



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: 273 738 885 177 25 | Passcode: wU2iu6KW
Phone: 833-240-7855

The City Council may or may not attend this meeting.

March 3, 2026

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 thirdparty 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. January 6, 2026

2.2. Public Hearing, presentation, discussion, and possible action regarding a height variance to the Easterwood Airport Zoning Ordinance, for the property located at Culpepper At TAMU Subdivision Phase 2, Block 1, Lot 2, generally located at 725 University Drive (referred to as 801 Legacy Point Drive). The subject property is zoned NG-2 Transitional Northgate. Case #AWV2025-000107

Sponsors: Jeff Howell

Attachments:

1. Staff Report
2. Small Area Map and Aerial
3. Applicants Supporting Information
4. Federal Aviation Administration Documentation
5. Applicant's Supporting Information to Federal Aviation Administration
6. TAMU System Documentation
7. Easterwood Airport Management Documentation
8. Exhibit

3. 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 February 23, 2026 at 5:00 p.m.



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.

**Minutes
Zoning Board of Adjustments
Regular Meeting
January 6, 2026**

MEMBERS PRESENT: Chairperson Bill Lartigue, Justin Collins, Michael Martinez, and James Hutchins

MEMBERS ABSENT: Jaymeson Hacker

CITY STAFF PRESENT: Assistant Director of Planning & Development Services Molly Hitchcock, Staff Planner Gabriel Schrum, Assistant City Attorney David Purnell, Technology Service Specialist Lillian Wells, Administrative Support Specialist Kristen Hejny, and Staff Assistant Jocelyne Mora.

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:

- October 7, 2025

Board Member Collins moved to approve the meeting minutes from October 7, 2025, Board Member Martinez seconded the motion, the motion passed 4-0.

- 2.2. Public Hearing, presentation, discussion, and possible action regarding variance to the maximum size of accessory structures per the Unified Development Ordinance Section 6.5.B.1 'Accessory Structures,' for the property located at Woodland Acres, Lot 6 (Front 419' of), Acres 1.4445, generally located at 904 Ashburn Avenue. The property is zoned GS General Suburban. Case #AWV2025-000091.

Staff Planner Schrum presented the item to the Board and stated that the applicant is requesting an increase in accessory structure size to go beyond the allowed 25% of the principal structure maximum allowance for a proposed Accessory Dwelling Unit (ADU).

Staff recommended denial of the request due to the fact that it does not meet the specified criteria. Specifically:

1. There are no extraordinary conditions affecting the land depriving the owner of its use.
2. The granting of the variance is not necessary for the enjoyment of a substantial property right.

3. The conditions generally apply to other property in the vicinity.
4. The hardship is a result of the applicant's own actions.
5. That because of these conditions, the application of the UDO would not effectively prohibit or unreasonably restrict the utilization of the property.

Chairperson Lartigue opened the public hearing.

Brandon Spears, Applicant, presented to the Board and was available for questions.

Board Member Hutchins asked if the applicant were to build onto their home, would this allow them to build a bigger accessory dwelling unit.

Staff Planner Schrum confirmed that a remodel of the main structure would increase the 25% accessory dwelling unit allowance based on the new square footage of the home.

Board Member Hutchins asked if the applicant could construct an attached garage similar to neighboring properties.

Board Member Collins seconded clarification on if the properties that were mentioned in the applicant's presentation were considered garages and not accessory dwelling units.

Staff Planner Schrum confirmed that the other properties presented were all if not the majority permitted and used as detached garages, even though some have existing living spaces in them. The 25% principal structure maximum allowance is looked at for an accessory dwelling unit utilization.

Board Member Martinez asked for confirmation is it being considered an accessory dwelling unit is because it would occupied.

Staff Planner Schrum confirmed that permitting is based on its use as an accessory dwelling unit. All residential building plans are looked over when they come in for review.

Board Member Martinez and Board Member Hutchins asked if there are any cases where staff allow accessory dwelling units permitted over the 25% principal structure max allowance. If so, was this option given to the applicant.

Staff Planner Schrum confirmed staff does offer a mix of adjustments. A 10% administrative adjustment to the 25% maximum allowance can be requested but anything beyond that is the purview of the Zoning Board of Adjustment. The administrative adjustment is always an option but was not necessarily presented due to the square footage of the proposed accessory dwelling unit far exceeding the limits of the administrative adjustment.

Mary Wells, 1106 Ashburn Avenue, College Station, spoke in favor of the variance.

Chairperson Lartigue closed the public hearing.

Board Member Martinez stated that the Board must uphold Unified Development Ordinance (UDO) standards.

Board Member Hutchins asked what is being affected, what happens to the UDO down the line, and what happens to the property in 20 years.

Board Member Martinez requested recommendations from staff on what could be possibly proposed as conditions.

Assistant City Attorney David Purnell explained that this meeting is the proper legal forum to decide whether to grant a variance. He noted that the additional 10% beyond the allowed 25% would be considered an administrative adjustment and is within the administrator's discretion. Staff must follow the Unified Development Ordinance (UDO) adopted by the democratically elected governing body and adhere to the established procedures. Under Chapter 211 of the Texas Local Government Code, the Board must determine whether granting a variance would preserve the spirit and intent of the zoning regulations. If the applicant meets all required criteria, the Board may grant the variance.

Board Member Martines asked Assistant City Attorney David Purnell if this was either a yes or no type of circumstance.

Assistant City Attorney David Purnell confirmed.

Board Member Collins stated that the variance does not meet the necessary nine criteria.

Board Member Martinez agreed that the variance does not meet the necessary nine criteria.

Board Member Collins motioned to deny the variance as it does not meet the necessary nine criteria, Board Member Hutchinson seconded the motion, the motion to deny passed 4-0.

3. Adjourn.

The meeting adjourned at 6:40 p.m.

