Tampa International Airport

AVIATION AUTHORITY

* PETITION FOR VARIANCE *

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

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

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

Hooter Construction is requesting a variance for the 2 story single family home being constructed at 555 Lucerne Ave., Tampa, FL 33606. The current regulated height would create an unnecessary hardship as the current project was permitted by the City of Tampa on 08/13/2021. This home was approved to be built to 41 ' AMSL (or 35 ' above grade). Currently construction of the home has been completed up through the second floor concrete block walls. All walls have been poured solid with concrete. All roof trusses have been manufactured and are currently onsite. See attached page for continued explanation...

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 : 02/22/2022 Nearest Airport: Peter O. Knight Airport Overall Height (AMSL): 41'

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: Brian Hooter

Signature of Authorized Representative: _____ Date: 02/22/2022

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 22 day of Feb, 2022. by Brian Hooter

(NOTARY SEAL)

HARLEY-JEAN SCOTT
Notary Public - State of Florida
Commission # HH 196736
My Comm. Expires Nov 8, 2025
Bonded through National Notary Assn.

Notary Signature Harley-Jean Scott

Personally Known _____ OR Produced Identification X Type of Id Produced FL Driver license

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2022-28

FAA Study Number: 2021-ASO-15072-OE

Associated Aeronautical Study Numbers: NA

FDOT Concurrence: Yes ☐ No ☐ Waived ☐ **In accordance with Resolution No.** _____

_____ _____
Approved by Board of Adjustment Chairman Date

Tampa International Airport

AVIATION AUTHORITY
* PERMIT APPLICATION *

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

Scope/Nature of Request: Provide summary of request, activities involved and any other required or pertinent information to fully describe scope, submit drawings and specification if needed. Additional pages may be used if necessary. The application must also contain (1) an FAA Determination of No Hazard if the duration is greater than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if requested (3) a Variance application, if applicable (4) site plan with a building layout, if requested (5) building elevation plan, if requested (6) any additional information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.

Project Name \ Description:
555 Lucerne Avenue - Construction of 2 story single family residence.

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

Permanent (Height Zoning) [x]
Temporary (Crane/Equip.) [ ]
Check type of permit being requested

This application is required to be attached to the supplemental data form for Permit request (see on-line application process).

Name/Company/Organization: Hooter Construction, LLC

Contact Person for Requested Activity: Brian E. Hooter Phone: (813) 376-5962

Project Location: 555 LUCERNE AVE. TAMPA. FL 33606 Email: brian@hooterconstruction.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: Brian E. Hooter

Signature of Authorized Representative: _____ Date: 02/16/2022

STATE OF FLORIDA, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 16 day of February, 2022. by BRIAN HOOTER

(NOTARY SEAL)

Victoria J. Dunn
Notary Public State of Florida
My Comm. Expires 06/08/23
Commission# GG322201

Notary Signature _____
Personally Known ____ OR Produced Identification X Type of Id Produced FLDL

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. 2022-28
FAA Study Number 2021-ASO-15072-OE
Associated FAA Study Numbers NA
Reviewed By: _____

Variance Required: Yes
Recommend Approval: Yes
Coordinate with Airport Operations: No
Coordinate with ATCT: No

_____ _____
Approved by Zoning Director Date

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

Aeronautical Study No.
2021-ASO-15072-OE

Issued Date: 07/15/2021

Brian E. Hooter
Hooter Construction, LLC
6612 Clair Shore Drive
Apollo Beach, FL 33572

**** 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 555 Lucerne Residence
Location:	Tampa, FL
Latitude:	27-54-37.60N NAD 83
Longitude:	82-27-23.70W
Heights:	6 feet site elevation (SE)
	35 feet above ground level (AGL)
	41 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:

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

__X__ 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.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

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 01/15/2023 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 August 14, 2021. 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 August 24, 2021 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 2021-ASO-15072-OE.

Signature Control No: 479038414-488076919 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
IFR = Instrument Flight Rule
ASN = Aeronautical Study Number
NEH = No Effect Height
DER = Departure End of Runway

The proposed building (single family residence) at a height of 35 AGL, 41 AMSL will be replacing an existing building.

The proposal would be located 828 feet from RWY 04 and approximately 0.49 NM southwest of the TPF ARP, Tampa, FL.

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

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria).

Obstacle penetrates RWY 22 40:1 Departure Surface by 19 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, NOTE: RWY 22, building 618 feet from DER, 551 feet right of centerline.

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

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

An obstacle that penetrates the 40:1 departure slope is considered to be an obstruction to air navigation. Any proposed obstacle that penetrates the 40:1 departure slope, originating at the departure end of runway (DER) by up to 35 feet will receive a favorable determination. Analysis by the Terminal Procedures and Charting Group and air traffic personnel determined there would not be a substantial adverse effect on the navigable airspace.

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 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.

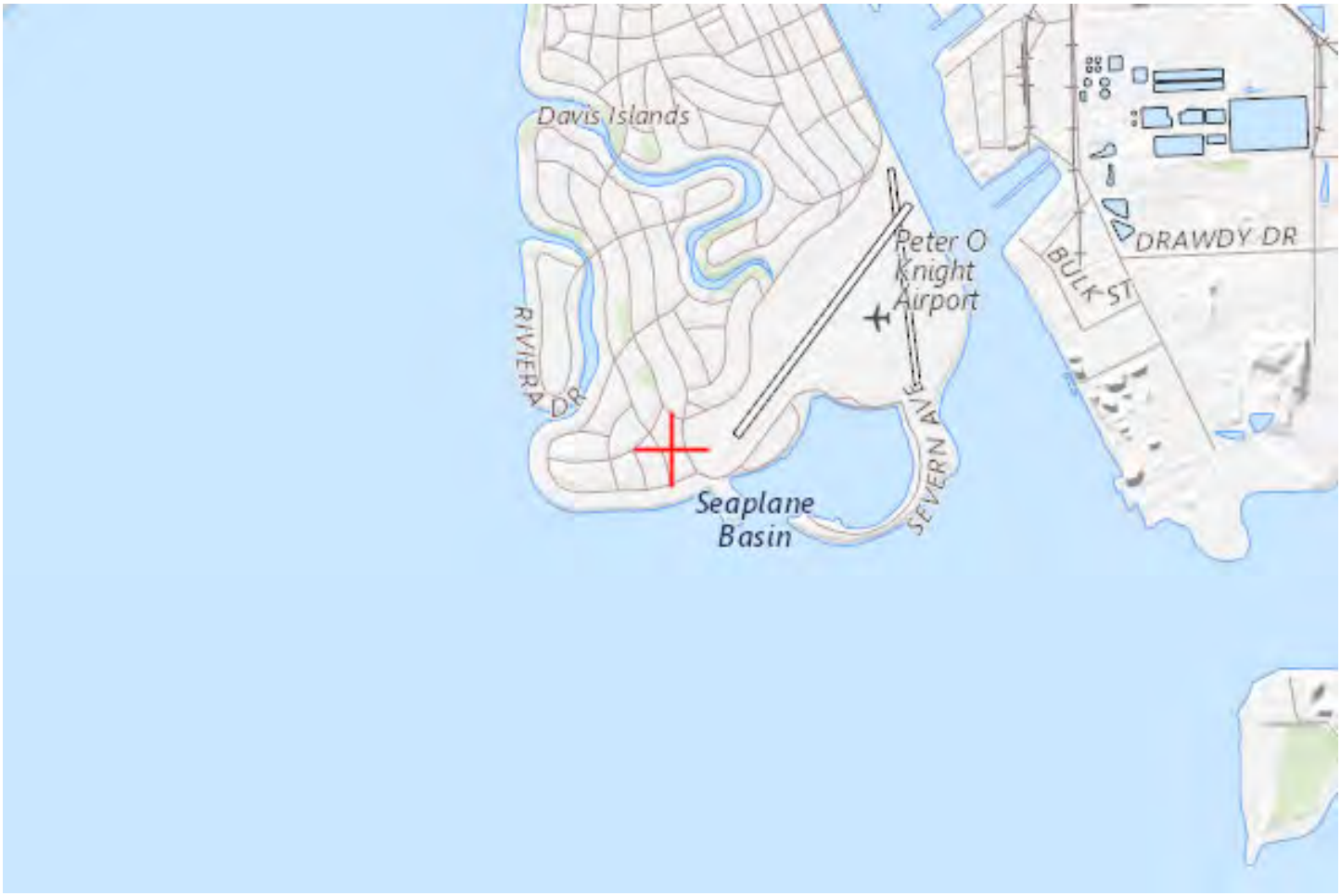
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 2021-ASO-15072-OE



Sectional Map for ASN 2021-ASO-15072-OE

Review Summary

Airport Study Number
2022-28

Permit Number
2229

Maximum Height - AMSL
41

Approval Date

Expires
1/15/2023,

Permit Type
Temporary Structure

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

The Structure exceeds obstruction standard 77.17 by penetrating RW 22 Departure Surface, requiring a departure procedure note. No penetrations to Part 77 surfaces 77.19. No VFR, IFR, or Navaid impacts identified. No impact to the utility of TPF.

