

### **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 contain (1) an FAA Determination of No Hazard if the duration is greater equested (3) a Variance application, if applicable (4) site plan with a brequested (6) any additional information requested by the Airport Zoniwith the Airport Zoning Regulations.  Project Name \ Description: Calder Residence	er than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if uilding layout, if requested (5) building elevation plan, if			
Applicant acknowledges receipt of the applicable procedures and/or 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: John Richards Custom Homes, Inc				
Contact Person for Requested Activity: John Stuenkel	Phone: 813-230-7256			
	<sub>Email:</sub> johnstu2001@yahoo.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:  Signature of Authorized Representative:  STATE OF Florida  COUNTY OF Florida  Sworn to (or affirmed) and subscribed before me this 2 Uday of Unit 2 O 20 by Armando Ovares  Notary Public  Notary Public  (NOTARY SEAL)  My Commission Expires 11/03/2020  Commission No. GG 44925  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 acco  THIS SECTION TO BE COMPLETED BY AVI				
Airport Study No.	Variance Required:			
FAA Study Number	Recommend Approval:			
Associated FAA Study Numbers	Coordinate with Airport Operations:			
Reviewed By:	Coordinate with ATCT:			
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 request for a variance in height to a new single family home located at 854 S Davis Blvd. We are requesting the height to be allowed at 35' from the slab to the roof (38' to the height of the para-pit walls and tallest point) This height does comply with the City of Tampa Building Department height limitations withing the city. The current regulated height of 32' would impact the potential use of the property and home to it's fullest potential. With the recent change to the FEMA Base Flood Elevation change as well, both are limiting the size and usability of the property. Currently there are properties on S. Davis Blvd. under construction that exceed the height zone regulations of 32' and we are just asking for similar approval. The new home will not create a detriment to the public or impair the intent of the regulations. The FAA Determined (ASO 2020-ASO-7644-OE) that there was not a hazard to air navagation based on the design that was submitted. We are aware that a Red navigation light is required and are in full acceptance of that and will certainly install it at it's highest point on the new home.

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. TER O'KNILH J Overall Height (AMSL): Date: 6-2-2020 Nearest Airport: 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. DHN THURAVA Printed Name of Authorized Representative: Signature of Authorized Representative: All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any Damages, losses or injuries resulting from or connected with this activity. , COUNTY OF HILS BOYOUT Sworn to (or affirmed) and subscribed before me this 2 day of une , 20 20 Anmandinovara Personally Known OR Produced Identification Type of Id Produced Prototy Public Ders State of Florida My Commission Expires 11/03/2020 Commission No. GG 44925 Notary Signatur THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE Airport Study No. Variance Approval **FAA Study Number: Associated Aeronautical Study Numbers:** FDOT Concurrence: YES: WAIVED: NO: In accordance with Resolution No. 20 -Board of Adjustment Chairman

## **Review Summary**

Airport Study Number	Permit Number	Maximum Height - AMSL
Approval Date	Expires	Permit Type
Review		
77.9 Review	77.17 Revie	<u>w</u>
77.19 Review	<u>TERPS</u>	OEI (62.5:1)
Analysis Summary		
Analysis Summary  Coordination with ATCT	Coordinat	ion with Operations
	Coordina <del>t</del> Yes	ion with Operations
Coordination with ATCT	Yes	
Coordination with ATCT Yes No	Yes	No
Coordination with ATCT Yes No Emergency Use	Yes Hazard Ma Yes	No arking and/or Lighting