Approved:

Attest:

Bill Lartigue, Chairperson

Jocelyne Mora, Board Secretary



CITY OF COLLEGE STATION

AIRPORT ZONING BOARD OF ADJUSTMENT
AIRPORT HEIGHT VARIANCE REQUEST

FOR

725 University Drive
(referred to as 801 Legacy Point Drive)
AWV2025-000107

REQUEST: Height variance to the Easterwood Airport Zoning Ordinance

LOCATION: 725 University Drive (referred to as 801 Legacy Point Drive)
Culpepper at TAMU Subdivision Phase 2, Block 1, Lot 2

ZONING: NG-2 Transitional Northgate

PROPERTY OWNER: Culpepper Family LP

APPLICANT: Kimley-Horn

PROJECT MANAGER: Jeff Howell, Senior Planner
jhowell@cstx.gov

RECOMMENDATION: Approval

BACKGROUND: The applicant is proposing a new student high rise development in Northgate encompassing one lot at the corner of Legacy Point Drive and Church Avenue. The building is anticipated to have commercial use, lobby and residential amenities with parking on the ground floor, along with a parking garage and residential units above similar to the character of other developments in the area. The structure is anticipated to be 25 stories in height, and the tallest corner will sit at 620'-8" Above Mean Sea Level (AMSL) or 282'-8" Above Ground Level (AGL). Per the Airport Zoning Ordinance for the Easterwood Airport, the maximum height limitation for this site is 520.6' AMSL. The applicant is requesting a height variance for the building, any tolerances during construction or any additional rooftop equipment such as the FAA light of approximately 117.4' (638' AMSL/300' AGL).

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: March 3, 2026
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-2 Transitional Northgate	Parking lot
East	NG-2 Transitional Northgate	Restaurant, University Drive (Right-of-Way)
South	NG-2 Transitional Northgate	Legacy Point Drive (Right-of-Way)
West	NG-2 Transitional Northgate	Multifamily, Legacy Point Drive (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 an increase in maximum height for a new proposed mixed-use structure. The height variance request of 117.4-feet for the building structure will allow for the height of the building, building tolerances that may change during construction and any additional rooftop equipment (such as the FAA light) that is needed to develop the newly proposed mixed-use structure. The overall building height will sit at a maximum of 620'-8" Above Mean Sea Level or 282'-8" Above Ground Level.

The FAA has made the determination that No Hazard to Air Navigation is present for the building (638 AMSL/300' AGL). In consultation with the EAM team, the TAMU System has no objections to the granting of a variance for the building.

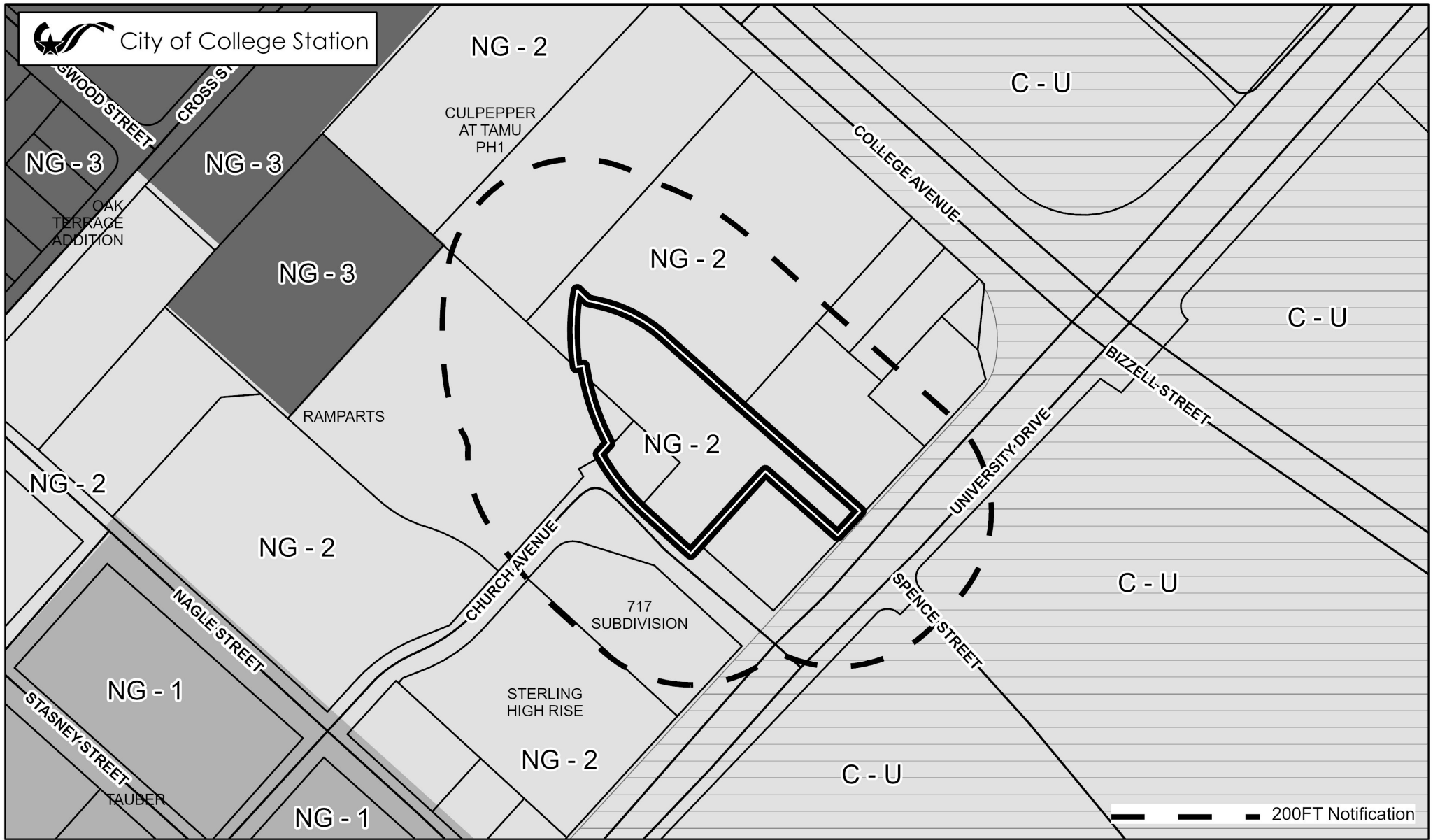
Allowing the height encroachment for building would result in substantial justice being done. The relief would not be contrary to the public interest as it has been deemed acceptable by the FAA, Easterwood Airport and the TAMU System with additional safety precautions and communication processes between 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. Small Area Map and Aerial
2. Applicant's Supporting Information
3. Federal Aviation Administration Documentation
4. Applicant's Supporting Information to Federal Aviation Administration
5. Easterwood Airport Management Documentation
6. TAMU System Documentation
7. Exhibit