Coordination with ATCT
No

Coordination with Operations
No

Emergency Use
No

Hazard Marking and/or Lighting
Yes

Objects affecting Navigable Airspace
Yes

Exceeds Supportive Screening Criteria
No

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 at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.• Occupants and/or owner must be informed that the structure considered under this variance lies in close proximity to an airport and will be subjected to aircraft overflight.• Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.• You will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 41' 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.• 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.• An executed Avigation Easement will be negotiated with the Aviation Authority to protect the controlling airspace in accordance with Section 3.05 of the Airport Zoning Regulations. This includes any structures or objects of natural growth from penetrating the surface, as shown on the attached Exhibit B.

Recommended Approval (●) Yes ( ) No

Airport Study Number 2022-28

CONDITIONS

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

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

- Occupants and/or owner must be informed that the structure considered under this variance lies in close proximity to an airport and will be subjected to aircraft overflight.

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

- You will be required to follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 41’ 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.

- 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.

Associated Point Data						Report Created on			
Point Number	Structure Name	Latitude	Longitude	X	Y	Site Elev. (MSL)	Struct Height (AGL)	Overall Height (AMSL)	Down & Over From Closest Runway
1	2228-bldg	27.91044444	-82.45658333	508,709.33	1,300,420.51	6	35	41.00	TPF RW 04-625(+)544(+)

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

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

Distance from ARP

2/22/2022, 8:35:21 AM

1:18,056

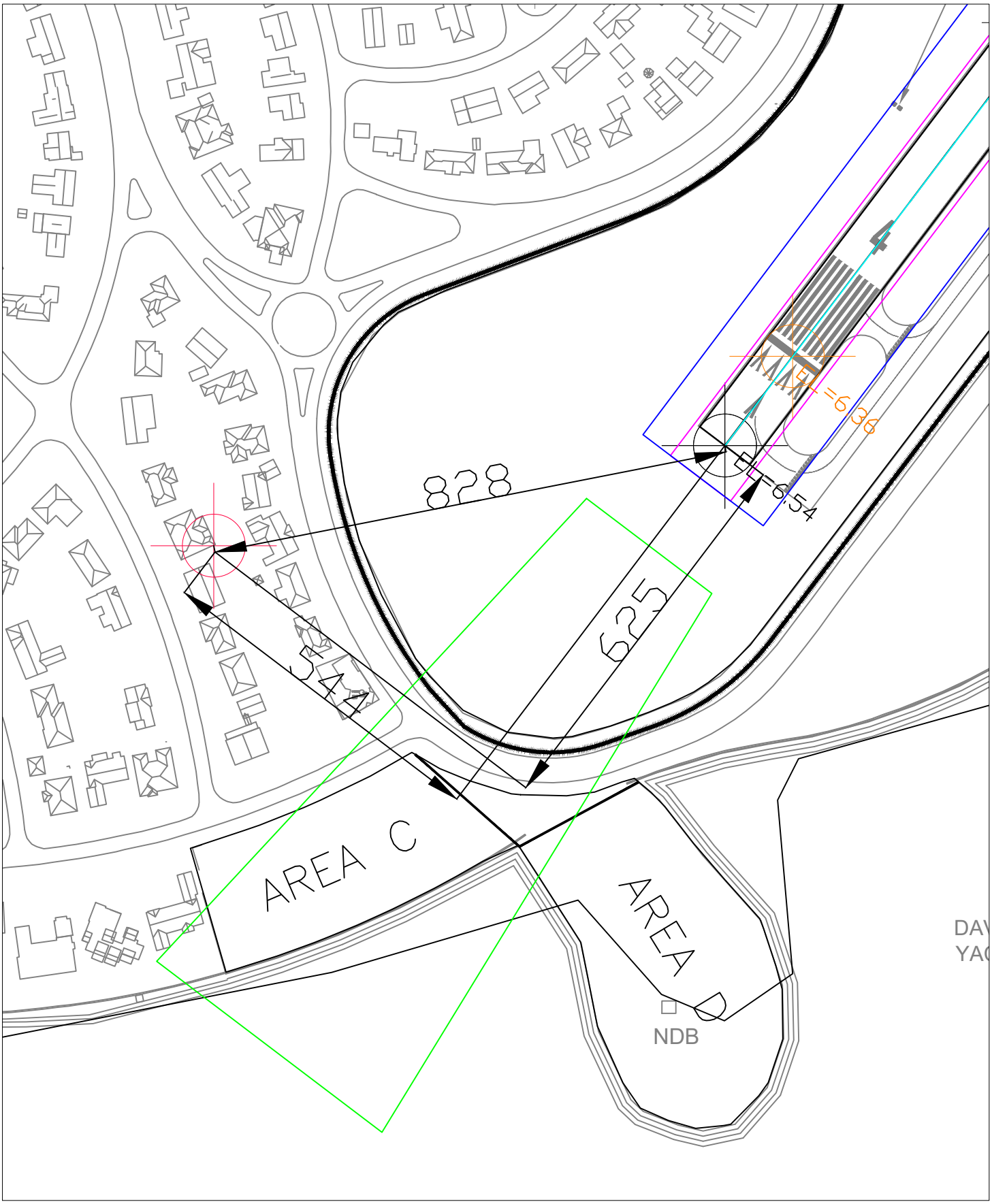
0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

- 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, GeoTechnologies, Inc., USGS, METI/NASA, EPA, USDA, Tony Mantegna