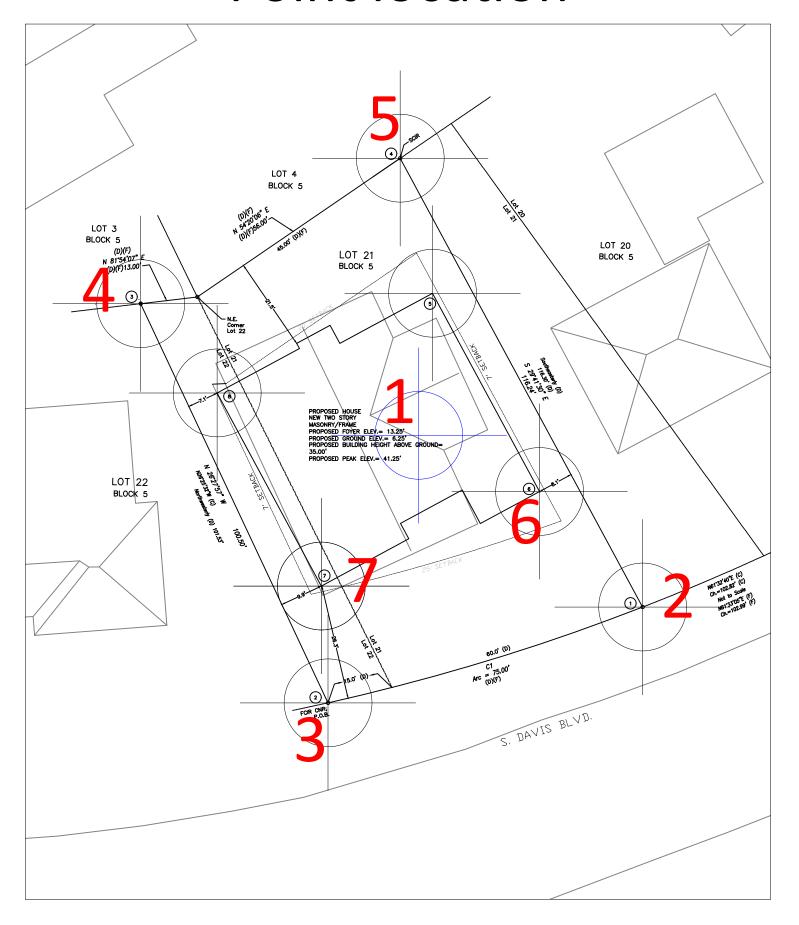
### **Airport Study Number 2020-94**

## **CONDITIONS**

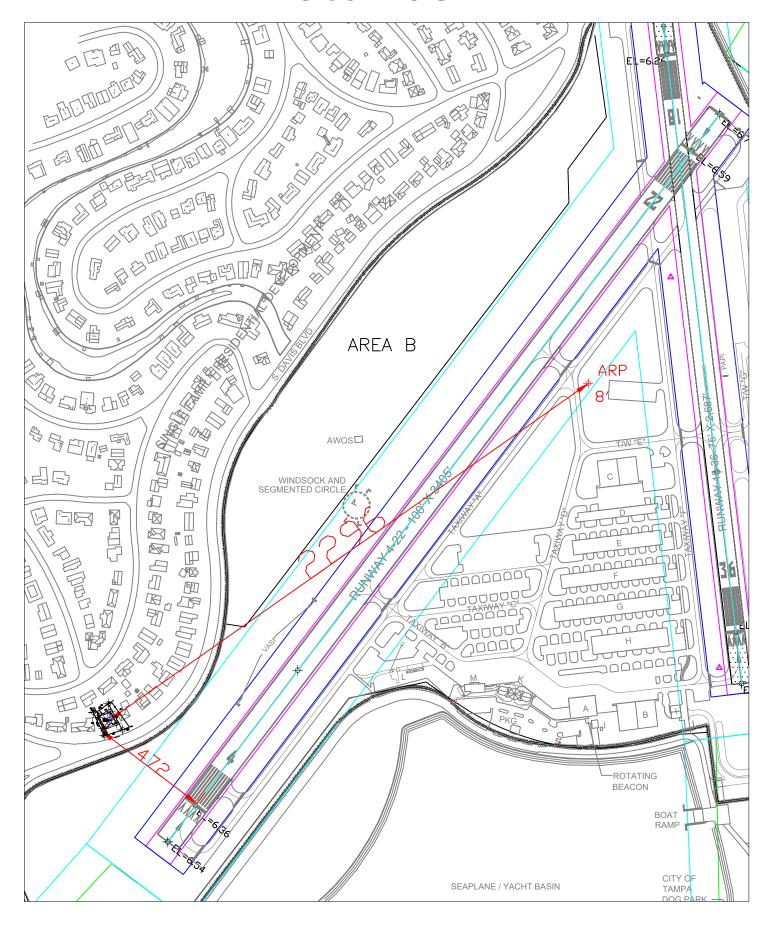
- Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1 L, Change 2.
- E-File FAA form 7460-2 with the FAA and Airport if the project is abandoned or within 5 days after the construction reaches its greatest height.
- The owner understands that the structure considered under this permit/variance lies outside of the 65 DNL noise contour for the airport however occupants may be subjected to noise from aircraft. The Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design.
- You will be required to follow all conditions specified in the FAA
   Determination to remain in compliance. Installation equipment
   (Crane) exceeding 44' AMSL or installation of solar will require a separate permit by the Aviation Authority.
- Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

		Associated	Points Data for Jo	hn Richards Cu	ustom Homes 20	94 - Repo	rt created on	6/10/2020 3:53	3:49 PM
Point	Description	Latitude	Longitude	X	Y	Site Elev.	Struct Height	Overall Height	Down & Over
Number						(AMSL)	(AGL)	(AMSL)	From Closest Runway
1	2094-A	27° 54' 43.94" N	82° 27' 17.22" W	509,293.0309	1,301,058.6165	6.00	38.00		Down(-): 69.33 Over(+): 470.58 Distance from RW 04: 475.66
3	2094-1	27° 54' 43.55" N	82° 27' 16.65" W	509,344.0209	1,301,019.4448	6.00	0.00		Down(-): 68.93 Over(+): 406.28 Distance from RW 04: 412.08
4	2094-2	27° 54' 43.34" N	82° 27' 17.45" W	509,272.3503	1,300,997.6951	6.00	0.00		Down(-): 8.29 Over(+): 450.25 Distance from RW 04: 450.33
5	2094-3	27° 54' 44.24" N	82° 27' 17.93" W	509,229.6268	1,301,088.6443	6.00	0.00		Down(-): 54.95 Over(+): 539.24 Distance from RW 04: 542.03
6	2094-4	27° 54' 44.57" N	82° 27' 17.27" W	509,288.7799	1,301,121.7513	6.00	0.00		Down(-): 117.07 Over(+): 512.11 Distance from RW 04: 525.32
7	2094-6	27° 54' 43.81" N	82° 27' 16.92" W	509,320.2555	1,301,045.7906	6.00	38.00		Down(-): 75.56 Over(+): 441.13 Distance from RW 04: 447.56
8	2094-7	27° 54' 43.60" N	82° 27' 17.47" W	509,270.8342	1,301,024.2613	6.00	38.00		Down(-): 28.55 Over(+): 467.51 Distance from RW 04: 468.38

