College Station, TX

Meeting Agenda
Zoning Board of Adjustment
1101 Texas Avenue, College Station, TX 77840
Internet: www.microsoft.com/microsoft-teams/join-a-meeting
Meeting ID: 279 234 250 913 0 | Passcode: C4YU97zv
Phone: 833-240-7855 | Phone Conference ID: 590 270 975#

The City Council may or may not attend this meeting.

June 3, 2025	**6:00 PM**	**Council Chambers**

Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a third-party vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.

1. Call meeting to order and consider absence requests.

2. Agenda Items

2.1. Consideration, discussion and possible action to approve meeting minutes
Attachments: 1. May 6 2025

2.2. Public Hearing, presentation, discussion, and possible action regarding a height variance to the Airport Zoning Ordinance for the property located at Tauber, Block 2, Lot 1-5 & 16-20, & Associated BPP being 1.74 Acres generally located at 401 Stasney Street. The property is zoned NG-3 Residential Northgate. Case #AWV2025-000023
Sponsors: Gabriel Schrum
Attachments:
1. Staff Report
2. Applicant's Supporting Information
3. Vicinity Map and SAM
4. Easterwood Airport Management Documentation
5. TAMU System Documentation
6. Federal Aviation Administration Documentation for Crane

2.3. Public Hearing, presentation, discussion, and possible action regarding a height variance to the Airport Zoning Ordinance for the property located at Tauber, Block 1, Lot 4 Thru 9 & Associated BPP being 1.28 Acres generally located at 311 Stasney Street. The property is zoned NG-1 Core Northgate. Case #AWV2025-000031
Sponsors: Gabriel Schrum
Attachments:
1. Staff Report
2. Applicant's Supporting Information
3. Easterwood Airport Management Documentation
4. TAMU System Documentation
5. Vicinity Map and SAM
6. Federal Aviation Administration Documentation for Building
7. Federal Aviation Administration Documentation for Tower Crane

3. Discussion and possible action on future agenda items.

A member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

4. Adjourn.

Adjournment into Executive Session may occur in order to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.
I certify that the above Notice of Meeting was posted on the website and at College Station City Hall, 1101 Texas Avenue, College Station, Texas, on May 28, 2025 at 5:00 p.m.

Tanya Smith

City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.
"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.
"Conforme a la Seccion 30.07 del codigo penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capitulo H, Capitulo 411, Codigo de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre."

CITY OF COLLEGE STATION
Home of Texas A&M University®

Minutes
Zoning Board of Adjustments
Regular Meeting
May 6, 2025

MEMBERS PRESENT: Chairperson Bill Lartigue, Board Members Jaymeson Hacker, Justin Collins, James Hutchins, and Michael Martinez

CITY STAFF PRESENT: Director of Planning & Development Services Anthony Armstrong, Assistant Director of Planning and Development Services Molly Hitchcock, Assistant City Attorney David Purnell, Land Development Review Administrator Robin Macias, Staff Planners Gabriel Schrum and Garrett Segraves, Technology Service Specialist Trey Bransom, and Administrative Support Specialist Kristen Hejny

1. Call meeting to order.

   Chairperson Lartigue called the meeting to order at 6:00 p.m.

2. **Agenda Items**

2.1. Consideration, discussion, and possible action to approve meeting minutes:

- April 1 2025

Board Member Collins moved to approve the meeting minutes from April 1, 2025, Board Member Martinez seconded the motion, the motion passed 5-0.

2.2. Public Hearing, presentation, discussion, and possible action regarding a contextual front setback variance to the Unified Development Ordinance Section 5.2.A.c 'Dimensional Standards for Non-Clustered and Clustered Developments', for property located at Carter's Grove Ph 1, Block 2, Lot 13 (90' of), generally located at 1104 Berkeley Street. The subject property is zoned GS General Suburban. Case #AWV2025-000014

Staff Planner Schrum presented the item to the Board and stated that the applicant is requesting a 15.1 feet reduction to the minimum contextual front setback.

Staff recommended denial of the request due to the fact that it does not meet all of the criteria necessary for granting a variance.

Brad Lintz, Applicant, Lintz Construction, was available to present and answer questions from the Board, requesting a conditional variance with modifications.

Board Member Martinez asked if the Board can approve the variance request with conditions.

Director Armstrong confirmed that the Board can approve the variance request with

conditions.

Board Member Martinez asked why staff did not communicate efficiently on the building permit and development permit.

Planner Schrum clarified that most single-family permits do not require a development permit. The building permit and development permit reviews were performed at different times, and staff do not review the site layout with the development permit.

Director Armstrong further explained that this is an abnormal process for a single-family home.

Board Member Hutchins asked when staff was notified of the discrepancy.

Director Armstrong clarified that the discrepancy was brought to the City's attention a few months prior to this meeting.

Board Member Collins asked if parking was moved to the front of the lot, would the development be permissible as is.

Planner Schrum stated that changes in the parking allowance would depend on bedroom counts and impervious cover requirements, clarifying that the main issue is the contextual setback of the structure.

Mr. Lintz clarified that there is a limit of 50% concrete in the front of the house and does not know if parking in the front would be allowed.

Board Member Hacker asked why the approved building plan was changed.

Mr. Lintz explained that they received the approved building plans and were then told that a development permit was required. The building permit was put on hold until the development permit was approved.

Board Member Martinez asked the applicant for their list of conditional modifications.

Mr. Lintz suggested that the house be painted a darker color to be less visible, and the use of wax myrtles and crepe myrtles would be used to provide buffering.

Board Member Collins asked if the grading of the lot imposes special conditions.

Director Armstrong explained that a development permit was required for a drainage channel.

Chairperson Lartigue opened the public hearing.

Nan Crouse, College Hills Woodlands, spoke in opposition to the variance citing concerns for neighborhood integrity.

Fred Dupriest, College Park, spoke in opposition to the variance citing concerns for

economic advantage.

Leslie Smith, Carter's Grove, spoke in opposition to the variance citing concerns for environmental impact, noise, and construction demolition.

Andrew Fawcett, College Hills Woodlands, spoke in opposition to the variance citing concerns for builder knowledge.

Arianna Potter, Carter's Grove, spoke in opposition to the variance citing concerns for neighborhood integrity, changing setbacks for new builds, on-street parking, and emergency vehicle access.

Chairperson Lartigue closed the public hearing.

Board Member Hutchins moved to deny the variance as it will not be contrary to the public interest, due to the lack of any special conditions, and because a strict enforcement of the provisions of the ordinance would not result in unnecessary hardship to the applicant. Board Member Martinez seconded the motion, the motion passed 5-0.

2.3 Public Hearing, presentation, discussion, and possible action regarding a side setback variance to the Unified Development Ordinance Section 5.2.A 'Dimensional Standards for Non-Clustered and Clustered Developments', for property located at Mission Ranch Ph 203A, Block 14, Lot 24, generally located at 3545 Anderson Arbor Court. The subject property is zoned RS Restricted Suburban. Case #AWV2025-000018

Staff Planner Segraves presented the item to the Board and stated that the applicant is requesting a 2.3-foot reduction to the minimum 7.5-foot side setback as set forth in Section 5.2.A. 'Dimensional Standards for Non-Clustered and Clustered Developments'.

Staff recommended approval of the request due to the fact that it meets the specified criteria. Specifically:

1. There is an extraordinary condition of the land.
2. A literal application or enforcement of the regulation would result in practical difficulty or unnecessary hardship.
3. The granting of the relief would result in substantial justice being done.
4. The granting of the relief would not be contrary to the public interest.
5. The granting of the relief would be in accordance with the spirit of the regulation.

Eric Walley, Applicant, Reese Homes, was available to address and answer questions from the Board.

Board Member Collins asked if the builder has built homes with similar floor plans.

Mr. Walley confirmed that several homes have been built with a similar floor plan.

Chairperson Lartigue opened the public hearing.

No visitors spoke.

Chairperson Lartigue closed the public hearing.

Board Member Hacker moved to approve the item as it meets all criteria with the special condition being the easement on a side setback, Board Member Collins seconded the motion, the motion passed 5-0.

3. Discussion and possible action on future agenda items - A member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

   There was no discussion on future agenda items.

4. Adjourn.

   The meeting adjourned at 6:51 p.m.

Approved: **Attest:**

_____ _____

Bill Lartigue, Chairperson **Kristen Hejny, Board Secretary**

CITY OF COLLEGE STATION

AIRPORT ZONING BOARD OF ADJUSTMENT
AIRPORT HEIGHT VARIANCE REQUEST
FOR
401 Stasney St
AWV2025-00023

REQUEST:	Height variance to the Easterwood Airport Zoning Ordinance for a temporary helper crane.
LOCATION:	401 Stasney St Tauber, Block 2, Lot 1-5 & 16-20, & Associated BPP, 1.74 Acres
ZONING:	NG-3 Residential Northgate
PROPERTY OWNER:	2013 STASNEY STREET LP
APPLICANT:	Quiddity Engineering
PROJECT MANAGER:	Gabriel Schrum, Staff Planner gschrum@cstx.gov
RECOMMENDATION:	Approval
BACKGROUND:	The applicant has been coordinating a new student mid-rise development on this lot located at the corner of Stasney Street, Cross Street, and Tauber Street. The building is anticipated to have 7 stories, with a parking garage and residential units similar to the character of other developments in the area. This height variance for the helper crane will allow for the erection of the main crane to operate and assist with construction of this development. The main crane for construction will not be tall enough to require a variance application. The building is anticipated to be 88' in height and also does not require a height variance for the structure since it does not go beyond the allowed threshold of 470.6' Above Mean Sea Level (AMSL). To assemble the main crane needed for the construction of the building the applicant has requested this variance up to 565' (AMSL) for the helper crane or 215' Above Ground Level (AGL). Per the Airport Zoning Ordinance for the Easterwood Airport, the maximum height limitation for this site is 470.6 AMSL. The applicant is requesting a height variance for the temporary helper crane of 94.4'.

ORDINANCE INTENT: The purpose of the Airport Zoning Ordinance is to establish clear and unambiguous regulations for the protection of the lives and property of users, owners, and occupants of and in the vicinity of Easterwood Field Airport and for the protection of airport operations.

NOTIFICATIONS

Advertised Board Hearing Date:	June 3rd, 2025
Property owner notices mailed:	19
Contacts in support:	None at time of staff report
Contacts in opposition:	None at time of staff report
Inquiry contacts:	None at time of staff report

ZONING AND LAND USES

Direction	Zoning	Land Use
North	NG-3 Residential Northgate	Urban Center (Redevelopment Area 4)
East	NG-3 Residential Northgate	Stasney Street (Right-of-Way)
South	NG-1 Core Northgate	Cross Street (Right-of-Way)
West	NG-1 Core Northgate	Tauber Street (Right-of-Way)

REVIEW CRITERIA

According to the Texas Local Government Code Section 241.034 Variances, the Board shall allow a variance from an airport zoning regulation if all of the following criteria are met:

1. A literal application or enforcement of the regulation would result in practical difficulty or unnecessary hardship.
2. The granting of the relief would result in substantial justice being done.
3. The granting of the relief would not be contrary to the public interest.
4. The granting of the relief would be in accordance with the spirit of the regulation.

The board may impose any reasonable conditions on the variance that it considers necessary to accomplish the purpose of airport zoning.

The variance request is to allow for a temporary helper crane to assemble the main crane needed for the construction of this midrise. The height variance request of 94.4 feet for the helper crane will allow for the main crane to conduct the necessary work for the proposed multifamily development.

The overall helper crane's height will sit at a maximum of 565' Above Mean Sea Level or 215' Above Ground Level.

The FAA has made the determination that No Hazard to Air Navigation is present for the helper crane. In consultation with the EAM team, the TAMU System has no objections to the granting of a variance for the use of the crane.

Allowing the height encroachment for the crane would result in substantial justice being done. The relief would not be contrary to the public interest as it has been deemed acceptable by the FAA, Easterwood Airport and the TAMU System with additional safety precautions and communication processes between the applicant and airport required. The relief would be in accordance with the spirit of the regulation to allow development while protecting lives, property, and airport operations.