Distance from End of Runway



Part 77 - Approach Transitional

2/22/2022, 8:36:56 AM

1:18,056

0 0.13 0.25 0.5 mi

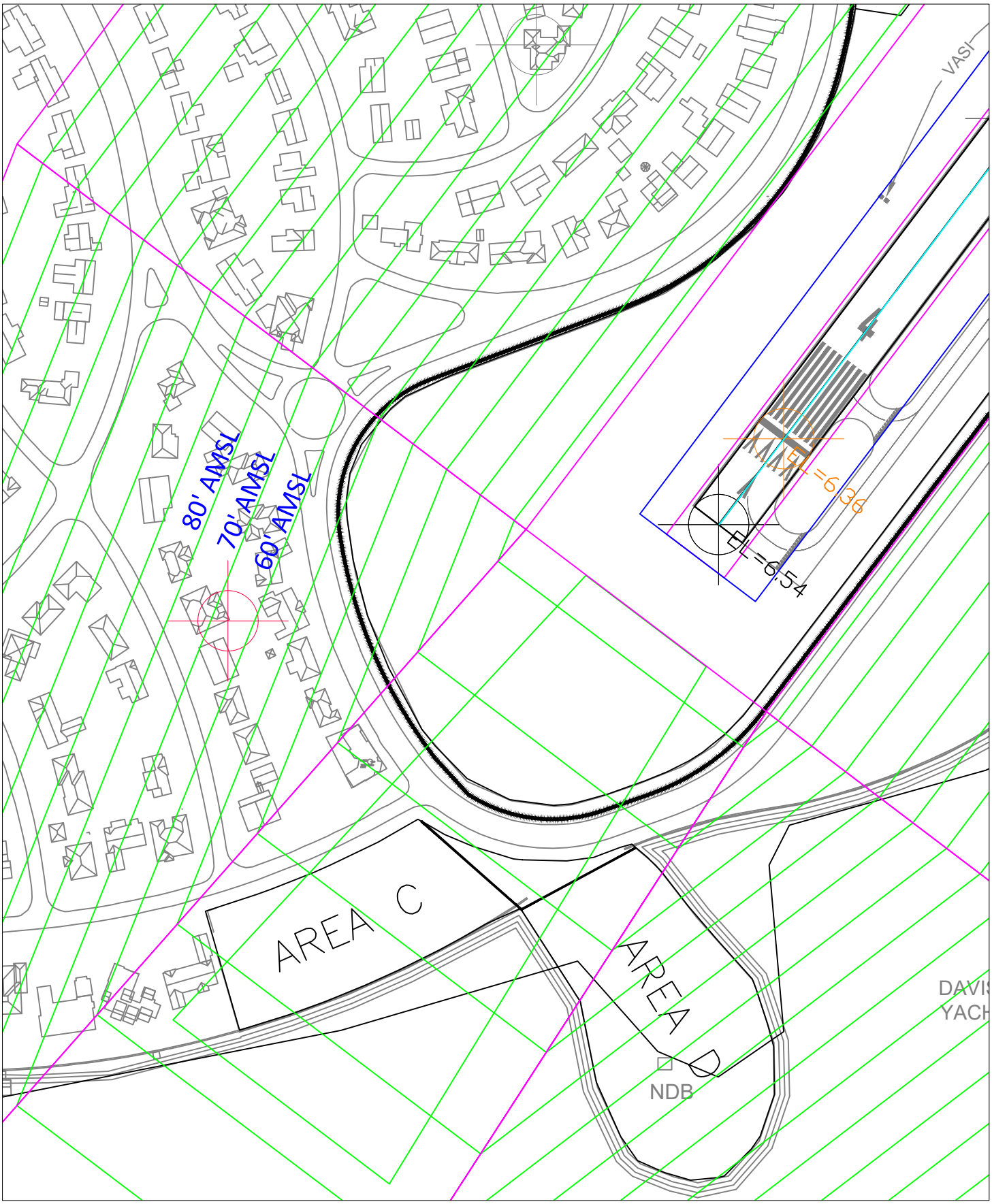
0 0.2 0.4 0.8 km

Override 1

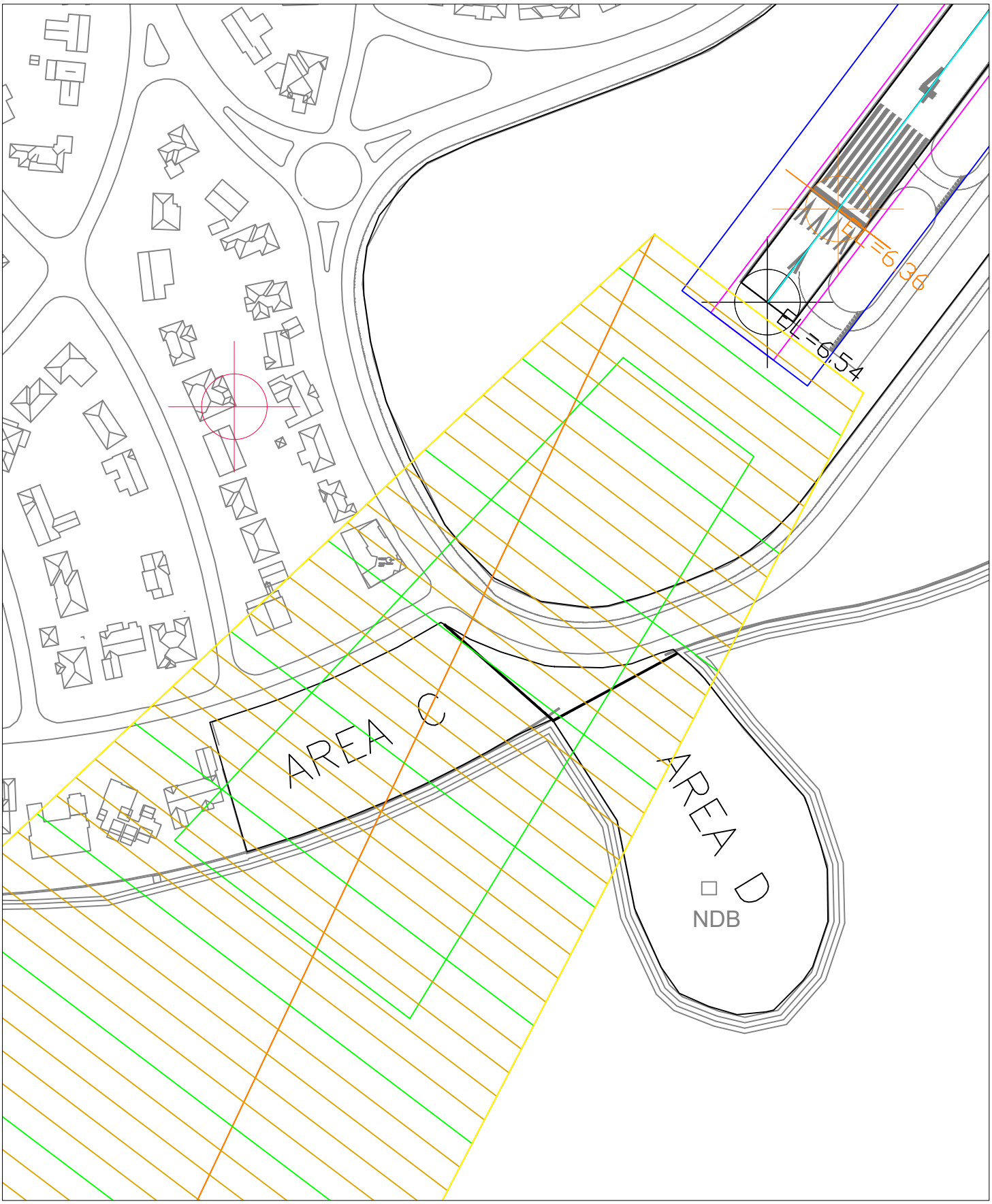
Airspace - TPF_P77_19_Dissolve

- TPF_18-36_P77_19_Primary
- TPF_18-36_P77_19_Primary_Trans
- TPF_18_P77_19_Inner_Appch
- TPF_18_P77_19_Inner_Trans_Appch
- TPF_22_P77_19_Inner_Appch
- TPF_22_P77_19_Inner_Trans_Appch
- TPF_36_P77_19_Inner_Appch
- TPF_36_P77_19_Inner_Trans_Appch
- TPF_4-22_P77_19_Primary
- TPF_4-22_P77_19_Primary_Trans
- TPF_4_P77_19_Inner_Appch
- TPF_4_P77_19_Inner_Trans_Appch
- TPF_P77_19_Conical
- TPF_P77_19_Horizontal_Plane
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning