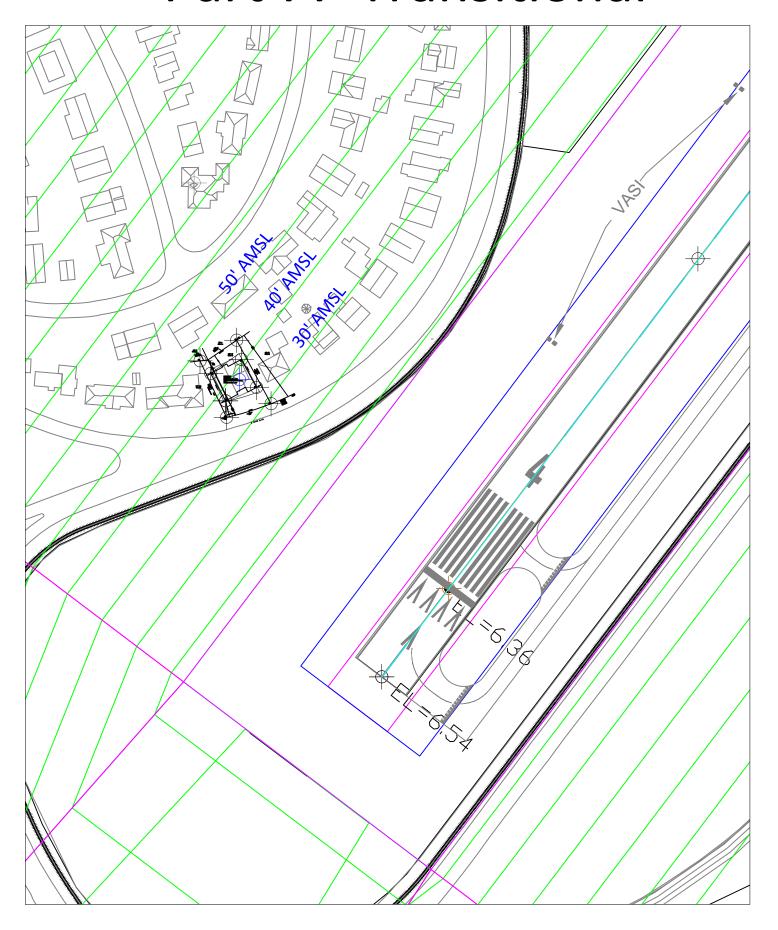
# Point location



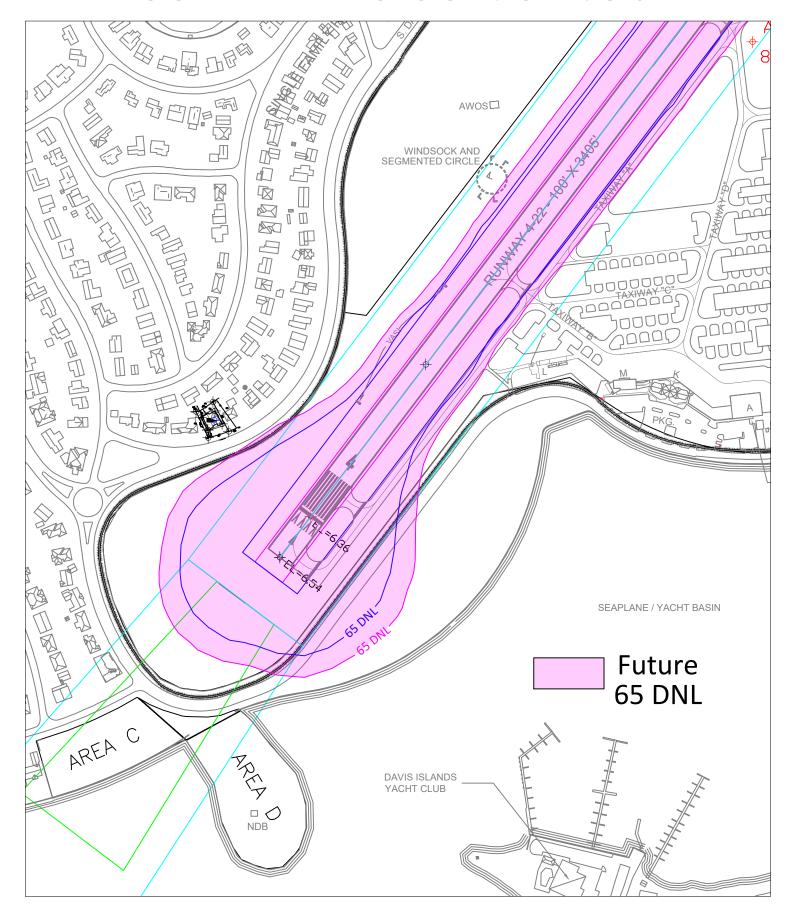
## Distance

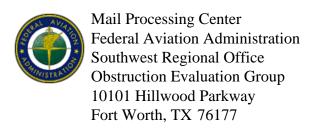


# Part 77-Transitional



# 65 DNL Noise Contour





Issued Date: 05/28/2020

John Stuenkel JR Custom Homes 5000 Culbreath Key Way 3-301 Tampa, FL 33611

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

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

Structure: Building Single Family Home

Location: Tampa, FL

Latitude: 27-54-43.94N NAD 83

Longitude: 82-27-17.22W

Heights: 6 feet site elevation (SE)

38 feet above ground level (AGL) 44 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 11/28/2021 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 27, 2020. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on July 07, 2020 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone -202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-ASO-7644-OE.

Signature Control No: 433343057-441362257

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

#### Additional information for ASN 2020-ASO-7644-OE

TPF = Peter O Knight Airport

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

ASN = Aeronautical Study Number

RWY = Runway

IFR = Instrument Flight Rule

The proposed building (residential home) at a height of 38 feet AGL, 44 feet AMSL.

The building would be located approximately 0.35 NM southwest of the TPF, Tampa, FL.

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

Section 77.19 (e) TPF - RWY 04/22: Transitional Surface --- > Exceeds by 6 feet.

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

Details of the structure were circularized to the aeronautical public for comment. One letter of objection was received during the comment period.

The letter of objection can be summarized as follows:

The proposed building would exceed obstruction standards and will require a local height zoning permit and variance from the Hillsborough County Aviation Authority (HCAA). This process might take up to three months for approval from the HCAA.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

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

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

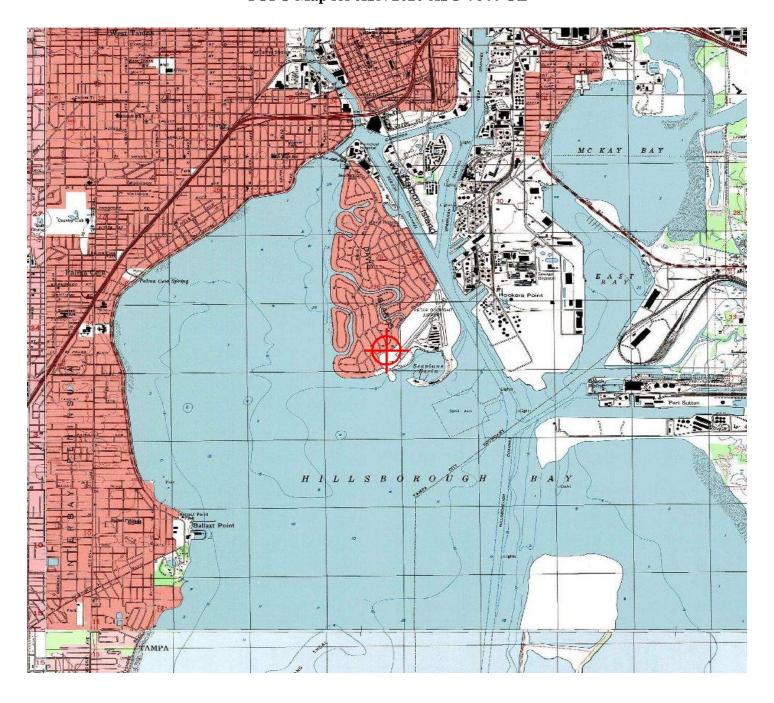
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