STAFF RECOMMENDATION

After reviewing the request and the related criteria, the information provided by the FAA, EAM and TAMUS, staff recommend approval of the request. The granting of the variance would result in substantial justice being done without being contrary to the public interest, and the spirit of the regulation remains.

ATTACHMENTS

1. Vicinity Map and Aerial
2. Applicant's Supporting Information
3. Easterwood Airport Management Documentation
4. TAMU System Documentation
5. Federal Aviation Administration Documentation for Crane
6. Exhibit

APPEAL/WAIVER APPLICATION
SUPPORTING INFORMATION

Name of Project: CRANE FOR EVER - COLLEGE STATION (AWV2025-000023)

Address: 401 STASNEY ST

Legal Description: TAUBER, BLOCK 2, LOT 1-5 & 16-20, & ASSOCIATED BPP

Applicant: QUIDDITY ENGINEERING LLC

Property Owner: 2013 STASNEY STREET LP

Applicable ordinance section being appealed/seeking waiver from:

Height restriction of 150' is requested to be waived, per Easterwood Field Airport Zoning Ordinance.

The following specific variation to the ordinance is requested:

Request the variation of approved helper crane of 215' to allow for construction of building and tower crane.

The following special condition exists:

N/A

The unnecessary hardship(s) involved by meeting the provisions of the ordinance other than financial hardship is/are:

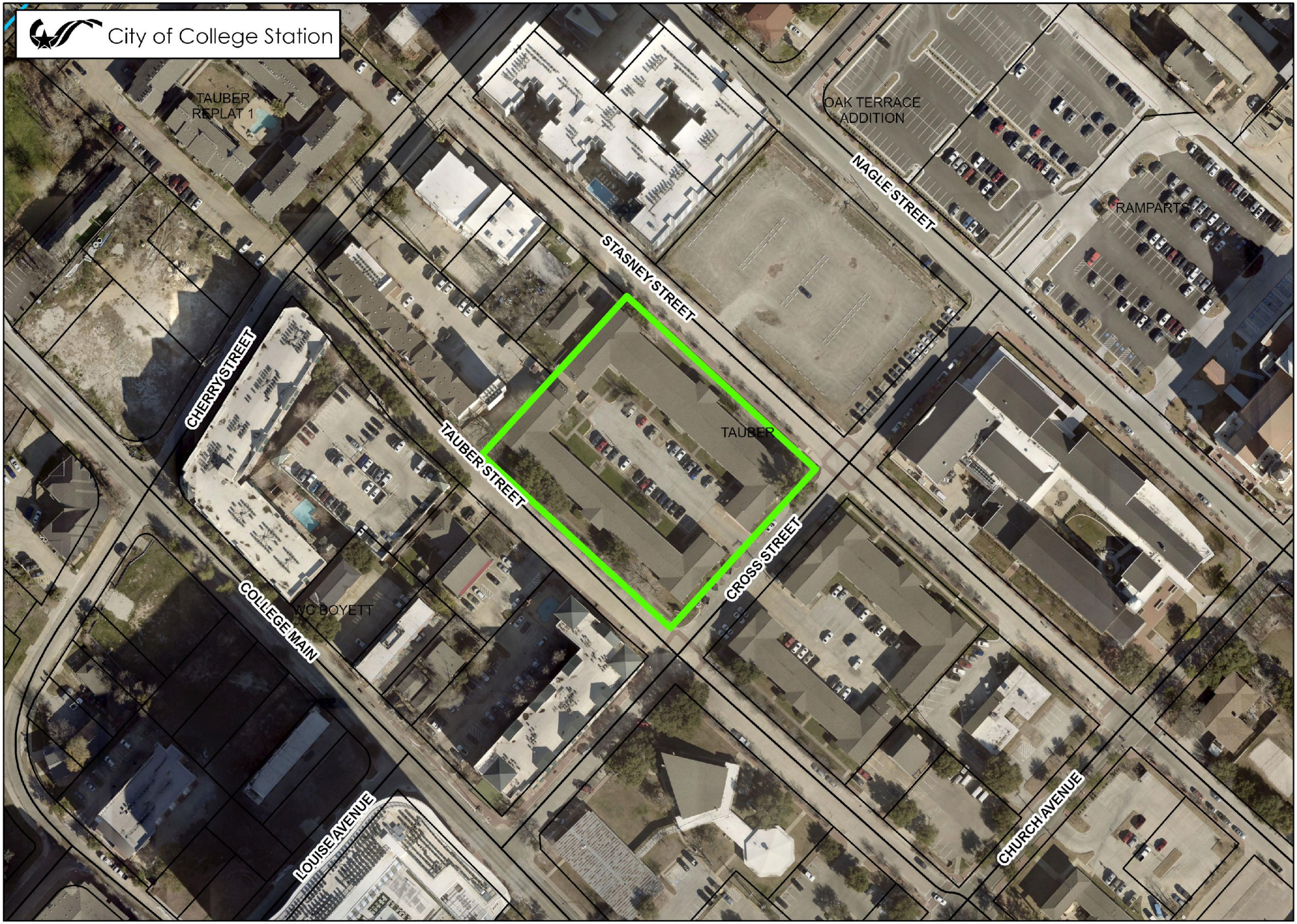
N/A

The following alternatives to the requested variance are possible:

N/A

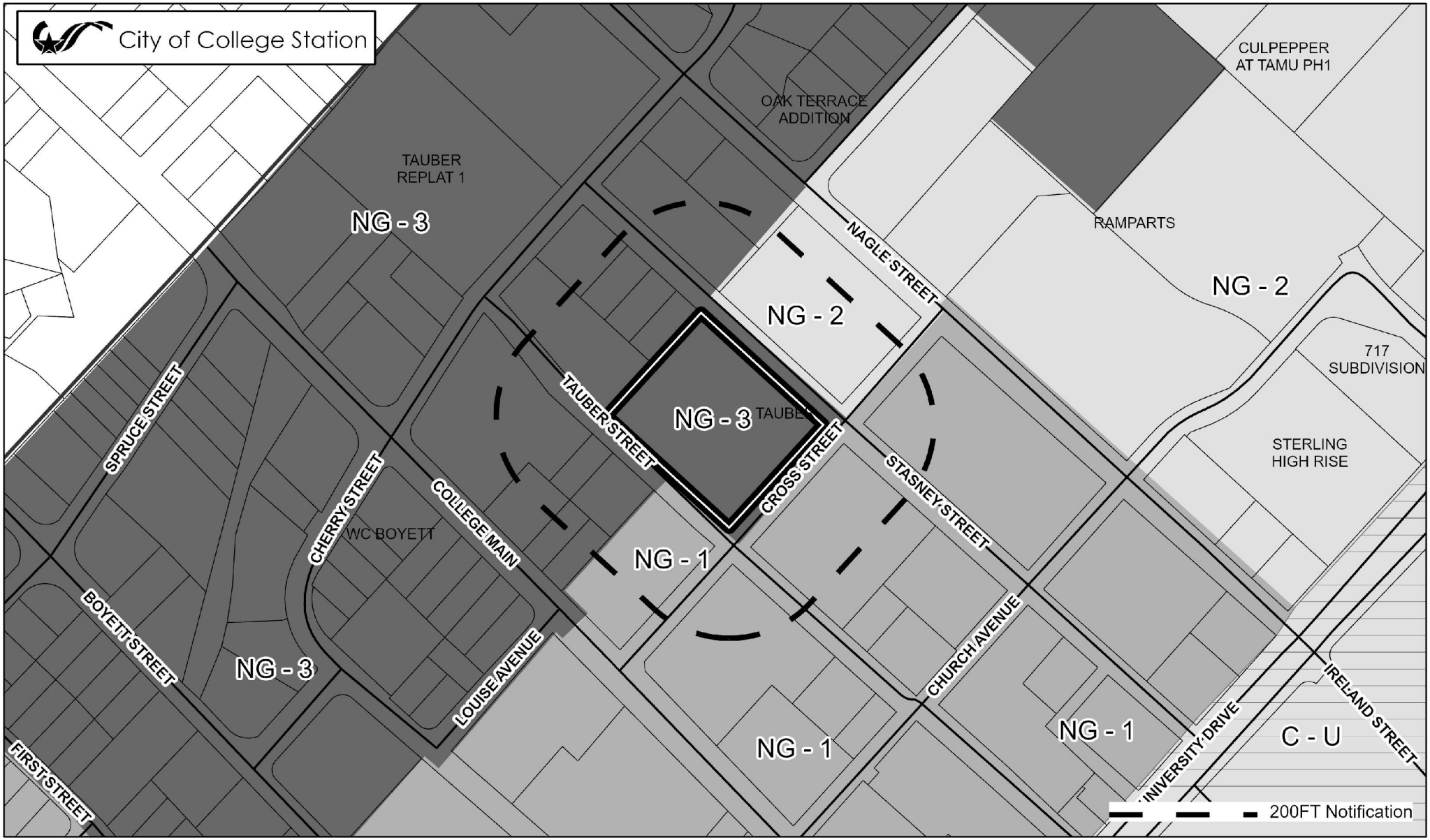
The variance will not be contrary to public interest due to:

N/A



CRANE FOR EVER - COLLEGE STATION

Case: APPEALS WAIVERS VARIANCES
AWV2025-000023



ZONING DISTRICTS (In Grayscale)

Residential

R	Rural
WE	Wellborn Estate
E	Estate
WRS	Wellborn Restricted Suburban
RS	Restricted Suburban
GS	General Suburban
D	Duplex
T	Townhome
MH	Middle Housing
MF	Multi-Family
MU	Mixed-Use
MHP	Manufactured Home Pk.

Non-Residential

NAP	Natural Area Protected
O	Office
SC	Suburban Commercial
WC	Wellborn Commercial
GC	General Commercial
CI	Commercial Industrial
BP	Business Park
BPI	Business Park Industrial
C–U	College and University

Planned Districts

P-MUD	Planned Mixed-Use Dist.
PDD	Planned Develop. Dist.

Design Districts

WPC	Wolf Pen Creek Dev. Cor.
NG–1	Core Northgate
NG–2	Transitional Northgate
NG–3	Residential Northgate

Overlay Districts

OV	Corridor Ovr.
RDD	Redevelopment District
HOO	High Occupancy Ovr.
ROO	Restricted Occupancy Ovr.
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

Retired Districts

R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial

NORTH 0 245 490 Feet

CRANE FOR EVER - COLLEGE STATION

Case: APPEALS WAIVERS VARIANCES
AWV2025-000023

EASTERWOOD AIRPORT

People connecting People.

Easterwood Airport Management
1 McKenzie Terminal Blvd,
College Station, TX 77845

April 22, 2025

Anthony Armstrong, P.E., CFM,
Land Development Review Administrator
City Of College Station
1101 Texas Ave.
College Station, TX 77840

Re: Helper Crane at 401 Stasney St.

Dear Mr. Armstrong:

Easterwood Management has reviewed the height variance application for a helper crane at 401 Stasney St and the FAA letter of "Determination of No Hazard to Air Navigation for Temporary Structure."

Easterwood Airport Management has no objection to granting a height variance for the temporary crane, so long as the builder contacts the airport three days prior to the crane erection, as outlined in the FAA Letters.

Respectfully,

Kevin Davis
Easterwood Airport Management

From:	O"Neill, John
To:	Anthony Armstrong; Robin Macias
Cc:	Duron, Joseph
Subject:	401 Stasney St helper crane
Date:	Tuesday, April 22, 2025 3:12:39 PM
Attachments:	image001.png image002.png Height Variance Letter for 401 Stasney St Helper Crane.pdf
Importance:	High

Anthony/Robin,

The Texas A&M University System (TAMUS) relies on the expertise of the Easterwood Airport Management (EAM) team and the Federal Aviation Administration (FAA) to determine the impacts of height variance requests which would or could affect the airport's operations.

At this time, the Easterwood Airport Management team has no objections to granting the height variance for the helper crane at 401 Stasney St, as specified in the attached document, so long as the builder complies with the conditions as outlined in the letter from EAM (see attached).