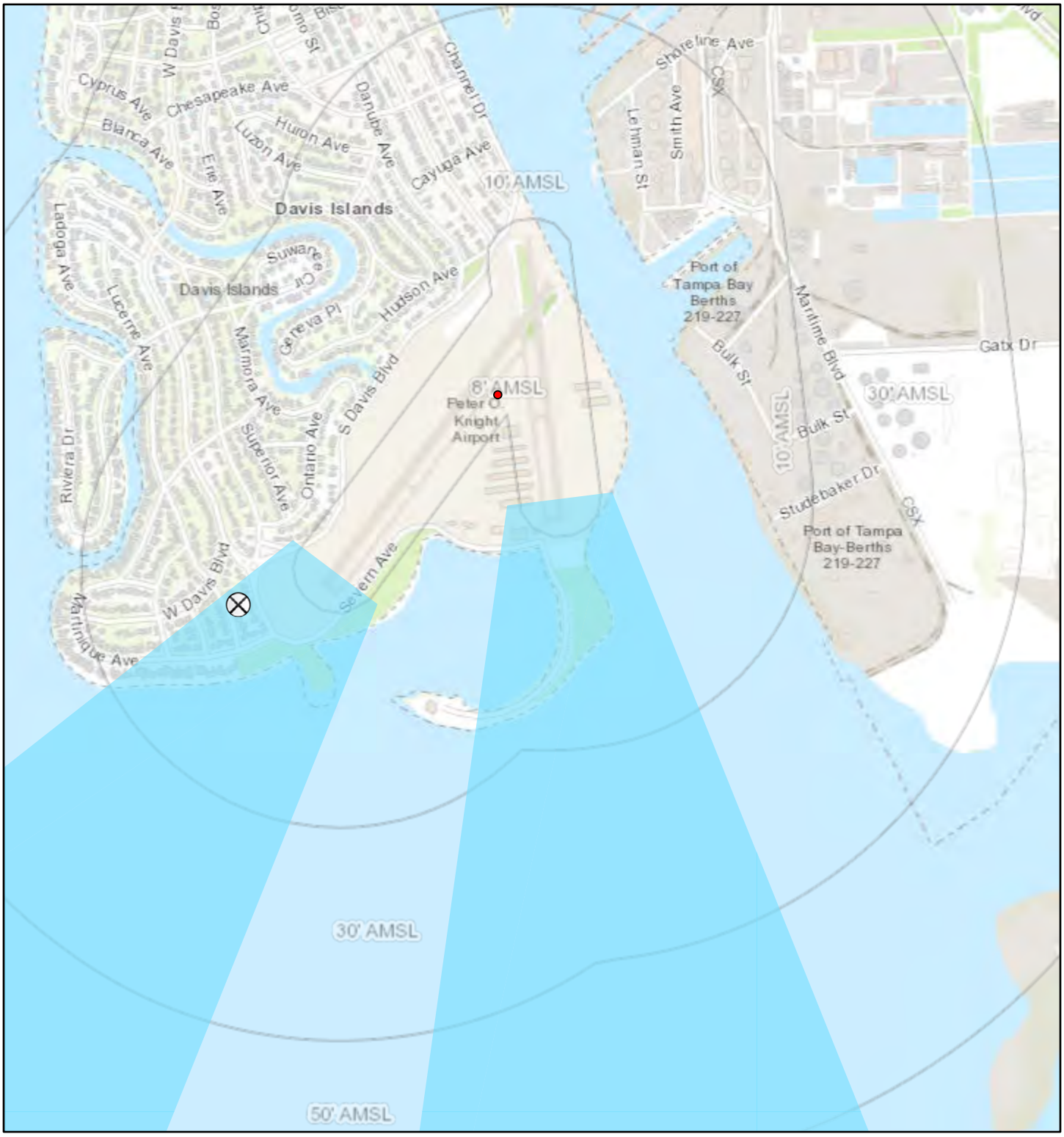
Part 77



Approach Obstacle Clearance



RW-22- Departure



2/22/2022, 8:37:48 AM

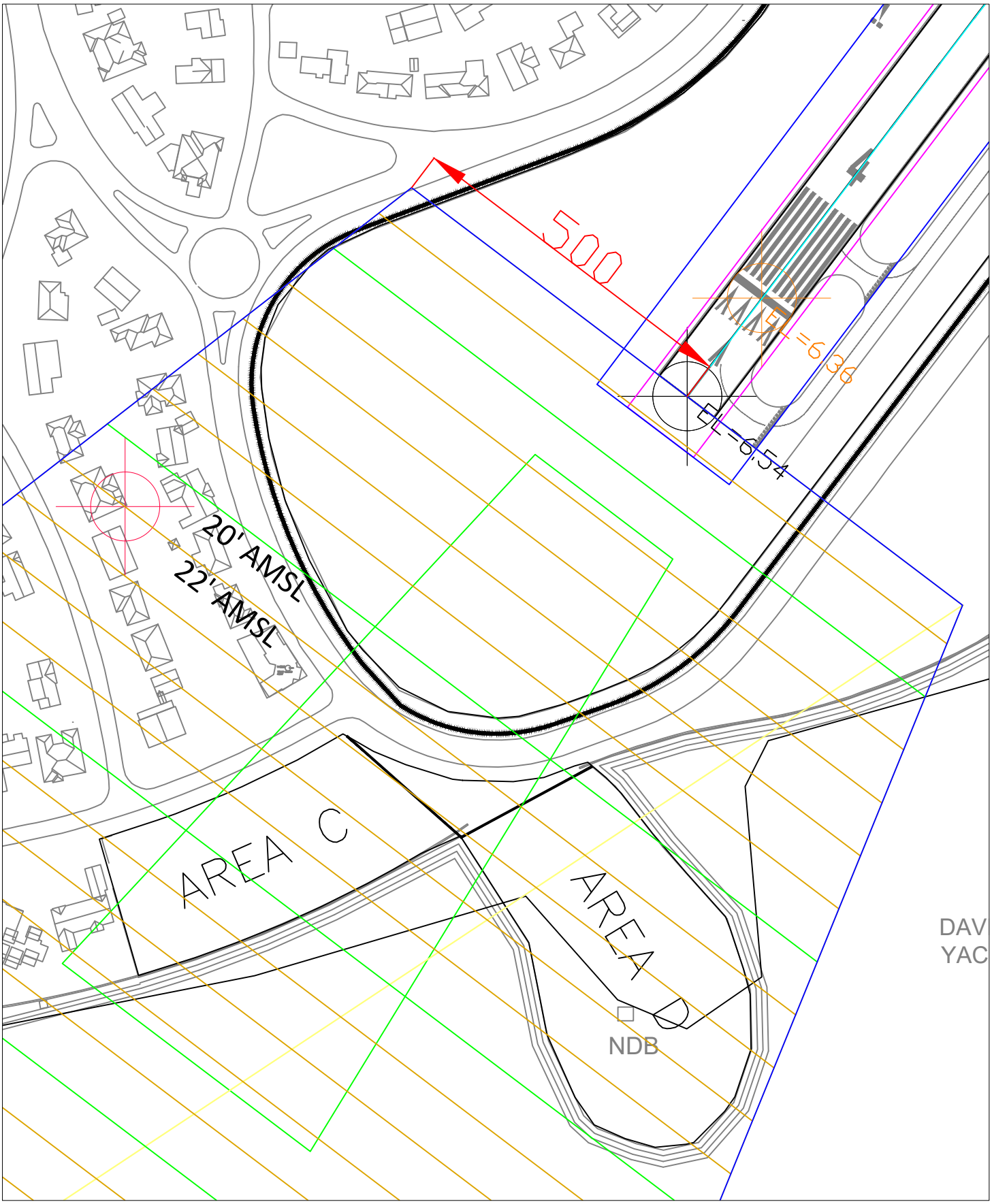
1:18,056

0 0.13 0.25 0.5 mi

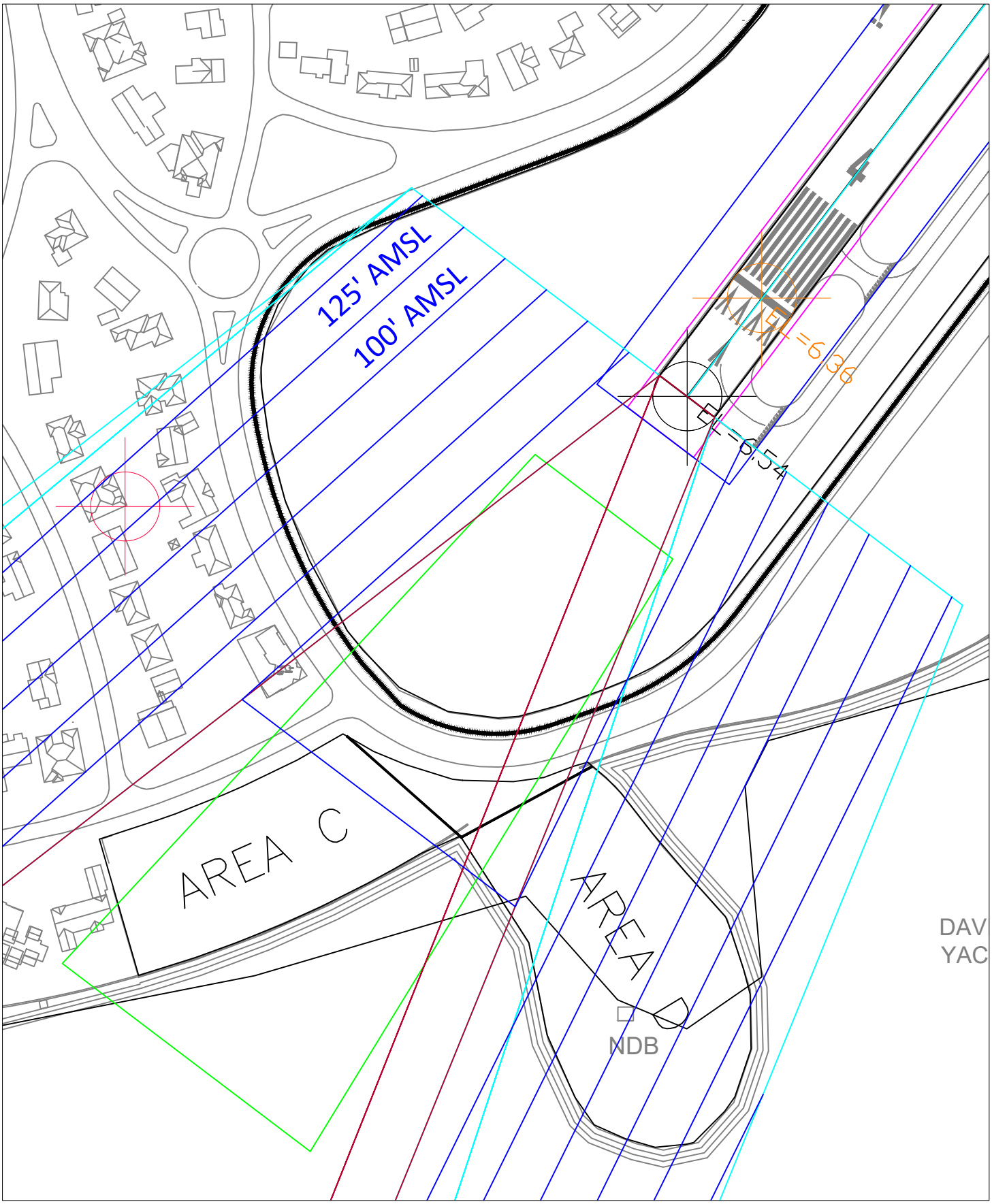
0 0.2 0.4 0.8 km

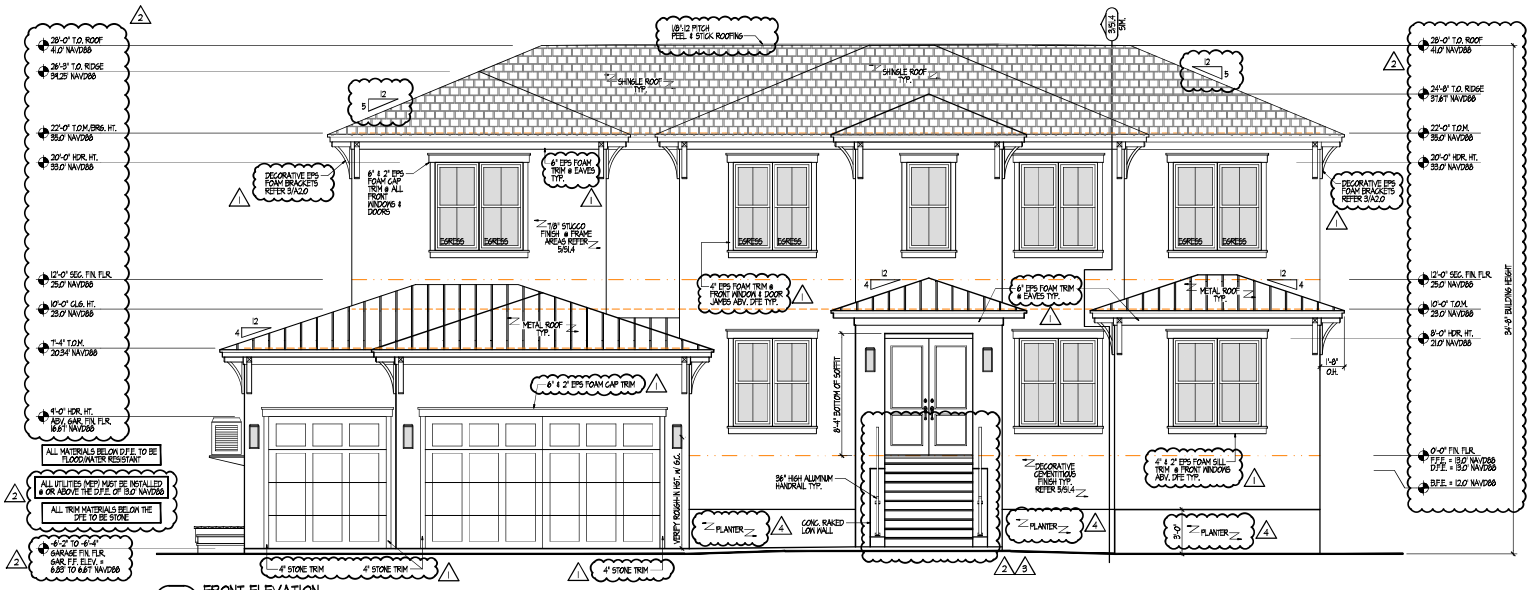
- Override 1
- Airspace - TPF_DEP
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning

Departure

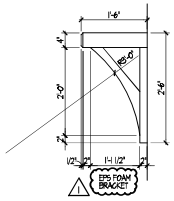