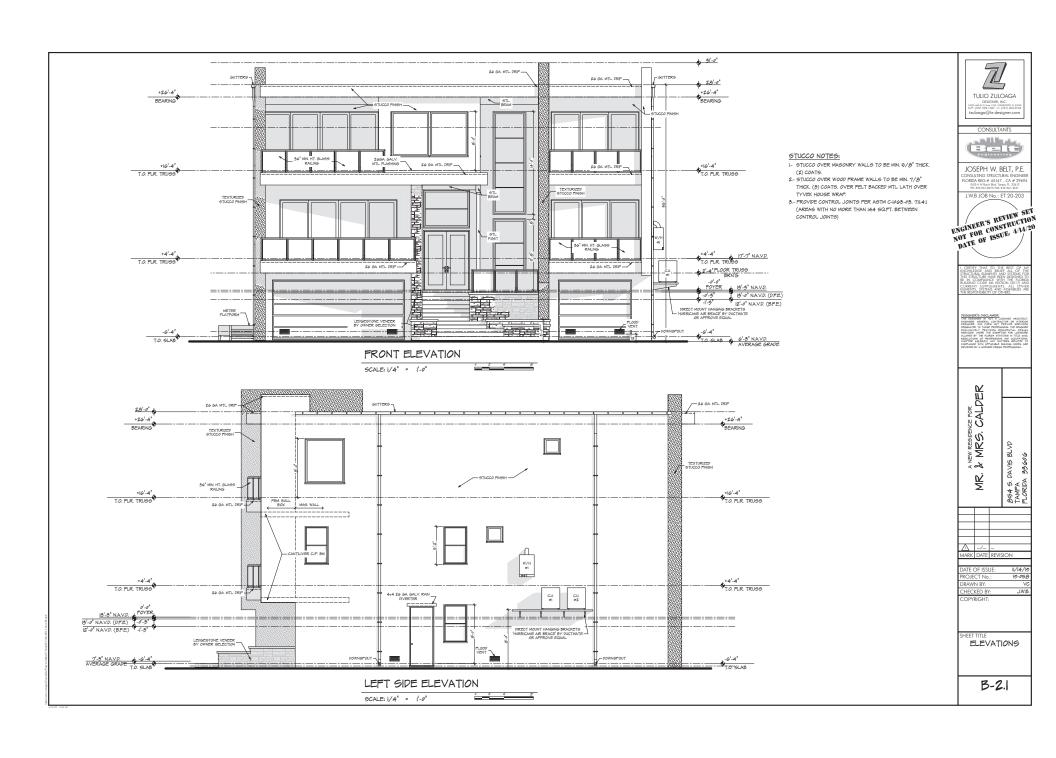
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

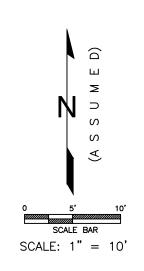
Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