In consultation with the EAM team, the TAMU System has no objections based on the determination made by our subject matter experts in the field, as long as all conditions, as outlined, have been met. Please take special note on the helper crane instructions for notification to the Airport Director and EAM.

Thanks and should you need anything else, please feel free to contact me,

John

John J. O'Neill, MBA | Executive Director
Business Affairs
joneill@tamus.edu

1262 TAMU | College Station, TX 77840-7896
Tel. 979.458.6234 | Fax 979.458.6247 | www.tamus.edu

Moore/Connally Building
301 Tarrow St., 5th Floor
College Station, TX 77840-7896
THE TEXAS A&M UNIVERSITY SYSTEM

From: Kevin Davis <KDavis@easterwoodairport.com>
Sent: Tuesday, April 22, 2025 3:07 PM
To: O'Neill, John <joneill@tamus.edu>
Subject: FW: 401 Stasney St helper crane

John,

Attached is a revised recommendation letter for the helper crane at 401 Stasney St. I apologize for the mistake in the last document.

Respectfully,

Kevin Davis, MBAA, AAE
Airport Director

Easterwood Airport Management
979-775-9901
www.flyeasterwood.com

EASTERWOOD AIRPORT

From: Kevin Davis
Sent: Tuesday, April 22, 2025 1:20 PM
To: O'Neill, John <joneill@tamus.edu>
Subject: 401 Stasney St helper crane

John,

Please find attached Easterwood Airport Management's recommendation letter for a helper crane for the 401 Stasney St project. Please let me know if you need any additional information.

Respectfully,

Kevin Davis, MBAA, AAE
Airport Director

Easterwood Airport Management
979-775-9901
www.flyeasterwood.com

EASTERWOOD AIRPORT

From: Robin Macias <rmacias@cstx.gov>
Sent: Tuesday, April 22, 2025 1:13 PM
To: Kevin Davis <KDavis@easterwoodairport.com>
Cc: Gabriel Schrum <gschrum@cstx.gov>
Subject: [EXTERNAL] -RE: Helper Crane Height Variance - 201 Stasney

Kevin,

This is the incorrect address for this project. The correct address is 401 Stasney St.

Sorry for the inconvenience.

Thank you,

Robin Macias, AICP
Land Development Review Administrator
Planning & Development Services | City of College Station
P.O. Box 9960 | 1101 Texas Avenue, College Station, Texas 77842
Office: (979)764-3763 | Main: (979)764-3570

CITY OF COLLEGE STATION
Home of Texas A&M University®

From: Robin Macias
Sent: Thursday, April 17, 2025 4:42 PM
To: Kevin Davis <KDavis@EasterwoodAirport.com>
Cc: Gabriel Schrum <gschrum@cstx.gov>
Subject: Helper Crane Height Variance - 201 Stasney

Kevin,

Please see the attached FAA letter and exhibits for a height variance for a temporary helper crane for construction at 201 Stasney. The building and construction crane are below the height that would require a variance.

Please let me know if you have any additional questions.

Robin Macias, AICP
Land Development Review Administrator
Planning & Development Services | City of College Station
P.O. Box 9960 | 1101 Texas Avenue, College Station, Texas 77842
Office: (979)764-3763 | Main: (979)764-3570

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

Aeronautical Study No.
2025-ASW-2614-OE
Prior Study No.
---OE

Issued Date: 04/03/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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:	Mobile Crane Ever - Helper Crane
Location:	College Station, TX
Latitude:	30-37-15.95N NAD 83
Longitude:	96-20-49.72W
Heights:	350 feet site elevation (SE)
	215 feet above ground level (AGL)
	565 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice to Airmen (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-2614-OE

Signature Control No: 649058060-652717084 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2025-ASW-2614-OE

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 215 feet above ground level, 565 feet above mean sea level.

Location: The structure will be located 2.13 nautical miles north of CLL Airport reference point.

Case Description for ASN 2025-ASW-2614-OE

This is for the Mobile Helper Crane associated with the construction of this project located in College Station, TX.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (2) by 15 feet - a height that exceeds 550 feet above mean sea level within 2.13 nautical miles of CLL.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (b) Conical Surface by 94 feet as applied to CLL.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

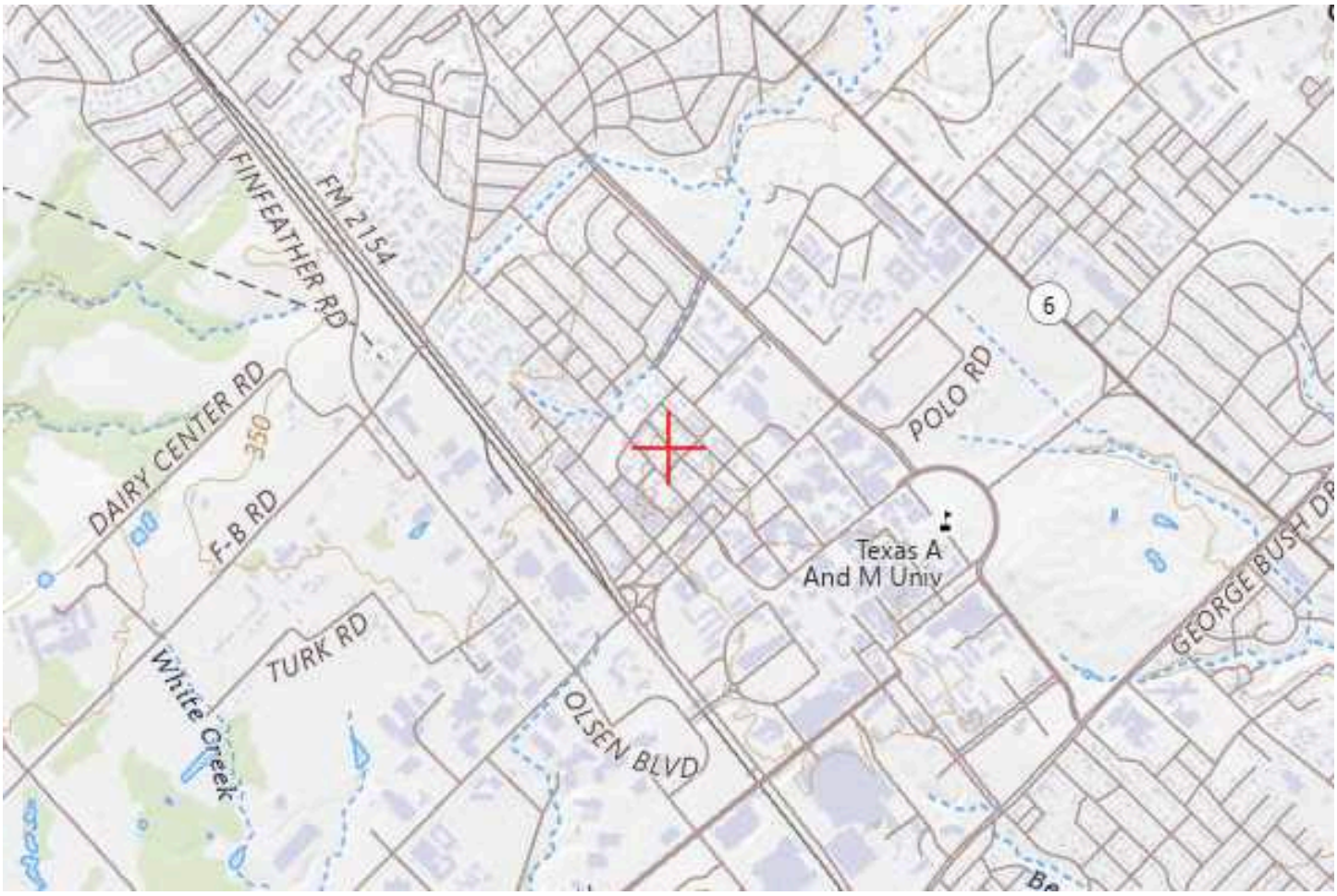
It is required that the manager of EASTERWOOD FLD, (979) 775-9901 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of EASTERWOOD FIELD Air Traffic Control at 979-846-3998 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

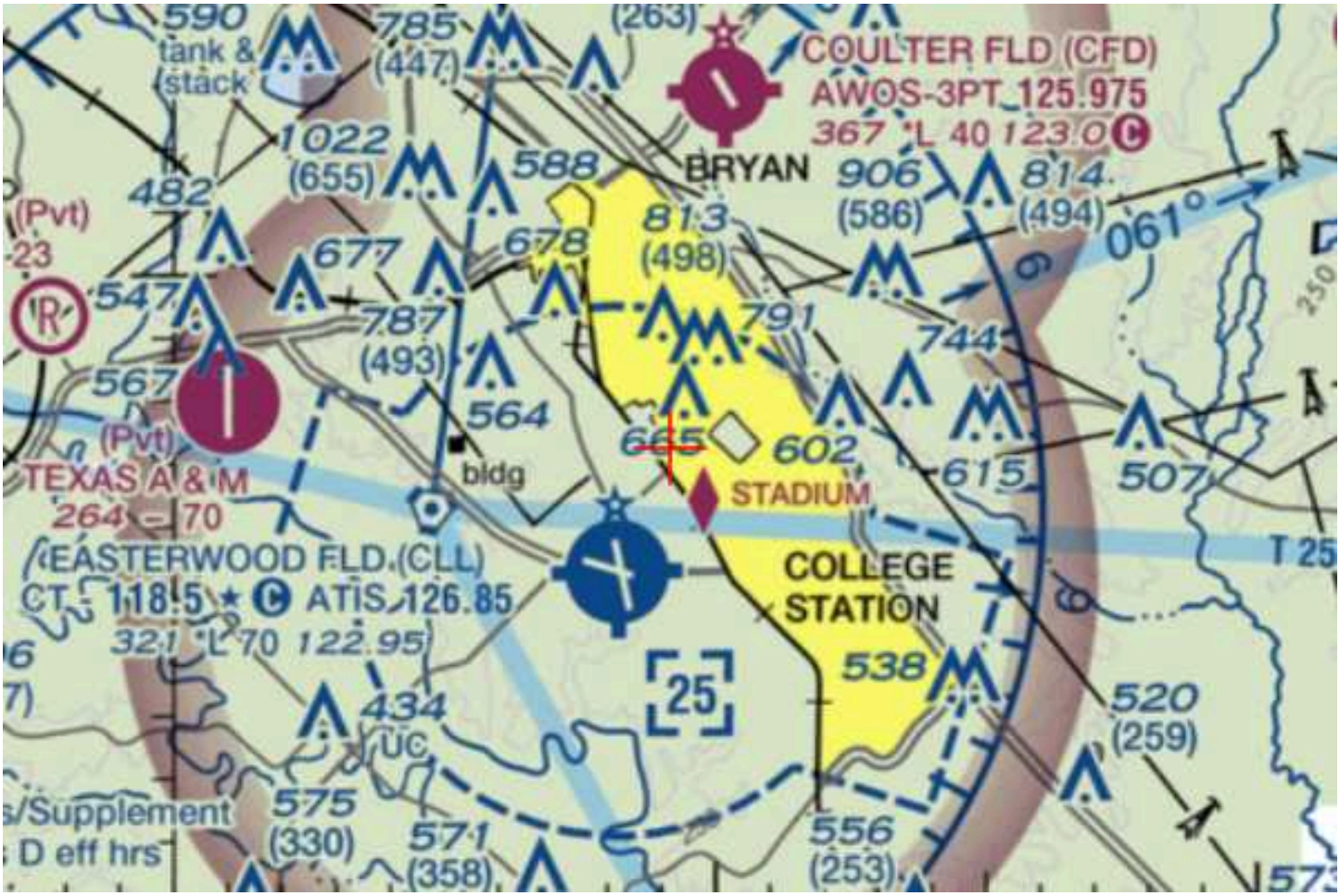
This determination expires on 10/03/2026 unless extended, revised, or terminated by the issuing office.

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.