ZONING DISTRICTS (In Grayscale)

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

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
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

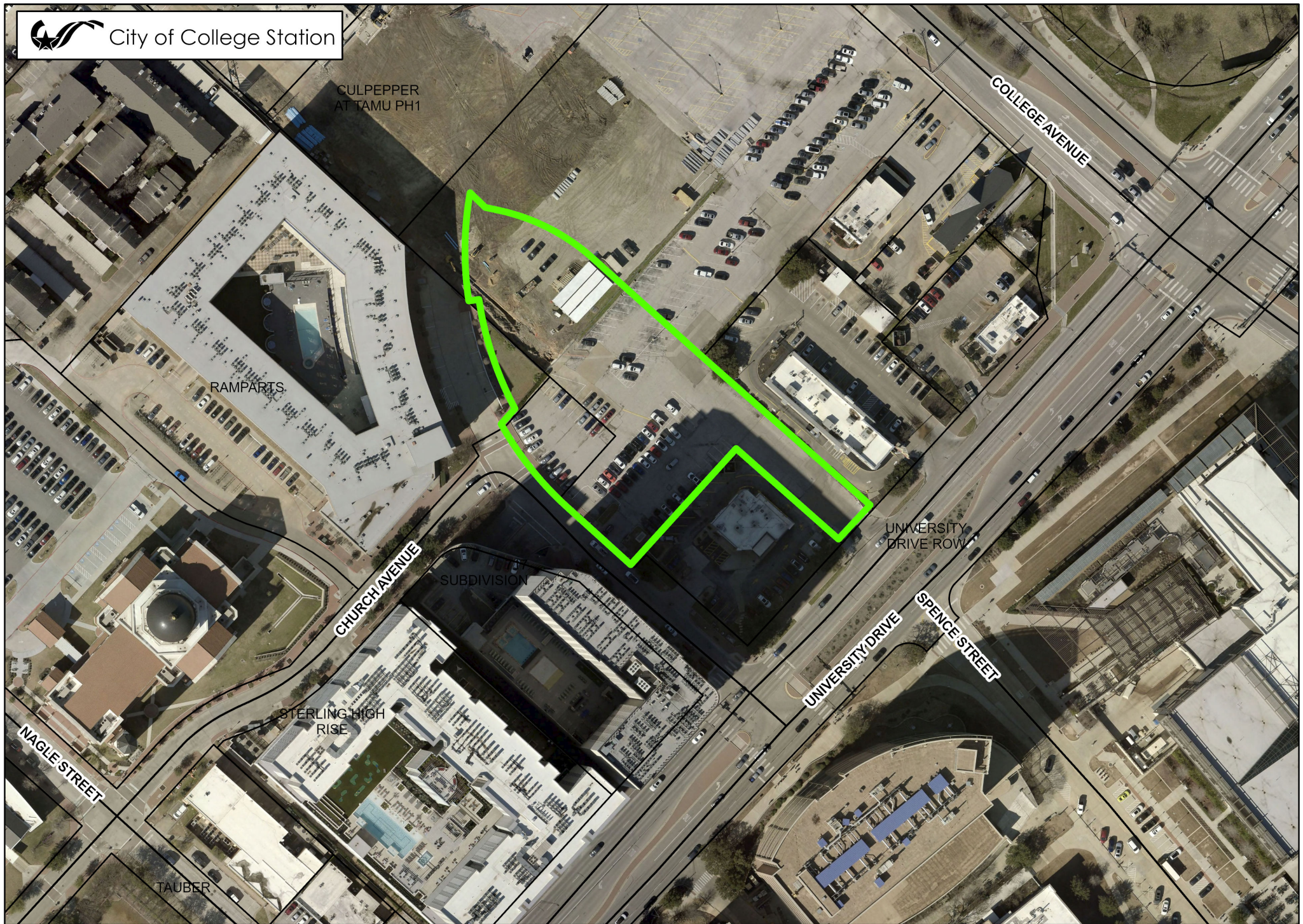
Retired Districts	
R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial



0 205 410 Feet

**CULPEPPER PHASE 2-HEIGHT VARIANCE
(BUILDING ONLY)**

Case: APPEALS WAIVERS VARIANCES
AWV2025-000107



0 130 260 Feet

**CULPEPPER PHASE 2-HEIGHT VARIANCE
(BUILDING ONLY)**

Case: APPEALS WAIVERS VARIANCES
AWV2025-000107



APPEAL/WAIVER APPLICATION SUPPORTING INFORMATION

Name of Project: CULPEPPER PHASE 2-HEIGHT VARIANCE (BUILDING ONLY) (AWV2025-000107)

Address: 725 UNIVERSITY DR

Legal Description: A005001, J E SCOTT (ICL), TRACT 100, 0.1763 ACRES, PT OF UNIVERSITY SQUARE

Applicant: Kimley-Horn

Property Owner: CULPEPPER FAMILY LP

Applicable ordinance section being appealed/seeking waiver from:

Easterwood Field Airport Zoning Ordinance

The following specific variation to the ordinance is requested:

The proposed structure will exceed the airport height zoning limit. The request is 300' to match FAA height, however the building will be 282'8" as coordinated with the NRA documents. This request allows for appurtenances such as the FAA light and building tolerances.

The following special condition exists:

The irregular parcel shape forces an inefficient parking layout which requires additional levels of parking to meet code minimums.

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

Compliance would result in not being able to meet the minimum parking requirements and still be financially feasible.

The following alternatives to the requested variance are possible:

Without this variance developing this site is not financially feasible.