Departure EB-99

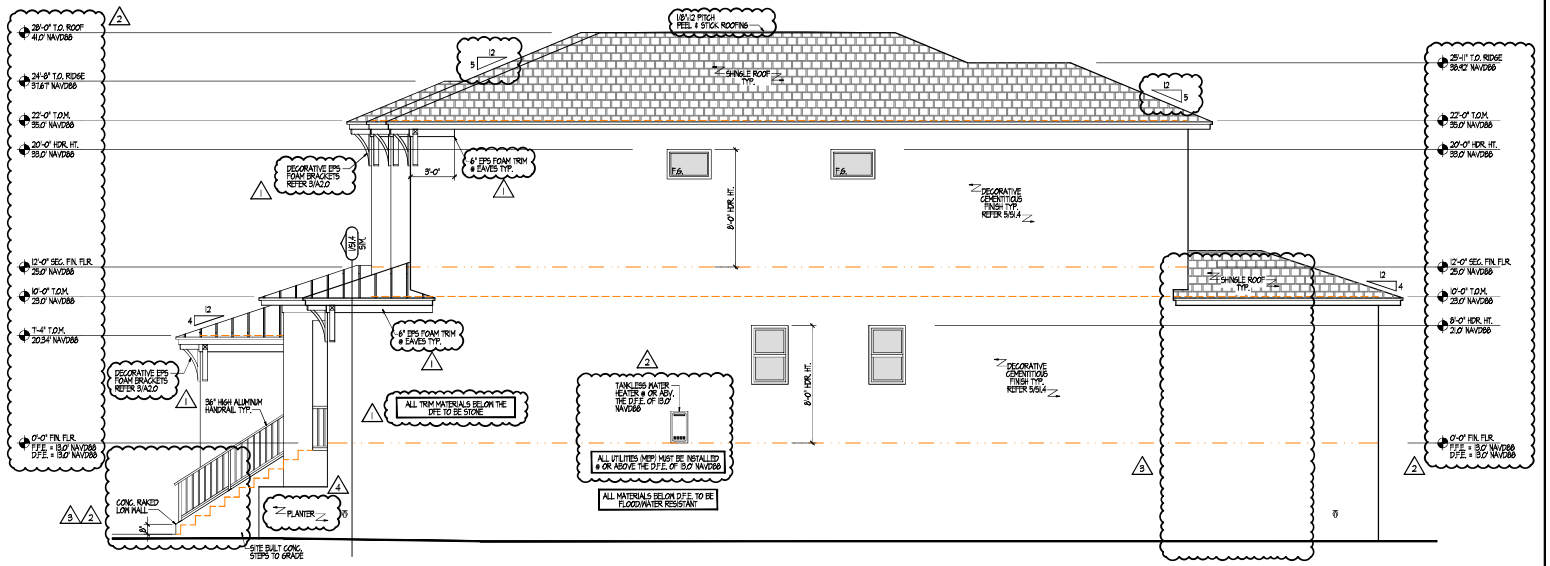




1 FRONT ELEVATION
1/4" = 1'-0"



3 BRACKET DETAIL (SIM.)
3/4" = 1'-0"



2 RIGHT SIDE ELEVATION
1/4" = 1'-0"

DATE: 05/12/2021
DRAWN BY: JRH
CHECKED BY: JRH, BC, RJN

REVISIONS
1 07/13/2021 CITY OF TAMPA PLAN REVIEW DETAIL CHANGES.
2 09/02/2021 CITY OF TAMPA PLAN REVIEW DETAIL CHANGES.
3 09/13/2021 CITY OF TAMPA PLAN REVIEW DETAIL CHANGES.
4 10/13/2021 ADDED PLANTER @ FRONT