TOPO Map for ASN 2025-ASW-2614-OE



Sectional Map for ASN 2025-ASW-2614-OE



CITY OF COLLEGE STATION

AIRPORT ZONING BOARD OF ADJUSTMENT
AIRPORT HEIGHT VARIANCE REQUEST
FOR
311 Stasney St
AWV2025-00031

REQUEST:	Height variance to the Easterwood Airport Zoning Ordinance for a structure and its associated crane.
LOCATION:	311 Stasney St Tauber, Block 1, Lot 4 Thru 9, & Associated BPP, 1.28 Acres
ZONING:	NG-1 Core Northgate
PROPERTY OWNER:	2013 STASNEY STREET LP
APPLICANT:	Quiddity Engineering
PROJECT MANAGER:	Gabriel Schrum, Staff Planner gschrum@cstx.gov
RECOMMENDATION:	Approval
BACKGROUND:	The applicant has been coordinating a new mixed use high-rise development on this lot located at the corner of Stasney Street, Cross Street, and Tauber Street. The building is anticipated to have approximately 24 stories, with a parking garage and residential units similar to the character of other developments in the area. This height variance for the building and temporary tower crane will allow for the erection of the building and the crane needed for construction. There will be another application coming forward in the future for the additional mobile crane on this site. The building height is anticipated to be 231' Above Ground Level (AGL), or 580' Above Mean Sea Level (AMSL) an approximately 109.4' allowance beyond the maximum permitted height threshold of 470.6' Above Mean Sea Level(AMSL). The applicant has requested for the height allowance of the tower crane to be 298' AGL or 648' AMSL. This 168' allowance beyond the maximum permitted height allows for both the development to occur and for the temporary tower crane to operate as needed.

ORDINANCE INTENT: The purpose of the Airport Zoning Ordinance is to establish clear and unambiguous regulations for the protection of the lives and property of users, owners, and occupants of and in the vicinity of Easterwood Field Airport and for the protection of airport operations.

NOTIFICATIONS

Advertised Board Hearing Date:	June 3rd, 2025
Property owner notices mailed:	12
Contacts in support:	None at time of staff report
Contacts in opposition:	None at time of staff report
Inquiry contacts:	None at time of staff report

ZONING AND LAND USES

Direction	Zoning	Land Use
North	NG-3 Residential Northgate	Urban Center (Redevelopment Area 4)
East	NG-3 Residential Northgate	Stasney Street (Right-of-Way)
South	NG-1 Core Northgate	Cross Street (Right-of-Way)
West	NG-1 Core Northgate	Tauber Street (Right-of-Way)

REVIEW CRITERIA

According to the Texas Local Government Code Section 241.034 Variances, the Board shall allow a variance from an airport zoning regulation if all of the following criteria are met:

1. A literal application or enforcement of the regulation would result in practical difficulty or unnecessary hardship.
2. The granting of the relief would result in substantial justice being done.
3. The granting of the relief would not be contrary to the public interest.
4. The granting of the relief would be in accordance with the spirit of the regulation.

The board may impose any reasonable conditions on the variance that it considers necessary to accomplish the purpose of airport zoning.

The variance request is to allow for the mixed-use building to go up to 580' AMSL or 231 AGL, a variance request of 109.4 feet. The temporary tower crane is proposed to sit a maximum of 648' AMSL or 298' AGL, a variance request of 168 feet.

The FAA has made the determination that No Hazard to Air Navigation is present for building and the tower crane. In consultation with the EAM team, the TAMU System has no objections to the granting of a variance for the use of the building and its associated cranes.

Allowing the height encroachment for the building and temporary tower crane would result in substantial justice being done. The relief would not be contrary to the public interest as it has been deemed acceptable by the FAA, Easterwood Airport and the TAMU System with additional safety precautions and communication processes between the applicant and airport required. The relief would be in accordance with the spirit of the regulation to allow development while protecting lives, property, and airport operations.

STAFF RECOMMENDATION

After reviewing the request and the related criteria, the information provided by the FAA, EAM and TAMUS, staff recommends approval of the request. The granting of the variance would result in substantial justice being done without being contrary to the public interest, and the spirit of the regulation remains.

ATTACHMENTS

1. Vicinity Map and Aerial
2. Applicant's Supporting Information
3. Easterwood Airport Management Documentation
4. TAMU System Documentation
5. Federal Aviation Administration Documentation for Building
6. Federal Aviation Administration Documentation for Tower Crane
7. Exhibit

APPEAL/WAIVER APPLICATION
SUPPORTING INFORMATION

Name of Project: 311 STASNEY | VERVE - HEIGHT VARIANCE (AWV2025-000031)

Address: 311 STASNEY ST

Legal Description: TAUBER, BLOCK 1, LOT 4 THRU 9, & ASSOCIATED BPP

Applicant: QUIDDITY ENGINEERING LLC

Property Owner: 2013 STASNEY STREET LP

Applicable ordinance section being appealed/seeking waiver from:

Height restriction of 150' is requested to be waived, per Easterwood Field Airport Zoning Ordinance.

The following specific variation to the ordinance is requested:

Request the variation of approved building height of 235' and supporting tower crane 298'. We have received necessary FAA Determinations showing no impact.

The following special condition exists:

N/A

The unnecessary hardship(s) involved by meeting the provisions of the ordinance other than financial hardship is/are:

N/A

The following alternatives to the requested variance are possible:

N/A

The variance will not be contrary to public interest due to:

N/A

EASTERWOOD AIRPORT

People connecting People.

Easterwood Airport Management
1 McKenzie Terminal Blvd,
College Station, TX 77845

May 20, 2025

Anthony Armstrong, P.E., CFM,
Land Development Review Administrator
City Of College Station
1101 Texas Ave.
College Station, TX 77840

Re: Multi-purpose Building and Tower Crane at 311 Stasney

Dear Mr. Armstrong:

Easterwood Airport Management has reviewed the application requesting a height variance for the construction of a 231-foot-tall building and a 298-foot-tall temporary tower crane at 311 Stasney. We have also reviewed the FAA's "Determination of No Hazard to Air Navigation" for the temporary structure.

Easterwood Airport Management has no objection to the approval of these height variances, provided that all conditions specified in the FAA determinations are fully met by the builder.

Respectfully,

Kevin Davis
Easterwood Airport Management

From:	Robin Macias
To:	Gabriel Schrum
Subject:	FW: 311 Stasney St - Hight Variance- Recommendation Letter
Date:	Tuesday, May 20, 2025 11:00:42 AM
Attachments:	image001.png Height Variance Letter for 311 Stasney Student Housing and Tower Crane Letter.pdf EXTERNAL -RE EXTERNAL -RE EXTERNAL -RE EXTERNAL -RE EXTERNAL -Northgate Highrise - Verve - Height adjustment approval.msg

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From: O'Neill, John <joneill@tamus.edu>
Sent: Tuesday, May 20, 2025 10:58 AM
To: Robin Macias <rmacias@cstx.gov>; Anthony Armstrong <aarmstrong@cstx.gov>
Cc: Duron, Joseph <Duron@tamus.edu>
Subject: 311 Stasney St - Hight Variance- Recommendation Letter

Anthony,
The Texas A&M University System (TAMUS) relies on the expertise of the Easterwood Airport Management (EAM) team and the Federal Aviation Administration (FAA) to determine the impacts of height variance requests which would or could affect the airport's operations.
At this time, the Easterwood Airport Management team has no objections to granting the height variance for the 231-foot-tall building and the 298-foot-tall temporary tower crane proposed for the student housing project at 311 Stasney St provided the builder adheres to the conditions as laid out by the FAA. However, at this time, due to a discrepancy in the reported height of the proposed mobile crane, we cannot support the mobile crane without correction by the project manager in conjunction with resubmission to the FAA and EAM. Once evaluation of revisions has been completed by the FAA and EAM and conditions reviewed, we will reconsider approval for that specific crane.
Again, because **the airport has not provided a letter of support for the mobile crane included in this project, the TAMU System does not approve in its current condition.**

Thanks and should you need anything else, please feel free to contact me,
John

John J. O'Neill, MBA | Executive Director
Business Affairs
joneill@tamus.edu

1262 TAMU | College Station, TX 77840-7896
Tel. 979.458.6234 | Fax 979.458.6247 | www.tamus.edu

Moore/Connally Building
301 Tarrow St., 5th Floor
College Station, TX 77840-7896
THE TEXAS A&M UNIVERSITY SYSTEM

From: Kevin Davis <KDavis@easterwoodairport.com>
Sent: Tuesday, May 20, 2025 10:00 AM
To: O'Neill, John <joneill@tamus.edu>
Subject: 311 Stasney St - Hight Variance- Recommendation Letter

Hi John,

Please find attached Easterwood Airport Management's recommendation letter for the 231-foot-tall building and the 298-foot-tall temporary tower crane proposed for the student housing project at 311 Stasney St.

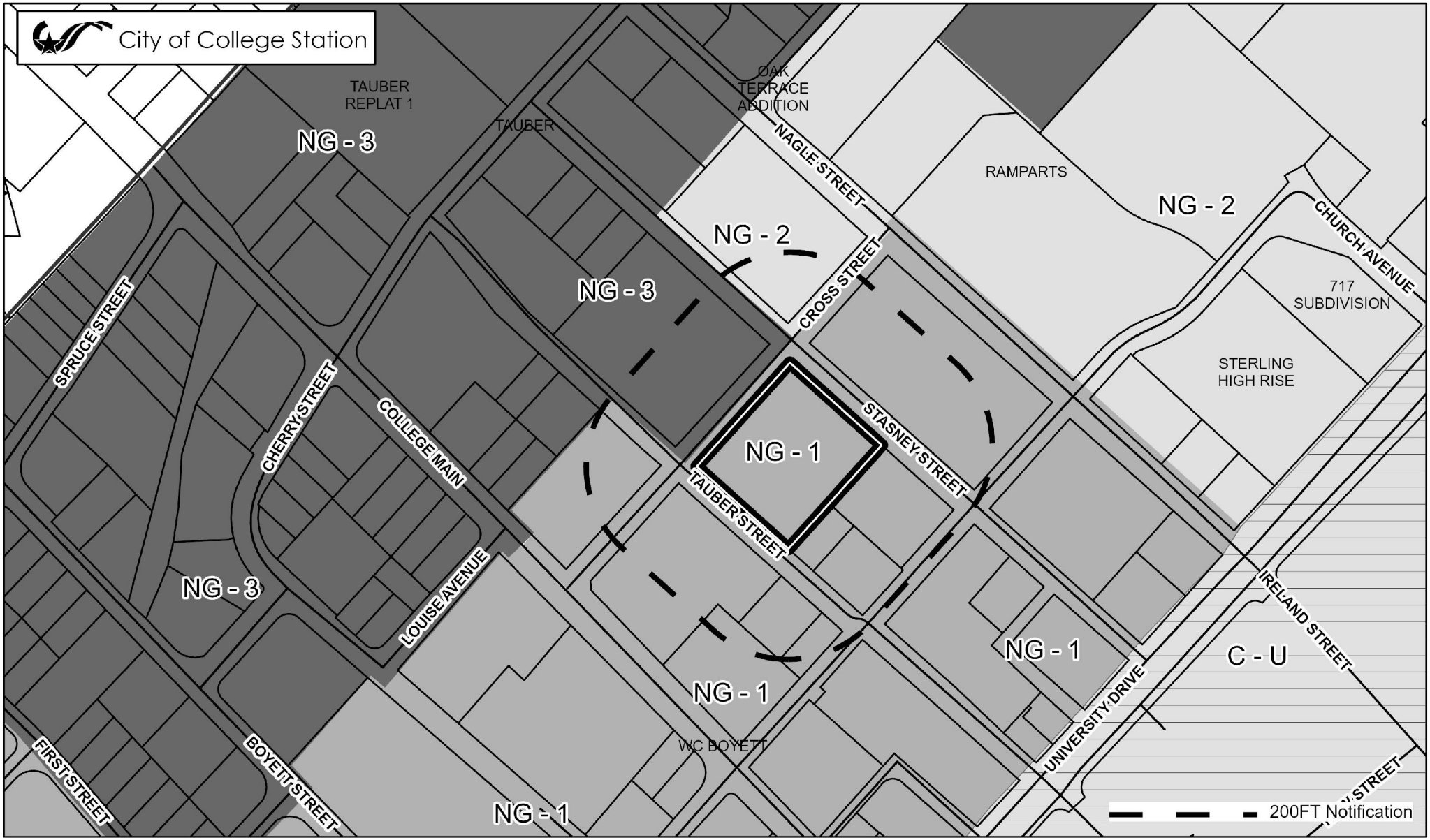
Please note that the airport has not provided a letter of support for the mobile crane included in this project. The second attachment is an email chain between the contractor and me that explains a discrepancy in the reported height of the proposed mobile crane.