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

This variance allows for more quality student housing in very close proximity to campus. This project is part of a 3-phase project that will ultimately connect the North-gate district with Century Square which will ultimately strengthen the overall College Station economy. Additionally, this project is making provisions to allow for a potential future pedestrian underpass connecting North Gate and TAMU campus.



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

Aeronautical Study No.
2025-ASW-5520-OE

Issued Date: 08/07/2025

LV COLLECTIVE
MAURICIO VISBAL
801 Congress Ave
Suite 200
Austin, TX 78701

**** 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 North Extent of Building
County, State: Brazos, Texas

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
North Extent of Building	30-37-21.61N	96-20-34.86W	338 Ft	300 Ft	638 Ft

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

As a condition to this Determination, the structure is to be marked/lighted 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 02/07/2027 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 06, 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 September 16, 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@faa.gov, at 1-817-222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-5520-OE.

Signature Control No: 656344182-672799783

(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 corners of the building, located approximately 2.26 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies are:

Aeronautical Study AGL / MSL Direct distance from runway end 16

2025-ASW-5520-OE 300 / 638 11340 feet / 1.86 nm

2025-ASW-5521-OE 300 / 633 11245 feet / 1.85 nm

2025-ASW-5522-OE 300 / 633 11123 feet / 1.83 nm

2025-ASW-5523-OE 300 / 637 11281 feet / 1.85 nm

Aeronautical study number 2025-ASW-5522-OE is being circulated for public comment as the closest point with the greatest impact. All comments for this study will be a comment on 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-5520-OE exceeds by 100 feet.

2025-ASW-5521-OE exceeds by 100 feet.

2025-ASW-5522-OE exceeds by 100 feet.

2025-ASW-5523-OE exceeds by 100 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 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-ASW-5520-OE exceeds by 108 feet.

2025-ASW-5521-OE exceeds by 107 feet.

2025-ASW-5522-OE exceeds by 114 feet.

2025-ASW-5523-OE exceeds by 110 feet.

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order 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 in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was circularized for public comment on 06/25/2025 to 4961 email respondents with no response returned.

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:

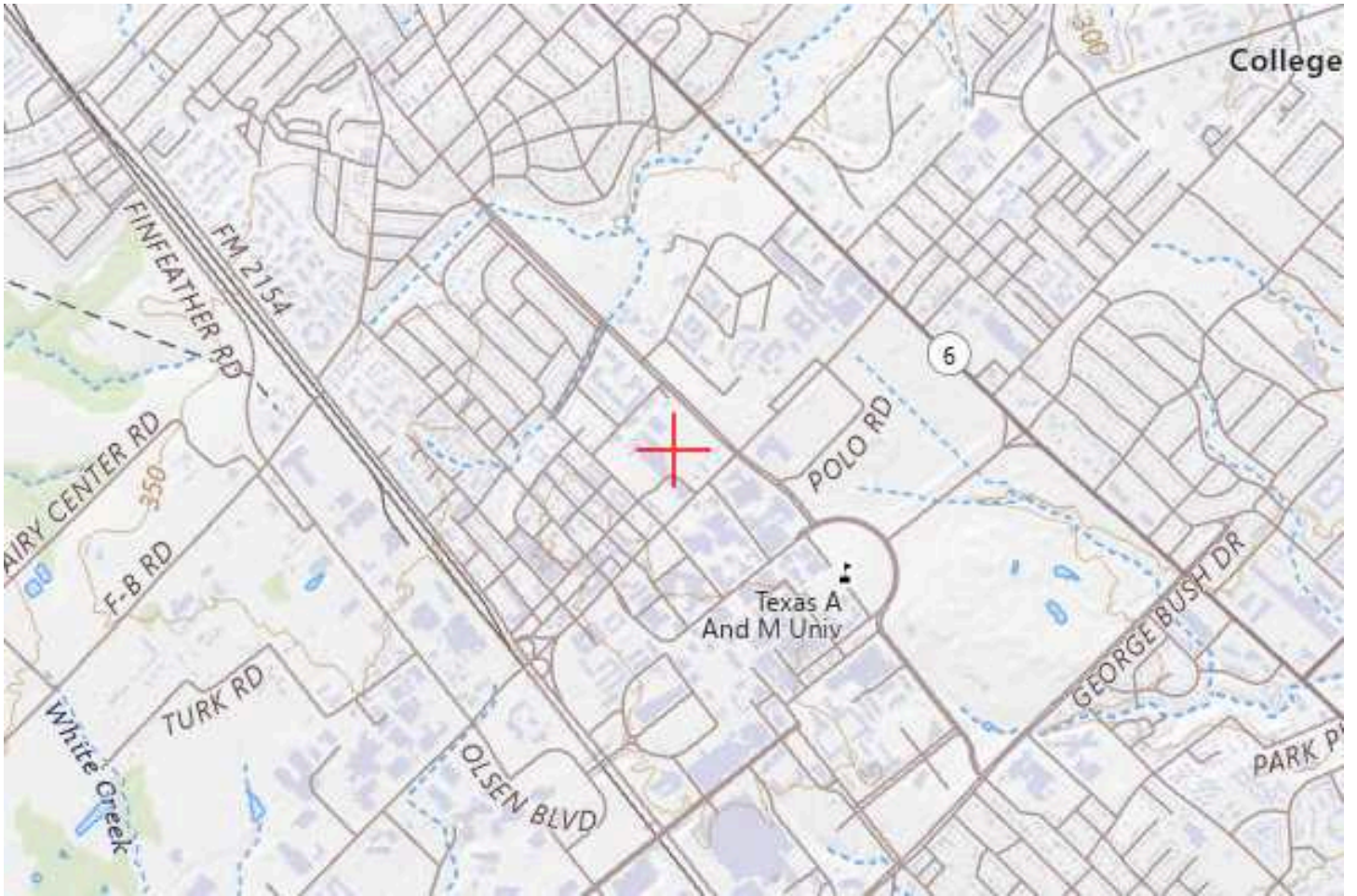
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