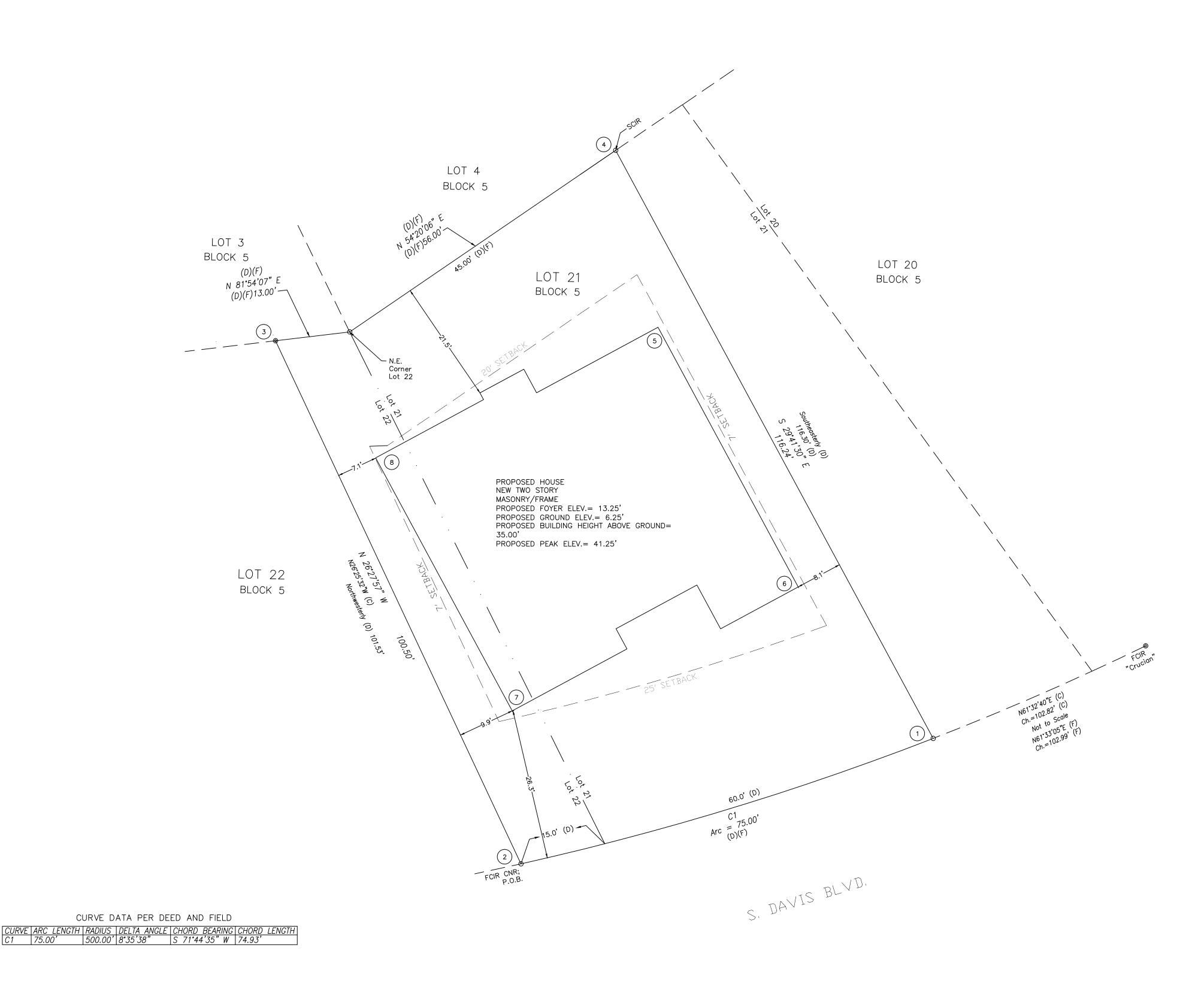
### TOPO Map for ASN 2020-ASO-7644-OE











## **SURVEYORS NOTES**

. LEGAL DESCRIPTION SHOWN HEREON PROVIDED BY CLIENT. . THIS SURVEY NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF THE FLORIDA SURVEYOR AND MAPPER, REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN. . NO UNDERGROUND IMPROVEMENTS LOCATED UNLESS OTHERWISE SHOWN DISCREPANCIES BETWEEN PROPERTY LINES OF ADJOINING PARCELS NOT VERIFIED UNLESS OTHERWISE SHOWN. BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHEASTERLY

BOUNDARY OF LOT 4, BLOCK 5, SAID LINE BEARS N54'20'06"E,

THE SITE APPEARS TO BE IN FLOOD ZONE "AE (EL 10 )",
ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP OF THE
HILLSBOROUGH COUNTY, FLORIDA AND INCORPORATED AREAS MAP NUMBER 12057C0362H, EFFECTIVE DATE: 8-28-2008. ROBERTSON & ASSOCIATES SURVEYING, INC., AND THE SIGNING SURVEYOR AND MAPPER ASSOCIATES SURVEYING, INC., AND THE SIGNING SURVEYOR AND MAINERON ASSUMES NO LIABILITY FOR THE ACCURACY OF THIS ZONE DETERMINATION. THE PREPARER OF THE MAP, THE FEDERAL EMERGENCY MANAGEMENT AGENCY, OR THE LOCAL GOVERNMENTAL AGENCY HAVING JURISDICTION OVER SUCH MATTERS SHOULD BE CONTACTED PRIOR TO ANY JUDGMENTS BEING MADE FROM THIS INFORMATION. THE ABOVE REFERENCED MAP STATES IN THE NOTES TO THE USER THAT: "THIS MAP IS FOR INSURANCE PURPOSES ONLY". 6. FEMA FLOOD HAZARD MAPPING: THIS PRODUCT WAS NOT DESIGNED TO MAKE PRECISE IN/OUT FLOOD RISK DETERMINATIONS, THIS PRODUCT IS

NOT SUITABLE FOR ENGINEERING APPLICATIONS AND CANNOT BE USED