Let me know if you have any questions or need further information.

Respectfully,

Kevin Davis, MBAA, AAE
Airport Director

Easterwood Airport Management
979-775-9901
www.flyeasterwood.com



ZONING DISTRICTS (In Grayscale)

Residential

R	Rural
WE	Wellborn Estate
E	Estate
WRS	Wellborn Restricted Suburban
RS	Restricted Suburban
GS	General Suburban
D	Duplex
T	Townhome
MH	Middle Housing
MF	Multi-Family
MU	Mixed-Use
MHP	Manufactured Home Pk.

Non-Residential

NAP	Natural Area Protected
O	Office
SC	Suburban Commercial
WC	Wellborn Commercial
GC	General Commercial
CI	Commercial Industrial
BP	Business Park
BPI	Business Park Industrial
C–U	College and University

Planned Districts

P-MUD	Planned Mixed-Use Dist.
PDD	Planned Develop. Dist.

Design Districts

WPC	Wolf Pen Creek Dev. Cor.
NG–1	Core Northgate
NG–2	Transitional Northgate
NG–3	Residential Northgate

Overlay Districts

OV	Corridor Ovr.
RDD	Redevelopment District
HOO	High Occupancy Ovr.
ROO	Restricted Occupancy Ovr.
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

Retired Districts

R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial

NORTH

0 245 490 Feet

311 STASNEY | VERVE - HEIGHT VARIANCE

Case: APPEALS WAIVERS VARIANCES AWV2025-000031

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

Aeronautical Study No.
2025-ASW-982-OE

Issued Date: 04/17/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

**** 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:	Multi-purpose Building The Verve_1
Location:	College Station, TX
Latitude:	30-37-13.17N NAD 83
Longitude:	96-20-45.94W
Heights:	353 feet site elevation (SE)
	227 feet above ground level (AGL)
	580 feet above mean sea level (AMSL)

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

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

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to 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.

This determination expires on 10/17/2026 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 May 17, 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 May 27, 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 Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-982-OE.

Signature Control No: 645364042-654145436 (DNH)
Julie A. Morgan
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Abbreviations
AGL = Above Ground Level
MSL = Mean Sea Level
NM = Nautical Mile
RWY = Runway
NEH = No Effect Height
Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed building project is composed of four studies that represent the four corners of the building, located approximately 2.11 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies have an impact, and they are:

Aeronautical Study AGL / MSL Direct distance from runway end 17
2025-ASW-982-OE 227 / 580 10100 feet / 1.66 nm
2025-ASW-983-OE 231 / 580 10343 feet / 1.70 nm
2025-ASW-984-OE 229 / 580 10387 feet / 1.70 nm
2025-ASW-985-OE 226 / 580 10146 feet / 1.66 nm

The proponent agreed to lower the proposed structure by 31 feet to clear any instrument approaches for the airport.

Aeronautical study number 2025-ASW-982-OE is being circulated for public comment and will represent the project. Any comment made for this study, will be a comment for the project.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2025-ASW-982-OE exceeds by 27 feet.
2025-ASW-983-OE exceeds by 31 feet.
2025-ASW-984-OE exceeds by 29 feet.
2025-ASW-985-OE exceeds by 26 feet.

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation.

2025-ASW-982-OE exceeds by 110 feet.
2025-ASW-983-OE exceeds by 100 feet.
2025-ASW-984-OE exceeds by 98 feet.
2025-ASW-985-OE exceeds by 110 feet.

Part 77 obstruction standards are used to screen the many proposals submitted to identify those which warrant further aeronautical study. This study is conducted to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment on 03/06/2025 to 4998 email responders with zero responses.

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.

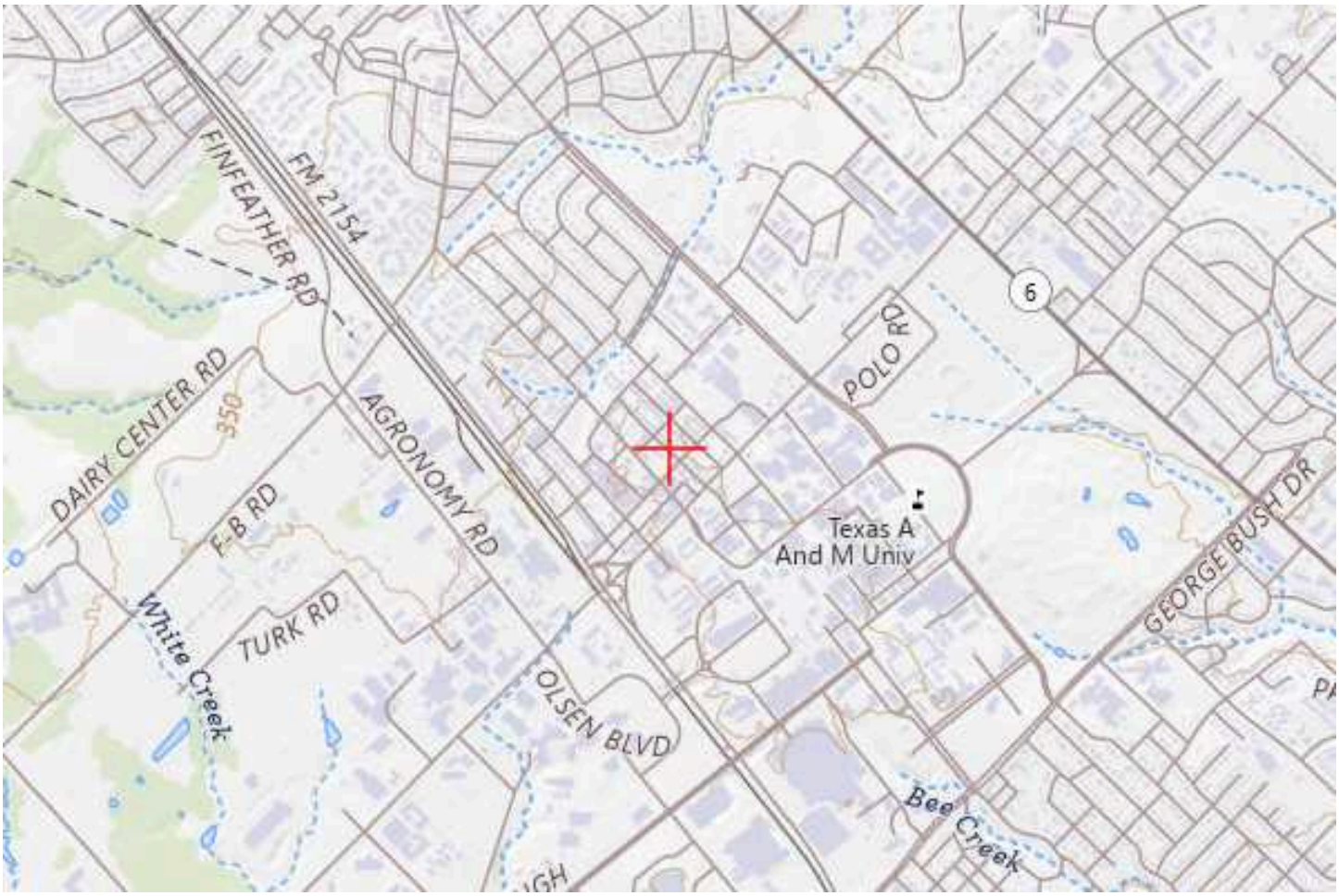
> The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure is not considered significant. The 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.

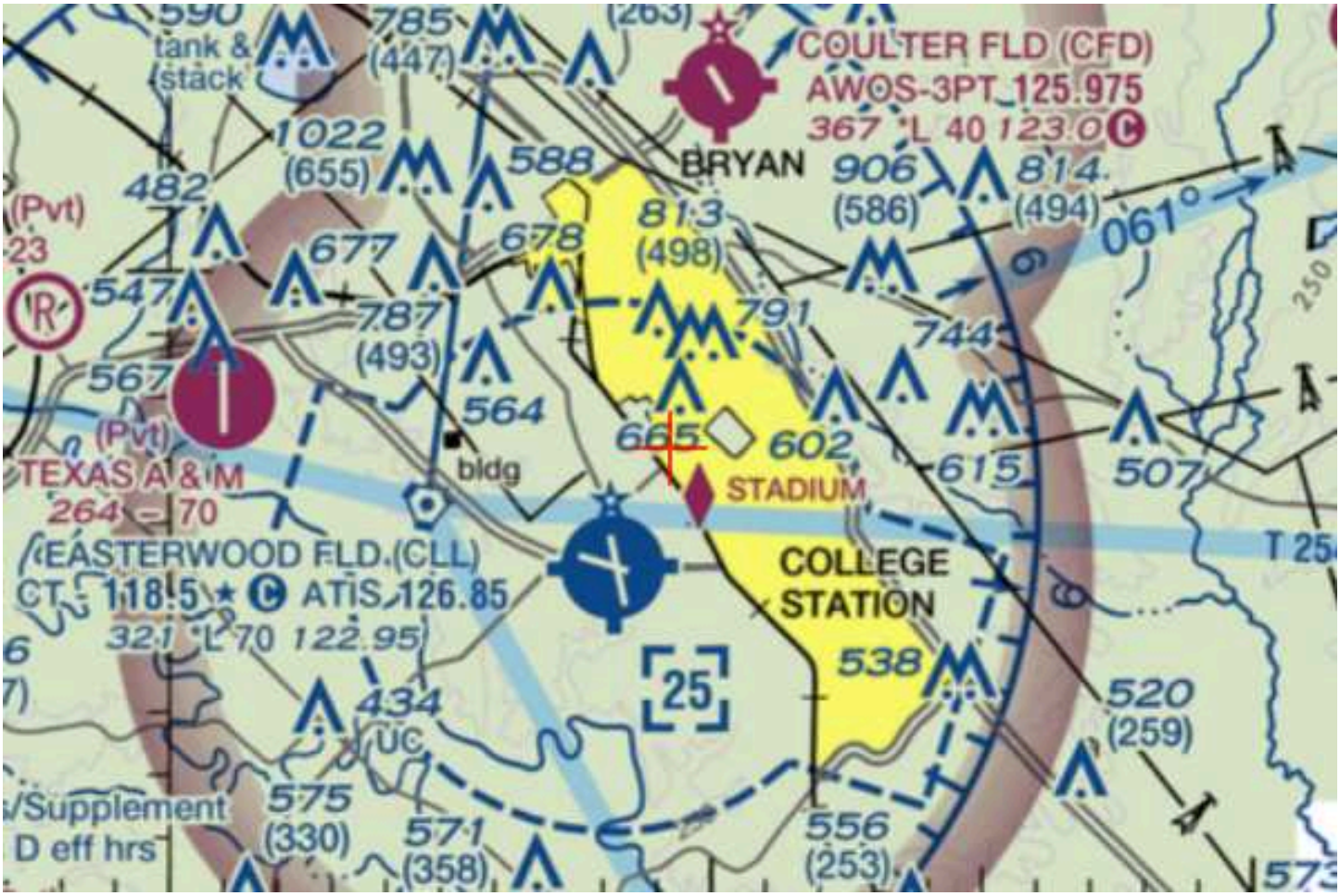
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Building development project located in College Station, TX.

TOPO Map for ASN 2025-ASW-982-OE



Sectional Map for ASN 2025-ASW-982-OE



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

Aeronautical Study No.
2025-ASW-983-OE

Issued Date: 04/17/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

**** 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:	Multi-purpose Building The Verve_2
Location:	College Station, TX
Latitude:	30-37-14.93N NAD 83
Longitude:	96-20-43.96W
Heights:	349 feet site elevation (SE)
	231 feet above ground level (AGL)
	580 feet above mean sea level (AMSL)

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

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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 Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-983-OE.