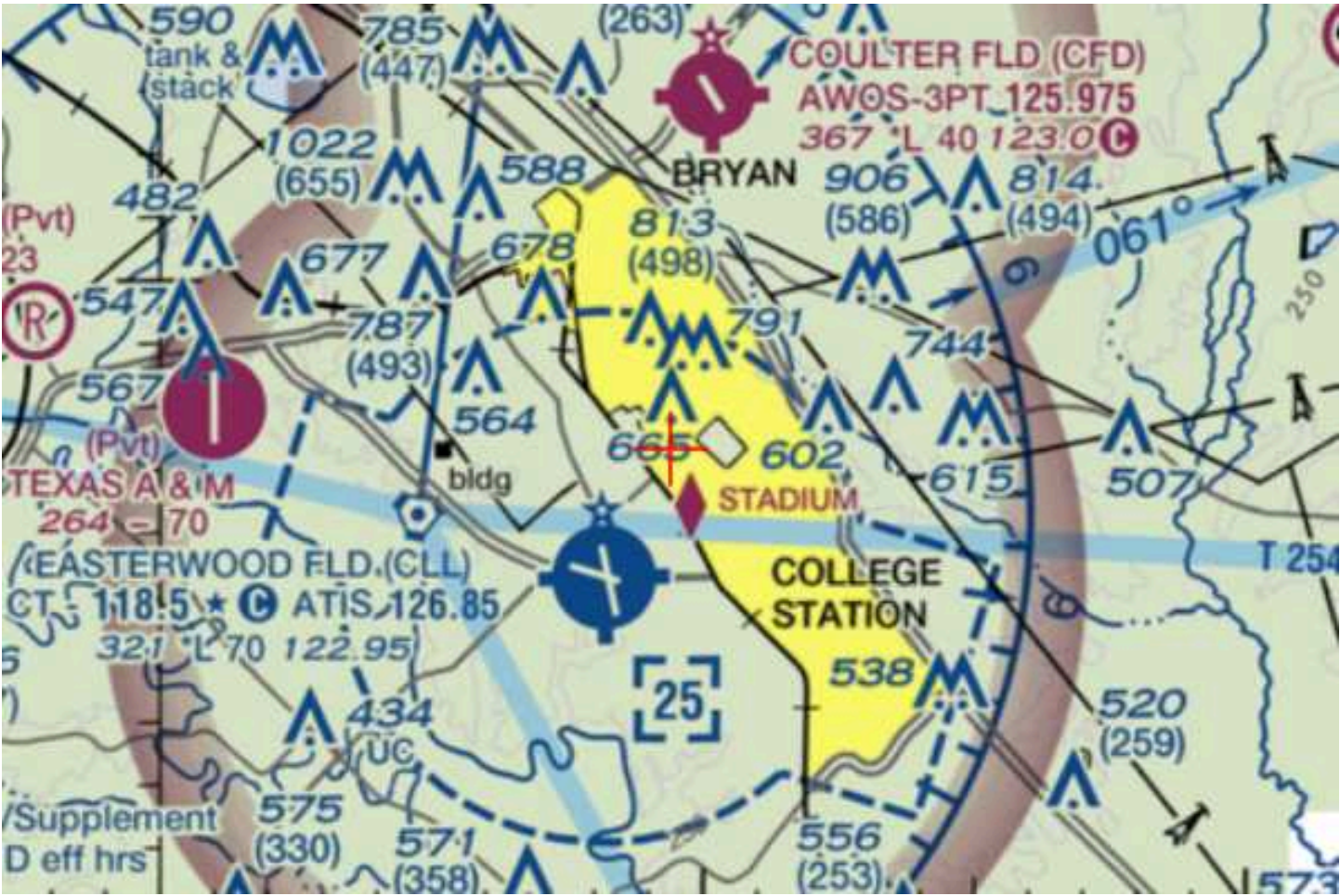
The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any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

Therefore, it is determined that the 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.

Case Description for ASN 2025-ASW-5520-OE

Filing proposed building development project and temporary cranes; College Station, TX.







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

Aeronautical Study No.
2025-ASW-5521-OE

Issued Date: 08/07/2025

LV COLLECTIVE
MAURICIO VISBAL
801 Congress Ave
Suite 200
Austin, TX 78701

**** 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 East Extent of Building
County, State: Brazos, Texas

Collected Point(s):					
Label	Latitude	Longitude	SE	DET AGL	AMSL
East Extent of Building	30-37-19.08N	96-20-32.48W	333 Ft	300 Ft	633 Ft

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 02/07/2027 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 06, 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.

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

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@faa.gov, at 1-817-222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-5521-OE.

Signature Control No: 656344183-672799786

(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 corners of the building, located approximately 2.26 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies are:

Aeronautical Study AGL / MSL Direct distance from runway end 16

2025-ASW-5520-OE 300 / 638 11340 feet / 1.86 nm

2025-ASW-5521-OE 300 / 633 11245 feet / 1.85 nm

2025-ASW-5522-OE 300 / 633 11123 feet / 1.83 nm

2025-ASW-5523-OE 300 / 637 11281 feet / 1.85 nm

Aeronautical study number 2025-ASW-5522-OE is being circulated for public comment as the closest point with the greatest impact. All comments for this study will be a comment on 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-5520-OE exceeds by 100 feet.

2025-ASW-5521-OE exceeds by 100 feet.

2025-ASW-5522-OE exceeds by 100 feet.

2025-ASW-5523-OE exceeds by 100 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 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-ASW-5520-OE exceeds by 108 feet.

2025-ASW-5521-OE exceeds by 107 feet.

2025-ASW-5522-OE exceeds by 114 feet.

2025-ASW-5523-OE exceeds by 110 feet.

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order 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 in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was circularized for public comment on 06/25/2025 to 4961 email respondents with no response returned.