HDGI Hartwell Design Group Inc.
1444 Bloomingdale Ave.
Valrico, FL 33596
Phone: 813-662-2581
www.hartwelldgi.com
johnh@hartwelldgi.com

FUTURE SINGLE FAMILY RESIDENCE
LUCERNE SPEC
555 LUCERNE AVE.
TAMPA, FLORIDA 33606
FRONT & RIGHT SIDE ELEVATIONS

HOOTER CONSTRUCTION

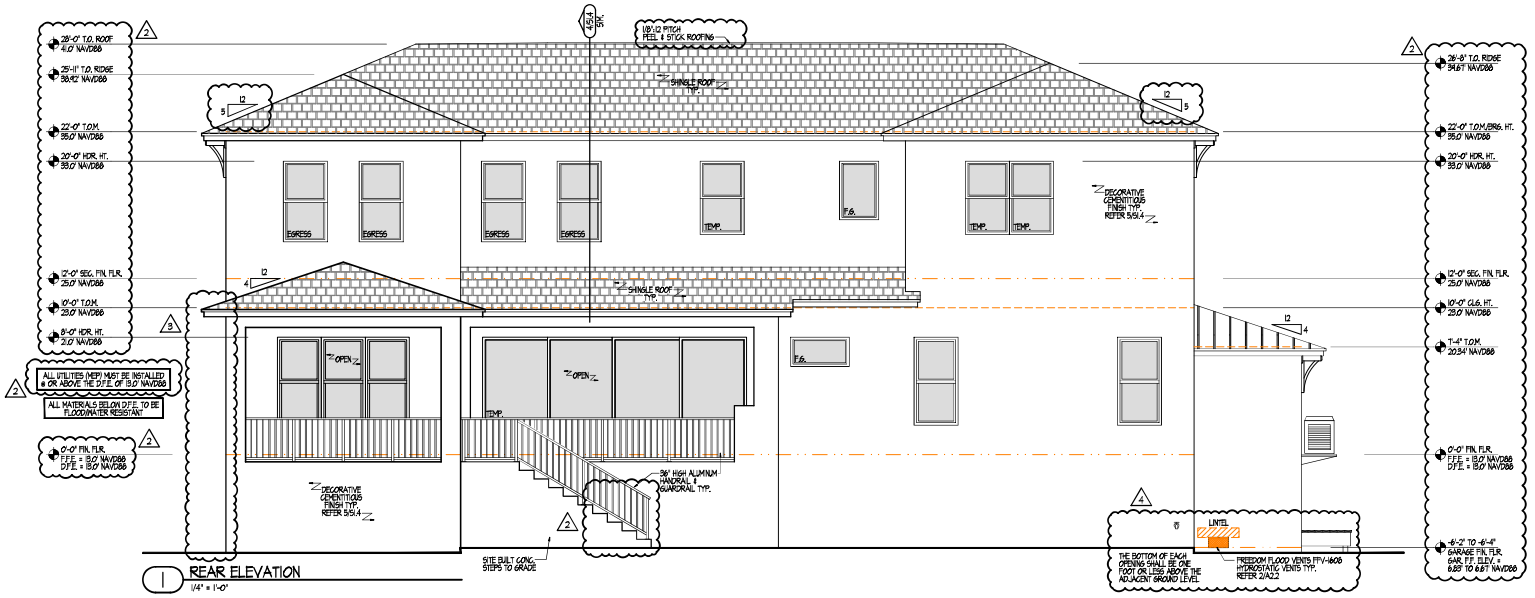
ENGINEER'S SEAL

I HEREBY CERTIFY THAT THIS PLAN & SPECIFICATIONS WERE PREPARED/REVIEWED BY ME OR UNDER MY DIRECT SUPERVISION AND COMPLIES WITH THE FLORIDA BUILDING CODE, 7TH EDITION, 2020 RESIDENTIAL BUILDING. ALL SIGNED/SEALED DRAWINGS PRESENT IN THIS PLAN ARE FOR STRUCTURAL DESIGN ONLY AND ARE VALID FOR 12 MONTHS FROM THE SIGNED DATE.

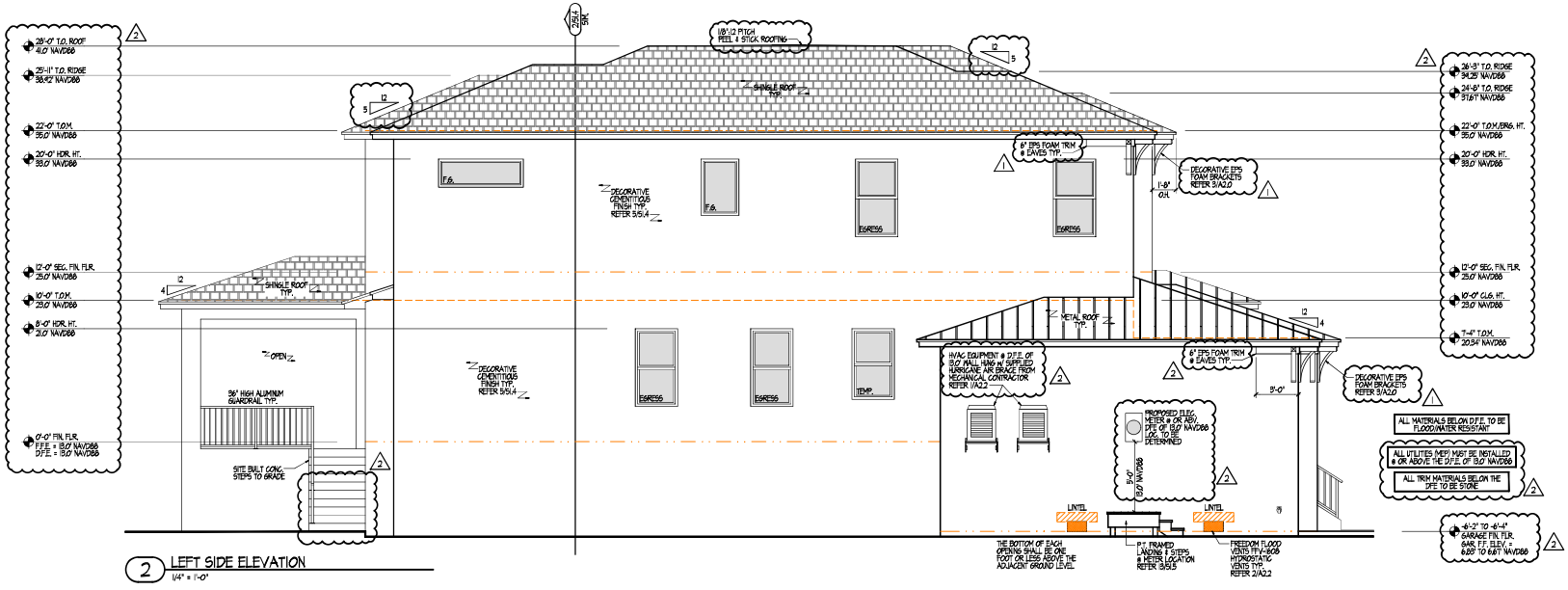
ROBERT J. NORTON LICENSE No. 54750 STATE OF FLORIDA PROFESSIONAL ENGINEER

Robert J. Norton, P.E. Date
Florida Reg. No. 54750
821 S. Newport Ave. - Tampa, FL 33606
(813) 445-6605