Signature Control No: 645364044-654145433 (DNH)
Julie A. Morgan
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Abbreviations
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MSL = Mean Sea Level
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2025-ASW-984-OE exceeds by 98 feet.
2025-ASW-985-OE exceeds by 110 feet.

Part 77 obstruction standards are used to screen the many proposals submitted to identify those which warrant further aeronautical study. This study is conducted to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment on 03/06/2025 to 4998 email responders with zero responses.

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.

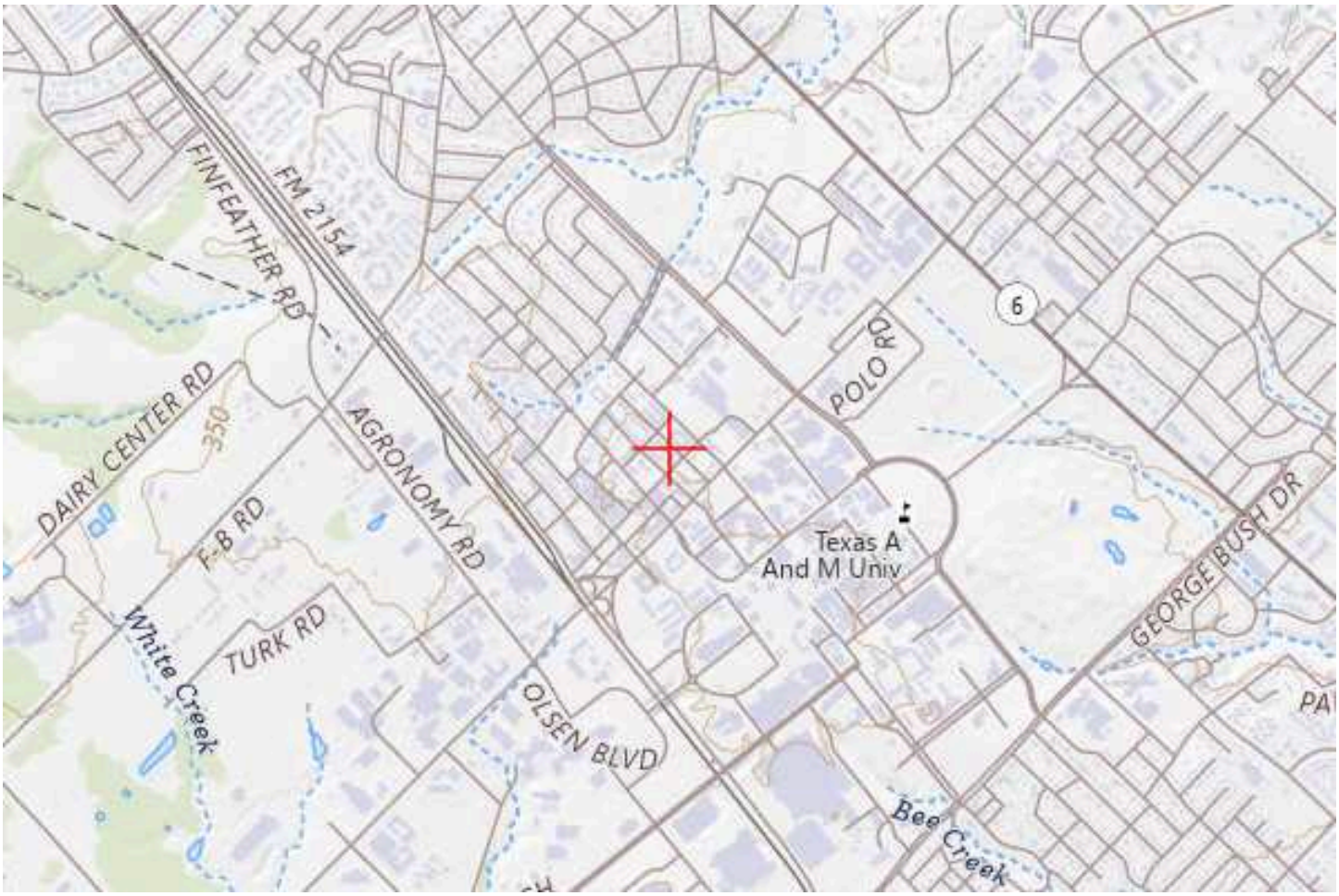
> The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

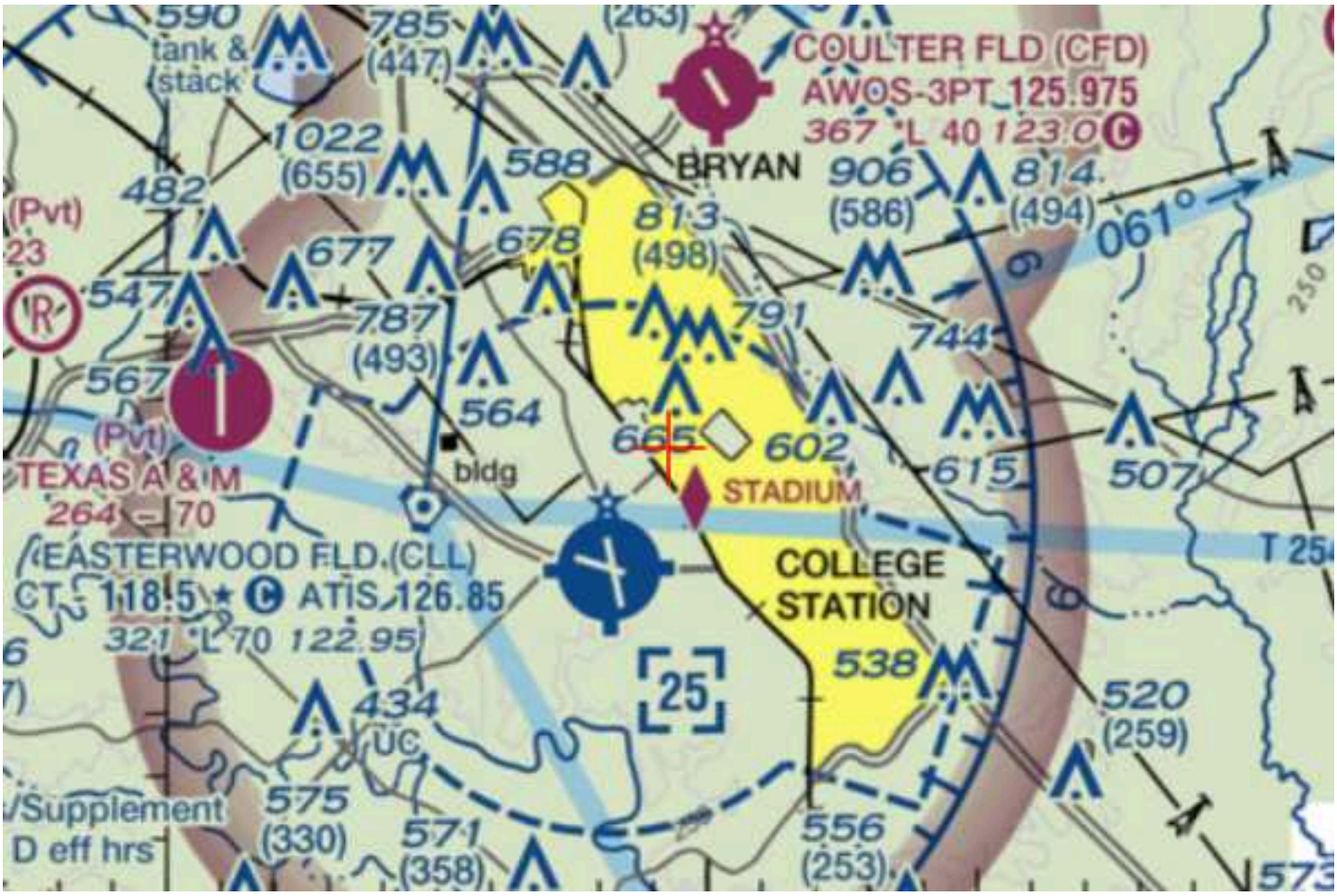
The cumulative impact of the proposed structure is not considered significant. The study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction 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.

Building development project located in College Station, TX.

TOPO Map for ASN 2025-ASW-983-OE




590
tank &
stack
785
(447)
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COULTER FLD (CFD)
AWOS-3PT 125.975
367 L 40 123.0
1022
(655)
588
BRYAN
906
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677
678
547
787
(493)
791
744
567
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665
602
STADIUM
615
507
(Pvt)
TEXAS A & M
264 – 70
bldg
EASTERWOOD FLD (CLL)
CT 118.5 ★ ATIS 126.85
321 L 70 122.95
COLLEGE
STATION
538
520
(259)
25
434
UC
Supplement
D eff hrs
575
(330)
571
(358)
556
(253)

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

Aeronautical Study No.
2025-ASW-984-OE

Issued Date: 04/17/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

**** 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:	Multi-purpose Building The Verve_3
Location:	College Station, TX
Latitude:	30-37-16.30N NAD 83
Longitude:	96-20-45.58W
Heights:	351 feet site elevation (SE)
	229 feet above ground level (AGL)
	580 feet above mean sea level (AMSL)

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

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

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to 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.

This determination expires on 10/17/2026 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 May 17, 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 May 27, 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 Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-984-OE.

Signature Control No: 645364045-654145435 (DNH)
Julie A. Morgan
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Abbreviations
AGL = Above Ground Level
MSL = Mean Sea Level
NM = Nautical Mile
RWY = Runway
NEH = No Effect Height
Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed building project is composed of four studies that represent the four corners of the building, located approximately 2.11 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies have an impact, and they are:

Aeronautical Study AGL / MSL Direct distance from runway end 17
2025-ASW-982-OE 227 / 580 10100 feet / 1.66 nm
2025-ASW-983-OE 231 / 580 10343 feet / 1.70 nm
2025-ASW-984-OE 229 / 580 10387 feet / 1.70 nm
2025-ASW-985-OE 226 / 580 10146 feet / 1.66 nm

The proponent agreed to lower the proposed structure by 31 feet to clear any instrument approaches for the airport.

Aeronautical study number 2025-ASW-982-OE is being circulated for public comment and will represent the project. Any comment made for this study, will be a comment for the project.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2025-ASW-982-OE exceeds by 27 feet.
2025-ASW-983-OE exceeds by 31 feet.
2025-ASW-984-OE exceeds by 29 feet.
2025-ASW-985-OE exceeds by 26 feet.

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation.

2025-ASW-982-OE exceeds by 110 feet.
2025-ASW-983-OE exceeds by 100 feet.
2025-ASW-984-OE exceeds by 98 feet.
2025-ASW-985-OE exceeds by 110 feet.

Part 77 obstruction standards are used to screen the many proposals submitted to identify those which warrant further aeronautical study. This study is conducted to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment on 03/06/2025 to 4998 email responders with zero responses.

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.