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:

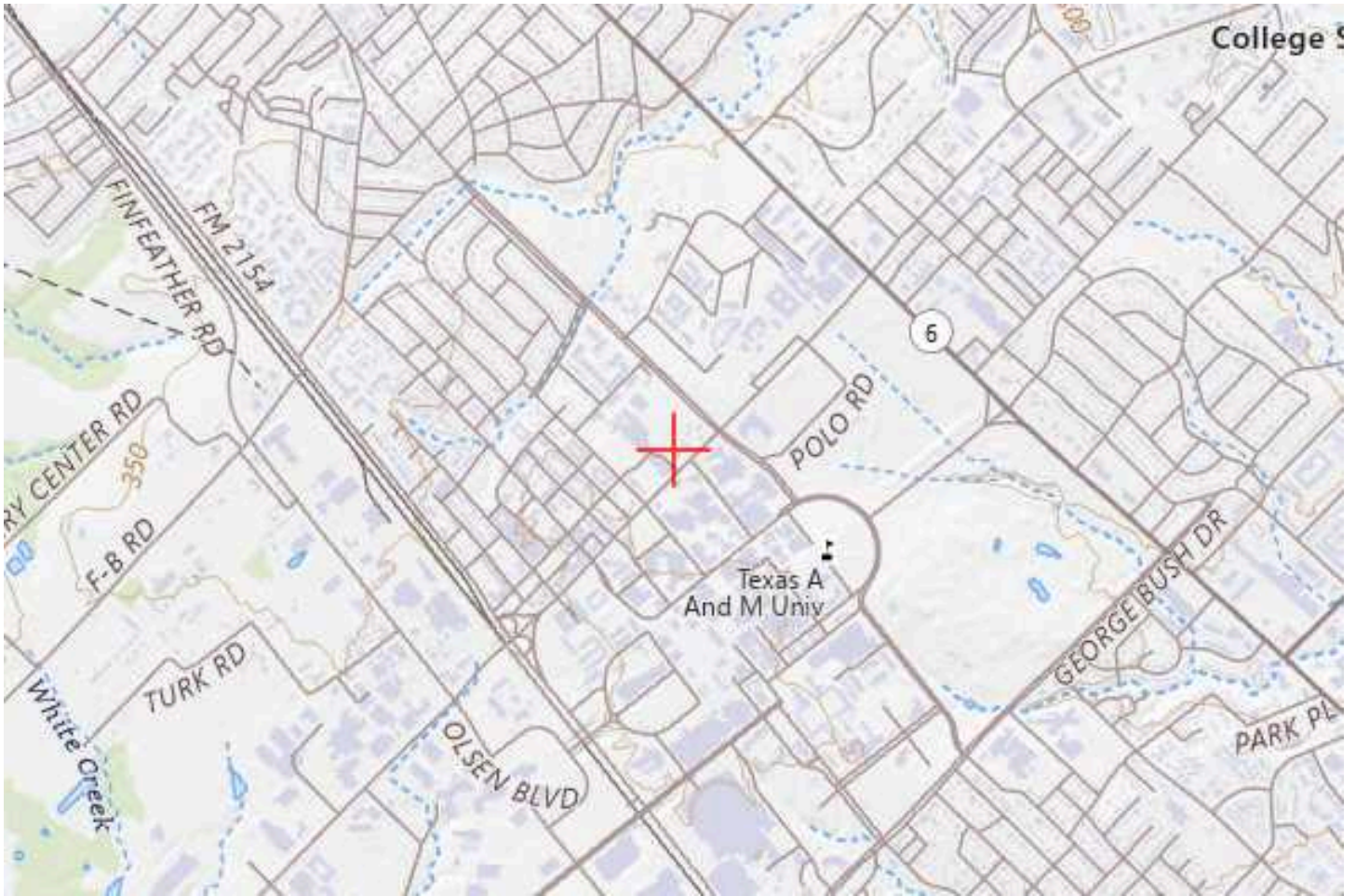
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.

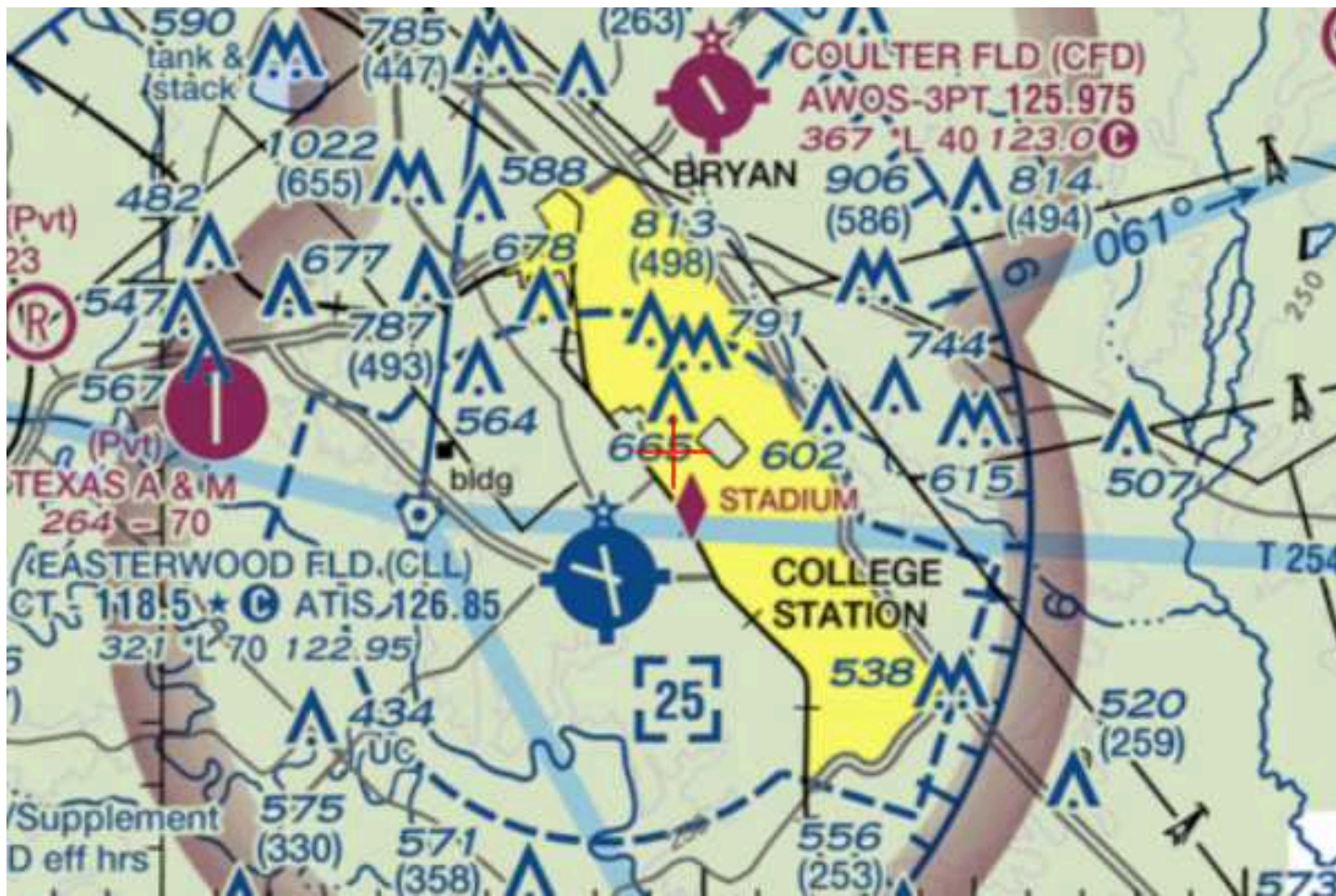
The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any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