PROJECT NO.
HC0221
SHEET NUMBER
A2.0



1 REAR ELEVATION
1/4" = 1'-0"



2 LEFT SIDE ELEVATION
1/4" = 1'-0"

DATE:	05/12/2021
DRAWN BY:	JRH
CHECKED BY:	JRH, BC, RJN

REVISIONS

1 07/13/2021 CITY OF TAMPA PLAN REVIEW DEPART. CHANGES.
2 09/22/2021 CITY OF TAMPA PLAN REVIEW DEPART. CHANGES.
3 10/13/2021 CITY OF TAMPA PLAN REVIEW DEPART. CHANGES.
4 11/13/2021 ADDED PLANTER @ FRONT

HDGI Hartwell Design Group Inc.
1444 Bloomingdale Ave.
Valrico, FL 33596
Phone: 813-662-2581
www.hartwelldgi.com
johnh@hartwelldgi.com

FUTURE SINGLE FAMILY RESIDENCE
LUCERNE SPEC
555 LUCERNE AVE.
TAMPA, FLORIDA 33606
REAR & LEFT SIDE ELEVATIONS

HOOTER CONSTRUCTION

ENGINEER'S SEAL

I HEREBY CERTIFY THAT THIS PLAN & SPECIFICATIONS WERE PREPARED/REVIEWED BY ME OR UNDER MY DIRECT SUPERVISION AND COMPLIES WITH THE FLORIDA BUILDING CODE, 7TH EDITION, 2020 RESIDENTIAL BUILDING. ALL SIGNED/SEALED DRAWINGS PRESENT IN THIS PLAN ARE FOR STRUCTURAL DESIGN ONLY AND ARE VALID FOR 12 MONTHS FROM THE SIGNED DATE.

ROBERT J. NORTON LICENSE No. 54750 STATE OF FLORIDA PROFESSIONAL ENGINEER

Robert J. Norton, P.E. Date
Florida Reg. No. 54750
821 S. Newport Ave. - Tampa, FL 33606
(813) 445-6605

PROJECT NO.
HC0221
SHEET NUMBER
A2.1

BOUNDARY & TOPOGRAPHIC SURVEY
(WITH TREE LOCATIONS)(SHOWING PROPOSED HOUSE)

DESCRIPTION:
Lot 5, Block H, Replat of Part of Blocks 50 thru 57 of Davis Islands, according to the Plat recorded in Plat Book 31, Page(s) 90, as recorded in the Public Records of Hillsborough County, Florida.

FLOOD ZONE:
The property described hereon is located in Flood Zone "AE" (Base Flood Elevation 11 &12 - NAVD 1988) per Flood Insurance Rate Map No. 12057C0362J, Effective Date October 7, 2021, Community No. 120114, Panel 0362 J.

IT IS UNDERSTOOD AND AGREED THAT THIS LOT IS TO BE DEVELOPED IN STRICT ACCORDANCE WITH THE APPROVED SUBDIVISION GRADING & DRAINAGE PLAN

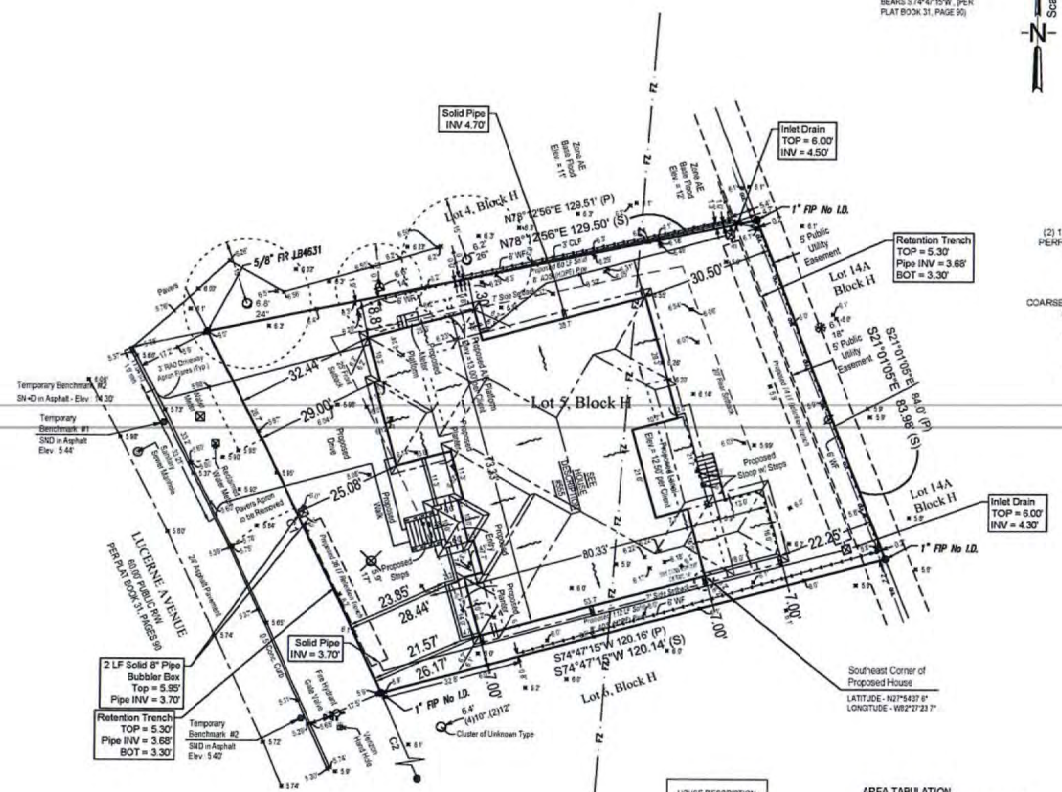
SIGNATURE

TYPED OR PRINTED NAME OF COMPANY

DATE

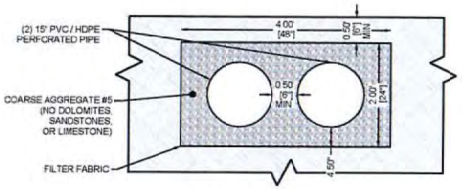
BASIS OF BEARINGS: SOUTHERLY BOUNDARY LINE OF LOT 5, BLOCK H, BEARS S74°47'15"W, (PER PLAT BOOK 31, PAGE 90)

Scale: 1" = 20'



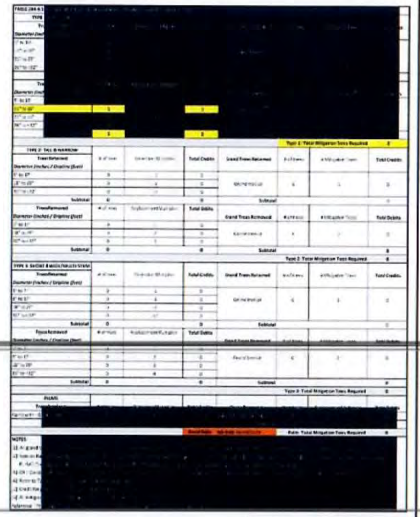
UNDERGROUND RETENTION TRENCH CALCULATIONS

Lot Area	=	10,801 SF
Area of Trench (W x H)	=	8.00 SF
Area of (2) 15" Pipe (π r^2) x 2	=	2.45 SF
Area of Rock Void (Trench Area - Pipe Area) x 0.30	=	1.67 SF
Total Volume per Foot (Pipe Area + Rock Void Area) x 1'	=	4.12 CF
Required 0.5" Retention Volume (Lot Area x 0.5" /12)	=	450.04 CF
Minimum Trench Length Required (Req. Volume / Trench Volume per foot)	=	109.20 FT
Trench Length Provided	=	110.00 FT



UNDERGROUND RETENTION TRENCH
N.T.S.

Note: The solid ADS (HDPE) pipe shall be joined using a bell & spigot joint. Bell and spigot connections shall utilize a welded bell and valley or saddle gasket in order to be watertight.