, PROPERTY OWNER SHOULD OBTAIN WRITTEN FLOOD ZONE DETERMINATION

FROM OUR LOCAL PERMITTING, PLANNING AND BUILDING DEPARTMENT PRIOR TO ANY CONSTRUCTION PLANNING AND/OR CONSTRUCTION.

TO DETERMINE ABSOLUTE DELINEATION'S OF FLOOD BOUNDARIES.

. UNLESS OTHERWISE SHOWN, ENCROACHMENTS OF UNDERGROUND UTILITIES, WALL FOOTINGS, ETC., WERE NOT RECOGNIZED IN THE FIELD. ALSO FENCES AS SHOWN ARE NOT TO SCALE, OWNERSHIP OF FENCES AND/OR WALLS (IF PRESENT) ARE NOT FIELD DETERMINED RE-USE OF THIS SURVEY FOR PURPOSES OTHER THAN INTENDED, WITHOUT WRITTEN VERIFICATION WELL 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 CERTIFIED TO ON THIS SURVEY O. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS SURVEY WAS PERFORMED USING THE TRANSIT AND TAPE SURVEY METHOD AND CHECKED BY MATHEMATICAL TRAVERSE CLOSURE AND REDUNDANT MEASUREMENTS TO CORNERS THAT

2.THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE; THEREFORE THE UNDERSIGNED MAKES NO GUARANTEES AS TO THE ACTUAL SIZE LOCATION OR EXISTENCE OF EASEMENTS, RIGHT— OF-WAYS, SETBACK LINES, AGREEMENTS, OR OTHER SIMILAR MATTERS. 3. THE TREES SHOWN HEREON WERE LOCATED USING METHODS ADEQUATE FOR THEIR ACCURATE LOCATION AND IDENTIFICATION. HOWEVER, THIS COMPANY AND THE SIGNING SURVEYOR RESERVES THE RIGHT TO VERIFY LOCATION OF ALL TREES CRITICAL TO THE DESIGN OF PERMANENT IMPROVEMENTS SUCH AS BUILDINGS AND PARKING LOTS. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL TO INFORM THIS COMPANY AND/OR THE SIGNING SURVEYOR OF ANY TREES CRITICAL TO THEIR DESIGN SO THAT THOSE TREES CAN BE VERIFIED PRIOR TO DESIGN COMPLETION.