Therefore, it is determined that the 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.

Case Description for ASN 2025-ASW-5521-OE

Filing proposed building development project and temporary cranes; College Station, TX.







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

Aeronautical Study No.
2025-ASW-5522-OE

Issued Date: 08/07/2025

LV COLLECTIVE
MAURICIO VISBAL
801 Congress Ave
Suite 200
Austin, TX 78701

**** 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 South Extent of Building
County, State: Brazos, Texas

Collected Point(s):					
Label	Latitude	Longitude	SE	DET AGL	AMSL
South Extent of Building	30-37-18.20N	96-20-33.47W	333 Ft	300 Ft	633 Ft

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

As a condition to this Determination, the structure is to be marked/lighted 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)
- ☒ 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 02/07/2027 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 06, 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 September 16, 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@faa.gov, at 1-817-222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-5522-OE.

Signature Control No: 656344184-672799784

(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 corners of the building, located approximately 2.26 nm northeast of the airport reference point, is within the protected surfaces at Easterwood Field (CLL), College Station, TX.

The four studies are:

Aeronautical Study AGL / MSL Direct distance from runway end 16

2025-ASW-5520-OE 300 / 638 11340 feet / 1.86 nm

2025-ASW-5521-OE 300 / 633 11245 feet / 1.85 nm

2025-ASW-5522-OE 300 / 633 11123 feet / 1.83 nm

2025-ASW-5523-OE 300 / 637 11281 feet / 1.85 nm

Aeronautical study number 2025-ASW-5522-OE is being circulated for public comment as the closest point with the greatest impact. All comments for this study will be a comment on 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-5520-OE exceeds by 100 feet.

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****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order 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 in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

The proposal was circularized for public comment on 06/25/2025 to 4961 email respondents with no response returned.

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:

