave Tampa, FL 33606
Date of Receipt: August 27, 2025 (by email)
Date Comments Sent: August 28, 2025 (by email)

Political Subdivision Representative: Tony Mantegna
Applicant: Robert and Carol Greene
RE: Greene residence, new raised two story single family residential home at 122 Martinique Ave Tampa, FL 33606

FAA Determination(s): 2025-ASO-12076-OE (submitted with application).

SUMMARY: Based upon the following, the Florida Department of Transportation (Department) finds the above referenced airport obstruction zoning permit application technically consistent with s. 333.025(4), Florida Statutes, as set forth below.

REVIEW REQUIREMENT: Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. Section 333.025(4), Florida Statutes (F.S.), provides the Department a 15-day review period, following receipt of a complete permit application from the local government by certified mail, for the construction or alteration of an obstruction which must run concurrently with the local government's permitting process, to evaluate technical consistency with s. 333.025(4), F.S. The following Comments are intended to comply with this requirement.

REVIEW STANDARDS: Section 333.025(4), F.S. requires the evaluation of airport obstruction zoning permit applications for technical consistency with the requirements of s. 333.025, F.S. The Department has received and reviewed the above referenced airport obstruction zoning permit application and attachments, if any, from the Political Subdivision, for technical consistency in accordance with s.333.025(4), F.S., regarding the construction or alteration proposed by the Applicant. These Comments are not intended as legal advice and are non-binding evaluations solely for the consideration of the Political Subdivision with regard to the permit application.

EVALUATION

Section 333.025(4) provides, in part, that if political subdivisions have, in compliance with this chapter, adopted adequate airport protection zoning regulations, placed such regulations on file with the Department's Aviation Office, and established a permitting process, a permit for the construction or alteration of an obstruction is not required from the Department.

COMMENTS

The Political Subdivision's submittal of the airport obstruction zoning permit application to the Department's Aviation Office is accepted as a representation by the Political Subdivision that:

1. The Political Subdivision is in compliance with Chapter 333 [Whether the Political Subdivision has complied with Chapter 333 requires a legal evaluation beyond the scope of this Comment and it is left to the determination of the Political Subdivision]; and
2. The Political Subdivision has adopted adequate airport protection zoning regulations [Whether the political subdivision has adopted adequate airport protection zoning regulations is a legal determination beyond the scope of this Comment and is left to compliance by the Political Subdivision]; and
3. The Political Subdivision has placed such regulations on file with the Department's Aviation Office [The Department's records reflect that the Political Subdivision has placed certain airport protection zoning regulations on file with Department's Aviation Office however it is undetermined if such regulations are in compliance with Chapter 333]; and
4. The Political Subdivision has established a permitting process [Submission of an airport obstruction zoning permit application reflects the existence of a permitting process – it is noted that the application required appropriate information and documents for evaluation of a permit application including documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and valid aeronautical studies. The adequacy of the permitting process is beyond the scope of these Comments and is left to compliance by the Political Subdivision. The intent of the Comments is to evaluate the Political Subdivision's compliance with the requirements of s. 333.025(4). Whether the compliance is legally adequate is the responsibility of the Political Subdivision].

Section 333.025(4) also provides, in part, that:

- Upon receipt of a complete permit application, the local government shall provide a copy of the application to the Department's Aviation Office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. [The Department notes receipt of the permit application by email on August 27, 2025].
- To evaluate technical consistency with this subsection, the Department shall have a 15-day review period following receipt of the application by certified mail, which must run concurrently with the local government permitting process. [The Aviation Office has received the permit application, evaluated technical consistency as set forth herein and provided its Comments within 15 days after receipt of the permit application by email].

In view of the foregoing, it is demonstrated that the Political Subdivision has substantially complied with the requirements of s. 333.025(4), Florida Statutes and is entitled to proceed with the permitting process in accordance with its airport zoning regulations. The Department accepts the filing of the Airport Obstruction Zoning Permit Application with the Aviation Office as a representation that the Political Subdivision has zoning authority in this matter, unless otherwise advised in writing. Since the foregoing requirements have been met, a permit for the construction or alteration of an obstruction is not required from the Department and Hillsborough County appears to be the appropriate zoning authority subject to the foregoing.

These Comments do not constitute approval or disapproval of the permit application. The Comments are solely intended to evaluate technical consistency with Section 333.025(4), F.S.

If there are any questions regarding the foregoing, please contact:

Jim Durwin
Aviation Operations Administrator
Florida Department of Transportation
Office: (850) 414-4502
E-mail: James.Durwin@dot.state.fl.us

Thank you, please advise if any additional information or assistance is needed.

Kind Regards,
Jim Durwin, C.M.
Aviation Operations Administrator
Florida Department of Transportation | Aviation Office
Office: 850-414-4502 | E-mail: James.Durwin@dot.state.fl.us
fdot.gov/aviation | <https://www.florida-aviation-database.com/>



From: Tony Mantegna <TMantegna@TampaAirport.com>
Sent: Wednesday, August 27, 2025 3:26 PM
To: Durwin, James <James.Durwin@dot.state.fl.us>
Cc: Jeff Siddle <JSiddle@TampaAirport.com>; Michael Kamprath <mkamprath@TampaAirport.com>
Subject: Permit request in accordance with Chapter 333

EXTERNAL SENDER: Use caution with links and attachments.

Jim:

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 October 16, 2025

FAA- 2025-ASO-12076-OE

Airport Study number – 2025-129

Project: Single-family home

Location – 122 Martinique Ave., Tampa, FL.

Tony Mantegna | Tampa International Airport | Sr. Manager of Planning

Preferred: (813) 870-7863 | Secondary: (813) 781-8289 | Email: tmantegna@TampaAirport.com

***** Important Notice *****

The Hillsborough County Aviation Authority is a public agency subject to Chapter 119 of Florida Statutes concerning public records.

E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our server and kept as a public record.