LEGEND

A = ARC
AC = AIR CONDITIONER
BFE = BASE FLOOD ELEVATION
BOC = BACK OF CURB
BWF = BARBED WIRE FENCE
C = CURVE
(C) = CALCULATED
CB = CHORD BEARING
CH = CHORD
CI = CURB INLET
CLF = CHAIN LINK FENCE
CLF = CONC. LIGHT POLE
CONC. = CONCRETE
COE = UNITED STATES ARMY CORPS OF ENGINEER
CMP = CORRUGATED METAL PIPE
CL = CENTERLINE
(D) = DESCRIPTION
D.E. = DRAINAGE EASEMENT
ELEV = ELEVATION
EOP = EDGE OF PAVEMENT
EPCHC = ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY
FCM = FOUND CONCRETE MONUMENT
FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
FEMA = FEDERAL EMERGENCY MANAGEMENT AGENCY
FIRM = FLOOD INSURANCE RATE MAP
FIP = FOUND IRON PIPE
FIR = 5/8 FOUND IRON ROD LB3913 (UNLESS OTHERWISE NOTED)
FND = FOUND
FPK = FOUND PK NAIL
FPKD = FOUND NAIL & DISK
FRRS = FOUND RAILROAD SPIKE
GA = GUY ANCHOR
H.C.P.P.A. = HILLSBOROUGH COUNTY FLORIDA PROPERTY APPRAISER (WEB SITE)
HOA = HOMEOWNERS ASSOCIATION
LB = LICENSED BUSINESS
LS = LICENSED SURVEYOR
MEG = MATCH EXISTING GRADE
MH = MANHOLE
NTS = NOT TO SCALE
NCPS = NO CORNER FOUND OR SET
NMFS = NO MONUMENT FOUND OR SET
NGVD = NATIONAL GEODETIC VERTICAL DATUM 1929
NAVD = NORTH AMERICAN VERTICAL DATUM 1988
NSPS = NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
O.R. = OFFICIAL RECORDS
O.U. = OVERHEAD UTILITY LINES
(P) = PLAT
PASP = PER APPROVED GRADING PLAN
PB = PLAT BOOK
PG = PAGE
PT = POINT OF TANGENT
PI = POINT OF INTERSECTION
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVE
PRC = POINT OF REVERSE CURVE
PK = PARKER-KALON NAIL
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PRM = PERMANENT REFERENCE MONUMENT
PLS = PROFESSIONAL LAND SURVEYOR
PSM = PROFESSIONAL SURVEYOR & MAPPER
PL = PROPERTY LINE
R.M. = REFERENCE MONUMENT
(R) = RECORD
RAD = RADIUS
RP = RADIUS POINT
RCP = REINFORCED CONCRETE PIPE
REG = REGISTERED
R/W = RIGHT-OF-WAY
(S) = SURVEY
SEC = SECTION
TWP = TOWNSHIP
RGE = RANGE
SIR = 5/8" SET IRON ROD LB 3913
SPK = SET PK NAIL
SQFT = SQUARE FEET
SWFWMD = SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
TECO = TAMPA ELECTRIC COMPANY
TBM = TEMPORARY BENCHMARK
TRANS. = TRANSFORMER
TYP. = TYPICAL
WC = WITNESS CORNER
WCA = WETLAND CONSERVATION AREA
WCEL = WETLAND CONSERVATION EASEMENT LINE
WCASL = WETLAND CONSERVATION AREA SETBACK LINE
± = MORE OR LESS

TREES
SYMBOLS
ELEVATIONS
× 13.0 = EXISTING GROUND SHOTS
12.9 = GROUND SHOT AT TREE

VERTICAL DATUM NOTE
The elevations shown hereon are referenced to NAVD 1988.

VERTICAL DATUM NOTE
The elevations shown hereon are referenced to NAVD 1988 and obtained from City of Tampa, Florida benchmark described as HN 02 0173 having a published elevation of 4.938 feet.

SYMBOLS

- ELECTRIC HAND HOLE (EHH)
- FIRE HYDRANT (FH)
- HUB & TACK SET
- LATH SET
- LIGHT POLE
- UTILITY POLE
- GUY ANCHOR
- SIGN
- WATER METER (WM)
- WATER VALVE (WV)
- MANHOLE
- ELEV

= TREE TO BE REMOVED PER CLIENT'S REQUEST.

= Drainage Flow Arrow

HOUSE DESCRIPTION
9555
Proposed House
Plan-CUSTOM
Garage-LEFT

Proposed Lowest Floor Elev = 13.00' per Client Request

Proposed Garage Floor Elev = 6.83' per Client

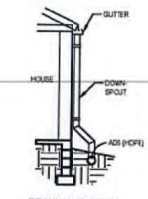
AREA TABULATION
1st Floor Living Area = 2966 Square Feet
Entry Area = 60 Square Feet
Lanai (Covered Area) = 568 Square Feet
Garage Area = 771 Square Feet
Total House Coverage = 4365 Square Feet
Drive & Walk Area = 895 Square Feet

Total Coverage = 5260 Square Feet
Total Lot Area = 10801 Square Feet
Total Lot Percentage Coverage = 48%

NOTES:
1. No underground installation or improvements have been located except those shown hereon.
2. LANDMARK ENGINEERING & SURVEYING CORPORATIONS' Certificate of Authorization Number to provide surveying is LB3913.
3. This drawing not valid without the signature and original seal of a Florida Registered Surveyor & Mapper.
4. As used on this drawing, certify means to state or declare a professional opinion of conditions regarding those facts or findings which are the subject of the certification and does not constitute a warranty or guarantee, either expressed or implied. This certification is only for the lands as described. It is Not a Certificate of Title, Zoning, Easements or Freedom of Encumbrances.
5. No instruments of record reflecting easements, rights-of-way and/or ownership were furnished to this surveyor except as shown hereon.
6. LANDMARK ENGINEERING AND SURVEYING CORPORATION accepts no responsibility for identification of tree species shown hereon. Every effort has been made to properly identify the trees shown hereon; however, tree identification is outside the area of expertise of a Professional Land Surveyor. The tree types shown hereon are for informational purposes only and should only be used after confirmation by a Certified Arborist or other such professional.
7. Property is not included on the City of Tampa, Florida Stormwater Advisory List.

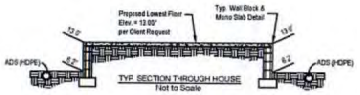
SOD AND CONCRETE CALCS	
Total Sod Area in Square Feet ± (Includes right-of-way area between property line and back of Curb)	Total Conc. Area in Square Feet ± (Includes Sidewalks and Driveway ONLY)
6399	1371

CURVE TABLE					
Curve #	Radius	Delta	Arc/Length	Cherd	Chord Bearing
C1 (S)	1330.00'	04°00'23"	93.00'	92.98'	N26°08'06"W
C1 (P)	1330.00'		93.00'	92.98'	N26°07'46"W
C2 (S)	1330.00'	03°59'51"	92.79'	92.78'	S21°46'30"E
C2 (P)	1330.00'		93.00'	92.98'	S22°07'27"E



DETAIL "A" (STEM WALL) (TYPICAL DOWNSPOUT DETAIL)
Not to Scale

NOTE
All roof drainage to be directed toward the front of lot swales and underground ADS (HDPE) Pipe and routed to the street. The new construction will not affect the current drainage pattern (Proposed & Existing Elevations are the same.)



TYP. SECTION THROUGH HOUSE
Not to Scale

2211372B

3488

This Survey Certified To : *Hooter Construction, LLC*

REVISIONS

Description	Date	Dwn.	Ckd	Order No.
PLOT PLAN	05/17/21	TJW		22118402
Added Tree Table	06/08/21	TJW		22119953
Revised residence	9/23/21	BW		22124186
Revised House Model	09/05/21	TJW		22124988
Revised per Client Comment	10/28/21	TJW		22127835
Revised per COT Comments	11/12/21	TT		22128759

Drawn: NAC | Client No: 5195
Checked:
Original No.: 22113728 | Current No.: 22128759

SURVEYORS CERTIFICATE
This survey represented hereon conforms to the requirements of Chapter 5J-17, Florida Administrative Code in effect on the Survey Date shown

Digitally signed by: Scott R Fowler
Date: 2021.11.17 18:46:05 -05'00'

SCOTT R. FOWLER — DATE OF SIGNATURE
FLORIDA REGISTERED LAND SURVEYOR NO. 5185
Survey Date: 4-09-2021

LANDMARK
Engineering & Surveying Corporation
8515 Palm River Road | Tampa, Florida 33619
(813) 621-7841 | (813) 664-1832 (fax)
www.lesc.com | L.B. # 3913

Sec.: 36 Twp.: 29 S. Rge.: 18 E.

W:\22021\0 Plot Plan & Fs Plan\22128759\pp 555 Lucerne Ave.dwg — 11/17/2021 10:19:48 AM