COULD NOT BE OCCUPIED WITH AN INSTRUMENT. THE CALCULATED MATHEMATICAL CLOSURE MEETS OR EXCEEDS THE CLOSURE

REQUIREMENTS SET FORTH IN FLORIDA ADMINISTRATIVE CODE 5J-1

**ELEVATIONS REFER TO NAVD 1988** 

CLF = CHAIN LINK FENCE CMP = CORRUGATED METAL PIPE CONC. = CONCRETE

CW = CONCRETE WALK
DG = DOWN GUY
DI = DRAINAGE INLET
EB = ELECTRIC UTILITY BOX
EP = EDGE OF PAVEMENT

EL. = ELEVATION ELEV. = ELEVATION

4. THE ELEVATIONS SHOWN HEREON ARE BASED ON CITY OF TAMPA BENCH MARK HV-02 0176, ELEVATION = 4.851 FEET (N.A.V.D.1988). SECTION 36, TOWNSHIP 29 SOUTH, RANGE 18 EAST

COORDINATE POSITIONS REFER TO NAD 83 (2011), FLORIDA WEST ZONE

= COORDINATE NUMBER

1. 27°54'43.554" -82°27'16.650" 2. 27°54'43.336" -82°27'17.448" 27°54'44.235" -82\*27'17.928" 27°54'44.565" -82°27'17.270" 5. 27°54'44.261" -82\*27'17.186" 6. 27°54'43.814" -82°27'16.916" 7. 27'54'43.599" -82°27'17.466" 8. 27°54'44.034" -82°27'17.733"

LEGEND:

POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT

IP = IRON PIPE
IRON ROD
LB = LICENSED BUSINESS
LP = LIGHT POLE
MB = MANHOLE
MH = MANHOLE
MES = MITERED END—SECTION

POC = POINT OF COMMENCEMENT
PRM = PERMANENT REFERENCE MARKER
PSM = PROFESSIONAL SURVEYOR & MAPPER
PVC = POLYVINYL CHLORIDE
PVCF = POLYVINYL CHLORIDE FENCE
R/O = ROOF OVER
R/W = RIGHT—OF—WAY

W/ = WITH
W/C = WITNESS CORNER
WLP = WOOD LIGHT POLE
WM = WATER METER
WUP = WOOD UTILITY POLE
WF = WOOD FENCE
WV = WATER VALVE

LEGEND:

(AB) = ASBUILT (F) = FIELD)
(C) = CALCULATED
(D) = DESCRIPTION
(M) = MEASURED
(M) = MEASURED
(P) = PLAT
(R) = RECORD
(TYP.) = TYPICAL
A/C = AIR-CONDITIONER
ABS = ACRYLONITRILE BUTADIENE SYTRENE
BM = BENCH MARK
BW = BRICK/PAVER WALK
CATV = CABLE TELEVISION
CLF = CHAIN LINK FENCE
CMP = CONCRETE WALK
CMP = CONCRETE WALK
CMB = CONCRETE WALK
CMB = CONCRETE WALK
CMB = CONCRETE CONCRETE WALK
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CNORDR TORD
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CNCRETE WALK
CNCRETE WALK
CNCRETE WALK
CNCRETE WALK
CNCRETE WALK
CONCRETE WALK
CNCRETE WALK
CNCRETE

ID = IDENTIFICATION NUMBER
IP = IRON PIPE
IR = IRON ROD

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY PATRICK J. COLLINS USING A DIGITAL SIGNATURE AND DATE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

RCP = REINFORCED CONCRETE PIPE RD = ROOF DRAIN RXR = RAILROAD EL S'LY = SOUTHERLY SIR = SET CAPPED IRON ROD LB8106

SIN = SET CAPPED IRON ROD LBO SND = SET NAIL AND DISK LB8106 SMND = SET MAG NAIL AND DISC TBM = TEMPORARY BENCH MARK

VCP = VITRIFIED CLAY PIPE

W/ = WITH W/C = WITNESS CORNER

NUMBER OF

SPACES

HANDICAP

ADDRESS: 854 S. DAVIS BLVD., TAMPA, FL

N.T.S. = / NOT TO SCALE

SPECIFIC PURPOSE SURVEY (SHOWING COORDINATE LOCATION OF PROPERTY AND PROPOSED HOUSE)

**NOT A BOUNDARY SURVEY** 

DATE OF FIELD SURVEY: 2-26-19REVISIONS OFFICE Prepared For: JOHN RICHARDS CUSTOM HOMES, INC. DATE BY: DESCRIPTION PATRICK J. COLLINS REGISTERED SURVEYOR AND MAPPER CERTIFICATE NO. 5523 STATE OF FLORIDA LICENSED BUSINESS No. 8106 123 Flagship Drive Lutz, FL. 33549 Phone: (813) 388-2484 Checked By: PC Job No.: **20-212** Drawn By:

"NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER."

**CERTIFIED TO:** 

**DESCRIPTION:** 

of Beginning.