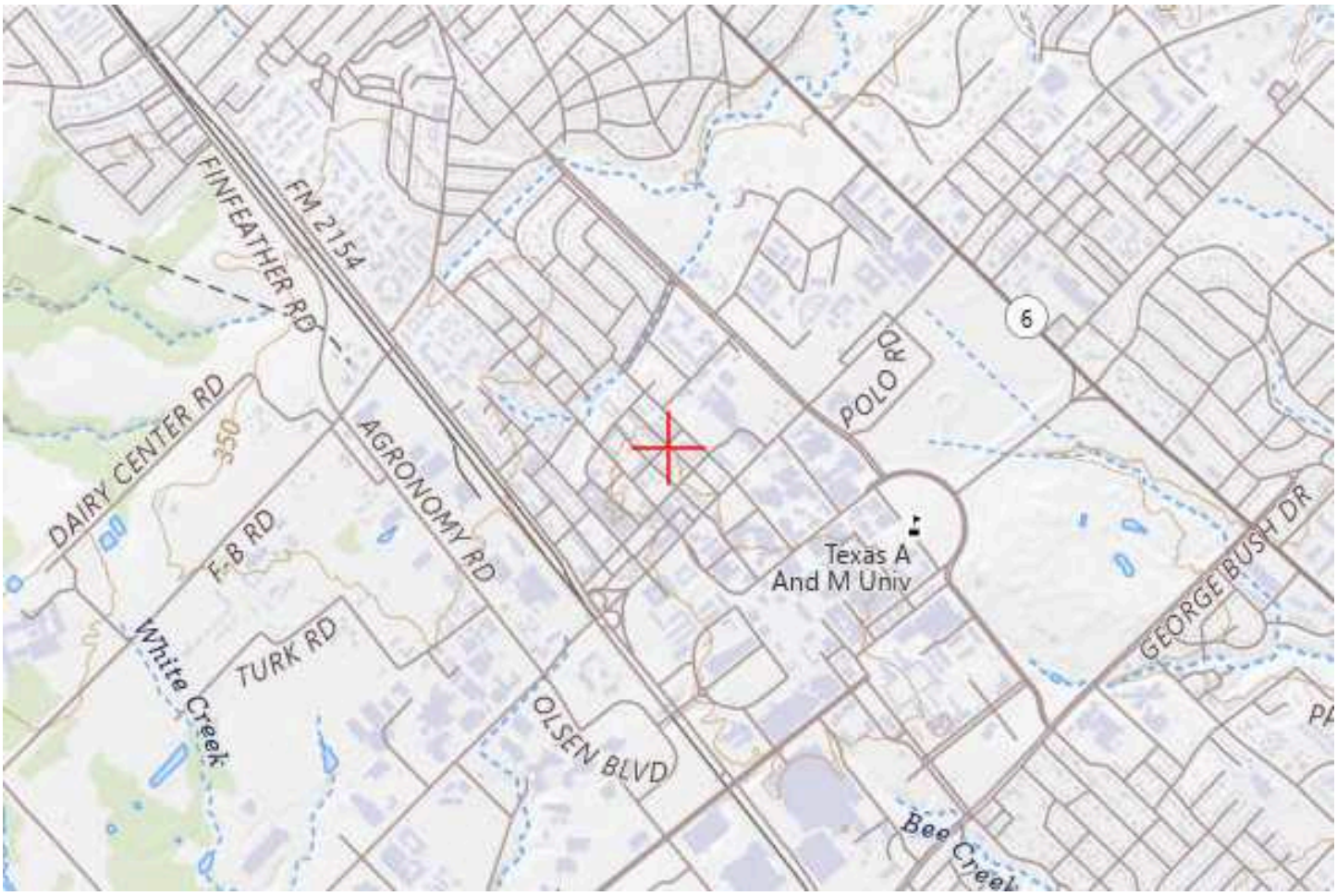
> The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure is not considered significant. The 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.

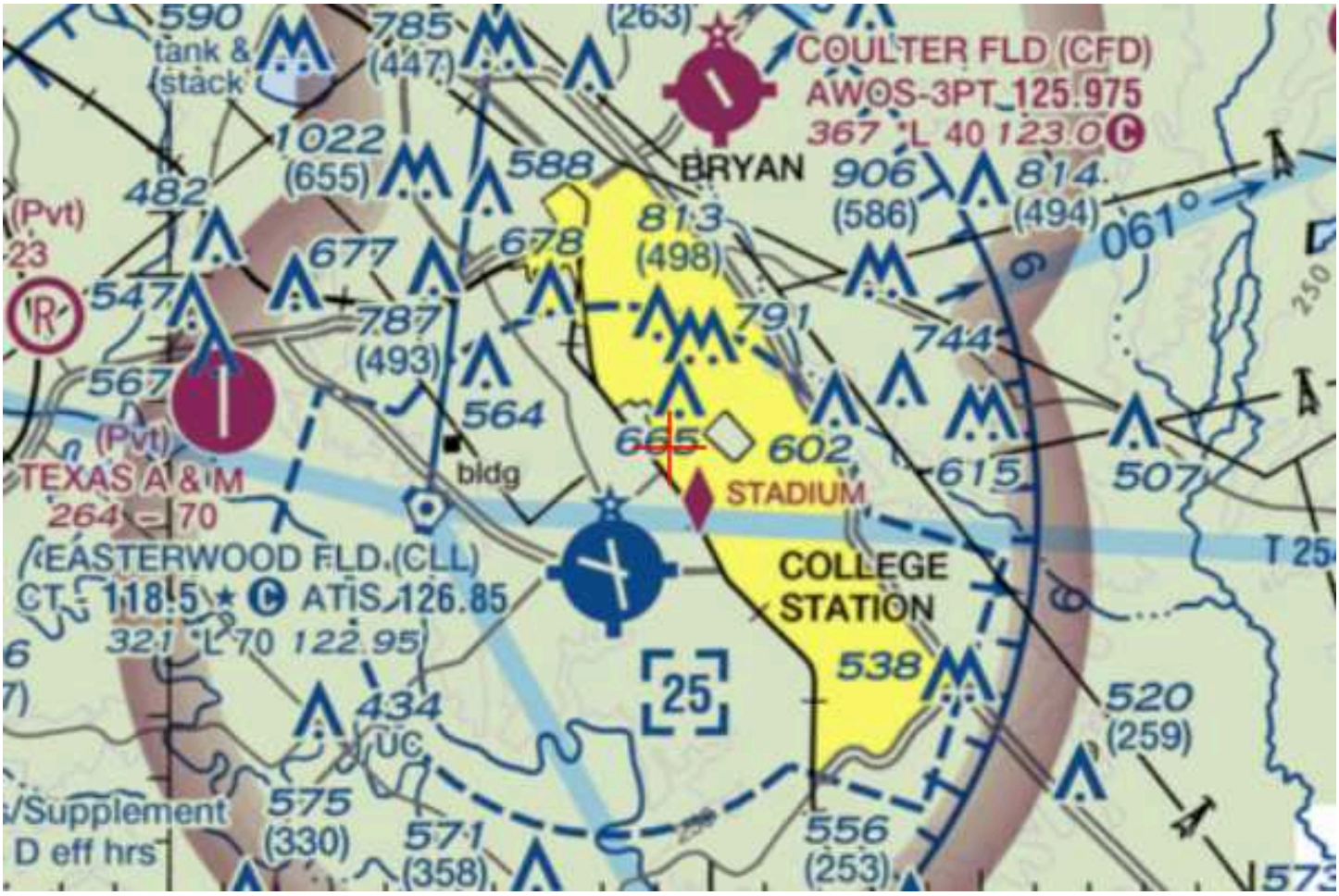
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Building development project located in College Station, TX.

TOPO Map for ASN 2025-ASW-984-OE



Sectional Map for ASN 2025-ASW-984-OE



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Fort Worth, TX 76177

Aeronautical Study No.
2025-ASW-985-OE

Issued Date: 04/17/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

**** 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:	Multi-purpose Building The Verve_4
Location:	College Station, TX
Latitude:	30-37-14.54N NAD 83
Longitude:	96-20-47.56W
Heights:	354 feet site elevation (SE)
	226 feet above ground level (AGL)
	580 feet above mean sea level (AMSL)

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

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

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to 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.

This determination expires on 10/17/2026 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 May 17, 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 May 27, 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 Andrew Hollie, at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-985-OE.

Signature Control No: 645364046-654145434 (DNH)
Julie A. Morgan
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Case Description
Map(s)

Abbreviations
AGL = Above Ground Level
MSL = Mean Sea Level
NM = Nautical Mile
RWY = Runway
NEH = No Effect Height
Part 77 = Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

Our study has disclosed that this proposed building project is composed of four studies that represent the four corners of the building, located approximately 2.11 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies have an impact, and they are:

Aeronautical Study AGL / MSL Direct distance from runway end 17
2025-ASW-982-OE 227 / 580 10100 feet / 1.66 nm
2025-ASW-983-OE 231 / 580 10343 feet / 1.70 nm
2025-ASW-984-OE 229 / 580 10387 feet / 1.70 nm
2025-ASW-985-OE 226 / 580 10146 feet / 1.66 nm

The proponent agreed to lower the proposed structure by 31 feet to clear any instrument approaches for the airport.

Aeronautical study number 2025-ASW-982-OE is being circulated for public comment and will represent the project. Any comment made for this study, will be a comment for the project.

At the proposed height, this structure will penetrate these protected airport surfaces:

> 77.17 (a)(2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.

2025-ASW-982-OE exceeds by 27 feet.
2025-ASW-983-OE exceeds by 31 feet.
2025-ASW-984-OE exceeds by 29 feet.
2025-ASW-985-OE exceeds by 26 feet.

> 77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation.

2025-ASW-982-OE exceeds by 110 feet.
2025-ASW-983-OE exceeds by 100 feet.
2025-ASW-984-OE exceeds by 98 feet.
2025-ASW-985-OE exceeds by 110 feet.

Part 77 obstruction standards are used to screen the many proposals submitted to identify those which warrant further aeronautical study. This study is conducted to determine if the proposal would have a significant adverse effect on protected aeronautical operations and airspace. While part 77 obstruction standards trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is not sufficient grounds for issuance of a determination of hazard to air navigation.

The proposal was circularized for public comment on 03/06/2025 to 4998 email responders with zero responses.

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.

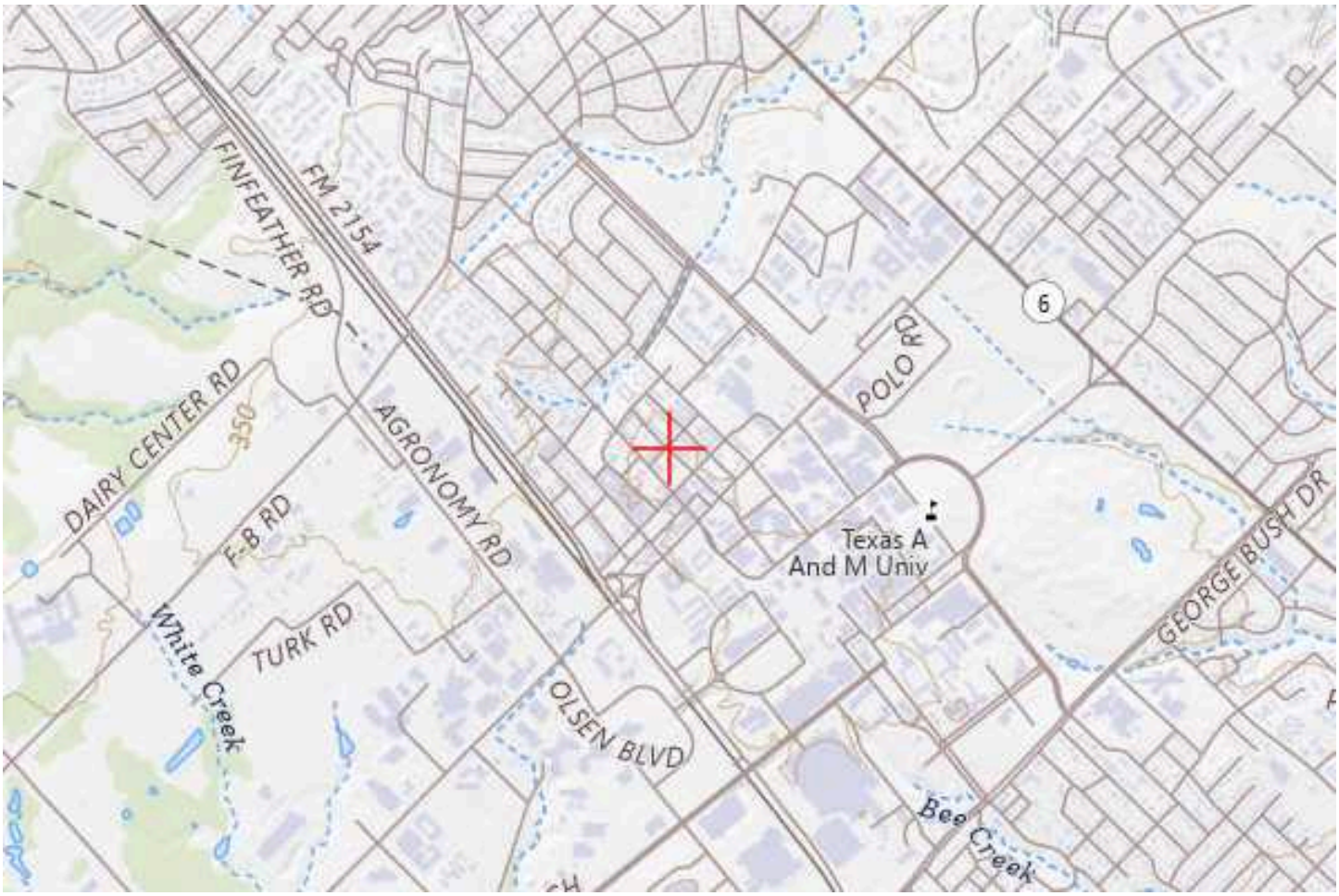
> The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

The cumulative impact of the proposed structure is not considered significant. The 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.

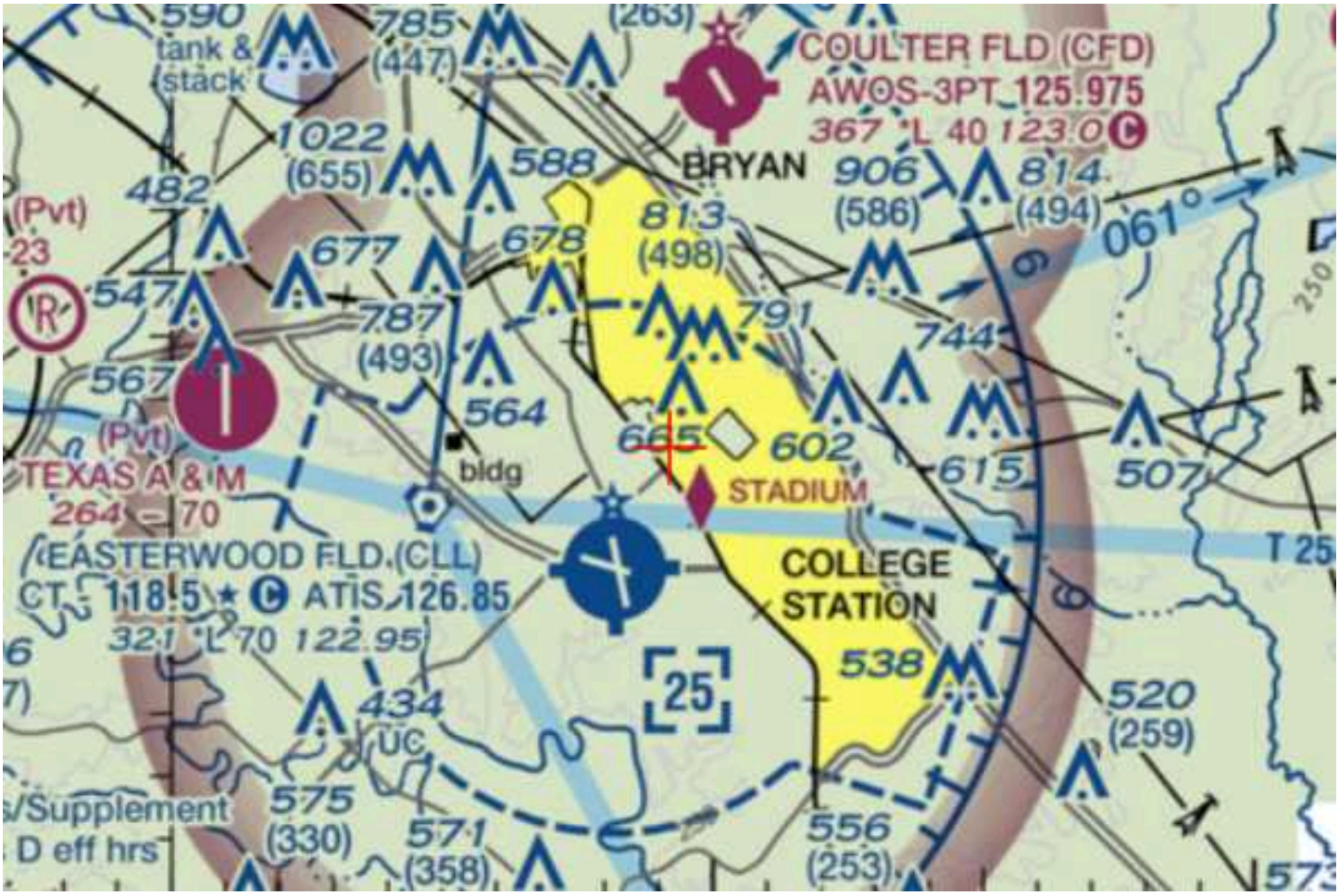
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

Building development project located in College Station, TX.

TOPO Map for ASN 2025-ASW-985-OE



Sectional Map for ASN 2025-ASW-985-OE



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Aeronautical Study No.
2025-ASW-2589-OE

Issued Date: 04/17/2025

Dylan Lambur
Subtext Living
3000 Locust Street
St. Louis, MO 63103

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

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:	Tower Crane The Verve Tower Crane
Location:	College Station, TX
Latitude:	30-37-15.38N NAD 83
Longitude:	96-20-44.98W
Heights:	350 feet site elevation (SE)
	298 feet above ground level (AGL)
	648 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

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.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a 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 temporary 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.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice to Airmen (NOTAM).

If you have any questions, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-2589-OE

Signature Control No: 648936288-654147100 (TMP)
Andrew Hollie
Specialist

Additional Condition(s) or Information for ASN 2025-ASW-2589-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 298 feet above ground level, 648 feet above mean sea level.

Location: The structure will be located 2.15 nautical miles northeast of CLL Airport reference point.

Case Description for ASN 2025-ASW-2589-OE

This is for the tower crane needed to construct a proposed building in College Station, TX.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (2) by 98 feet - a height that exceeds 550 feet above mean sea level within 2.15 nautical miles of CLL.

Section 77.17 (a) (3) by 68 feet - a height that increases a minimum instrument flight altitude within a terminal area (TERPS Criteria). The proposal would necessitate At 648 AMSL,1A, Easterwood FLD (CLL), College Station, TX. RNAV (GPS) RWY 17, AMDT 1C, ILS OR LOC RWY 35, AMDT 14B, RNAV (GPS) RWY 11, AMDT 1D, RNAV (GPS) RWY 29, AMDT 1B, RNAV (GPS) RWY 35, AMDT 1C, VOR RWY 29, AMDT 14A, VOR OR TACAN RWY 11, AMDT 19F, increase Circling CAT B MDA from 880 to 960, NEH 580 AMSL. /// LOC BC RWY 17, AMDT 8A, increase Circling CAT B MDA from 940 to 960, NEH 640 AMSL.

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (b) Conical Surface by 168 feet as applied to CLL.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route visual flight rules (VFR) operations.
not exceed traffic pattern airspace
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMEN (NOTAM) CANCELLATION.

It is required that the manager of EASTERWOOD FLD, (979) 775-9901 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of EASTERWOOD FIELD Air Traffic Control at 979-846-3998 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 10/17/2026 unless extended, revised, or terminated by the issuing office.

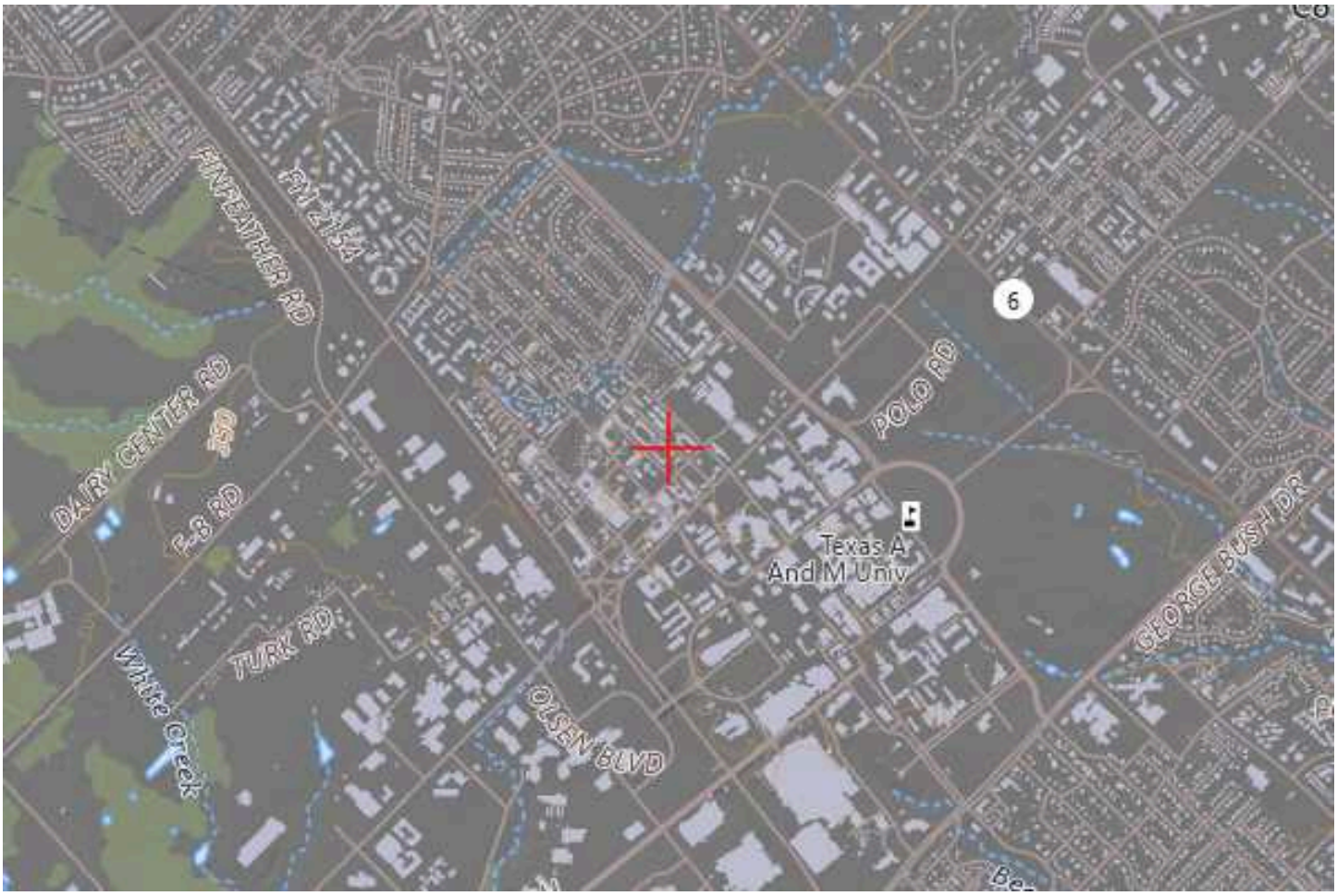
NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE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

You must contact the FAA as specified above to request a Flight Data Center (FDC) Notice to Airmen (NOTAM) in order to coordinate the following:

At 648 AMSL,1A, Easterwood FLD (CLL), College Station, TX. RNAV (GPS) RWY 17, AMDT 1C, ILS OR LOC RWY 35, AMDT 14B, RNAV (GPS) RWY 11, AMDT 1D, RNAV (GPS) RWY 29, AMDT 1B, RNAV (GPS) RWY 35, AMDT 1C, VOR RWY 29, AMDT 14A, VOR OR TACAN RWY 11, AMDT 19F, increase Circling CAT B MDA from 880 to 960, NEH 580 AMSL. /// LOC BC RWY 17, AMDT 8A, increase Circling CAT B MDA from 940 to 960, NEH 640 AMSL.

You must also contact the FAA as specified above when the temporary structure has been removed from the site to cancel the NOTAM(s). If it specifies above that you must contact the FAA via e-filing, please visit the instructions link at oeaaa.faa.gov and review the NOTAM Efile Desk Reference Guide for assistance.

TOPO Map for ASN 2025-ASW-2589-OE



Sectional Map for ASN 2025-ASW-2589-OE