JOHN RICHARDS CUSTOM HOMES, INC.

Part of Lots 21 and 22, Block 5, BYARS-THOMPSON

thereof as recorded in Plat Book 32, Page 43, of the

on the Potomac Avenue boundary of said Lot 22, said

boundary) of the most Easterly corner of said Lot 22,

thence Northwesterly in a straight line 101.53 feet, to

a point South 81° 54' 07" West, 13.00 feet from the

Northeast corner of said Lot 22, thence North 81° 54'

07" East, 13.00 feet, thence North 54° 20' 06" East,

56.00 feet; thence Southeasterly in a straight line,

boundary of said Lot 21, said point being 60.0 feet

Easterly of the most Easterly corner of said Lot 22,

thence Westerly along the Potomac Avenue boundary

of said Lots 21 and 22, for 75.00 feet to the Point

(measured along said Potomac Avenue Boundary)

116.30 feet, to a point on the Potomac Avenue

(Contains 7,567.8 square feet, more or less.)

ADDITION TO DAVIS ISLANDS, according to the plat

Public Records of Hillsborough County, Florida, being

more particularly described as: Beginning at a point

point being 15.0 feet Westerly (measured along said

123 Flagship Drive Lutz, FL. 33549



RASM@TAMPABAY.RR.COM Phone: (813) 388-2484

RESIDENTIAL - COMMERCIAL - CONSTRUCTION STAKING "Quality WORK At A Fair Price"

June 10, 2020

ASN 2017-ASO-6170-OE

Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group 10101 Hillwood Parkway Fort Worth TX 76177 Attn: Terri Johnson

#### RE:

John Richards Custom Homes, Inc. 5000 Culbreath Key Way #3-301 Tampa, Fl. 33611

ASN 2017-ASO-6170-OE

Structure: Building Single Family Residence 854 S. Davis Blvd.

Location: Tampa, Fl.

Latitude: 27-54-43.81 N NAD 83

Longitude: 82-27-16.92 W

Heights: 6.25 Feet Site Elevation (SE) Per Site Plan Furnished 35.0 Feet above Ground Level (AGL) Per Site Plan Furnished 41.25 Feet Above Mean Sea Level (AMSL) Per Site Plan Furnished

- 1. Are the coordinates filed for the corner/point of the building closest to the nearest runway at Peter O. Knight airport? YES
- 2. Upon request, be prepared to provide a survey, project plan, drawing or other image that includes the coordinates(latitude/longitude) in degrees, minutes, seconds (DD-MM-SS.SS) for each corner of the building. INCLUDED IN PACKAGE
- 3. File a separate case for temporary construction equipment. If a different agency is responsible for the equipment, ensure they are notified of the requirement to file with the FAA. TO BE FILED BY CLIENT

Patrick J. Collins, LS 5523
Robertson & Associates Surveying, Inc LB 8106
123 Flagship Dr.
Lutz, Fl. 33549
813-388-2484

## Master Plan Noise Contours

Peter O. Knight Airport

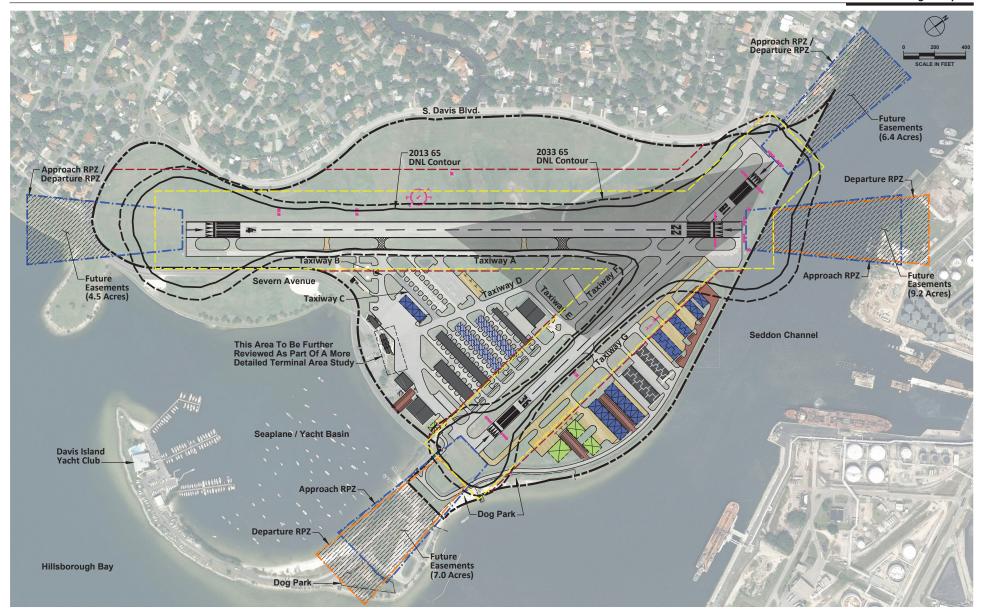




Figure 6-3 Noise Contours & Land Use Compatibility