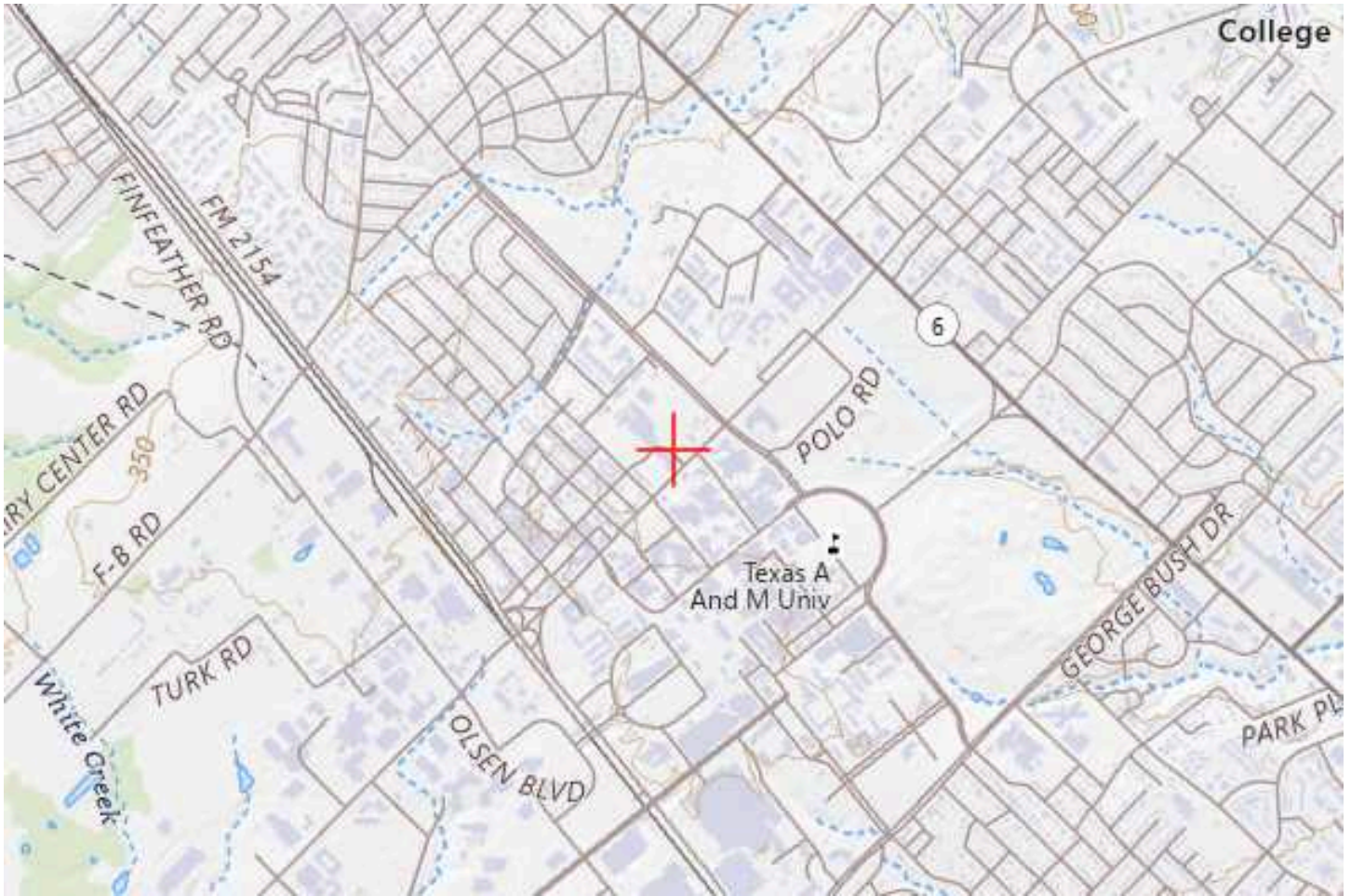
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
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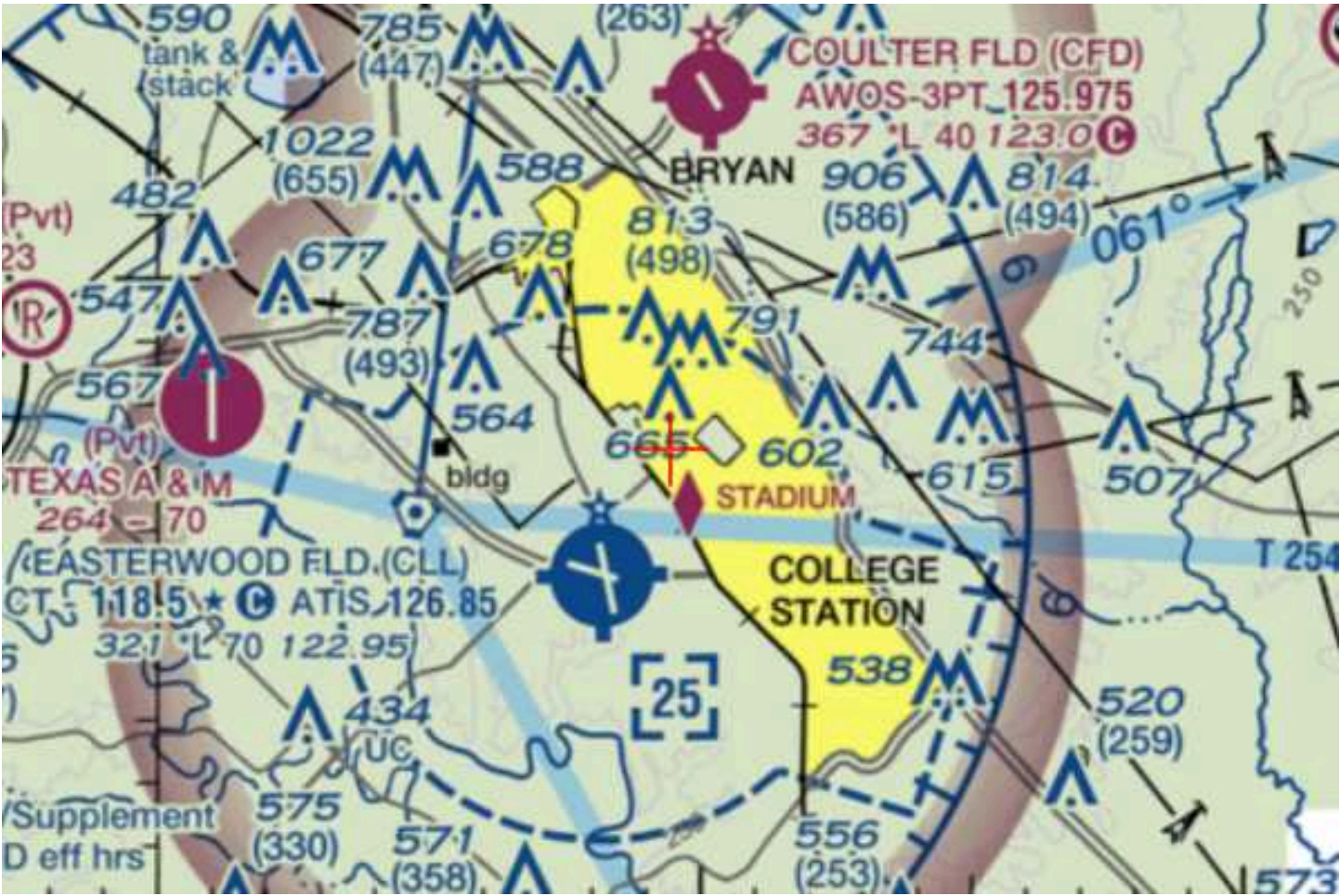
The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the 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.

Case Description for ASN 2025-ASW-5522-OE

Filing proposed building development project and temporary cranes; College Station, TX.







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

Aeronautical Study No.
2025-ASW-5523-OE

Issued Date: 08/07/2025

LV COLLECTIVE
MAURICIO VISBAL
801 Congress Ave
Suite 200
Austin, TX 78701

**** 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 West Extent of Building
County, State: Brazos, Texas

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
West Extent of Building	30-37-21.19N	96-20-35.34W	337 Ft	300 Ft	637 Ft

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

As a condition to this Determination, the structure is to be marked/lighted 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 02/07/2027 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact andrew.hollie@faa.gov, at 1-817-222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-ASW-5523-OE.

Signature Control No: 656344188-672799785

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)

Abbreviations

AGL = Above Ground Level

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2025-ASW-5522-OE 300 / 633 11123 feet / 1.83 nm

2025-ASW-5523-OE 300 / 637 11281 feet / 1.85 nm

Aeronautical study number 2025-ASW-5522-OE is being circulated for public comment as the closest point with the greatest impact. All comments for this study will be a comment on 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.

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The proposal was circularized for public comment on 06/25/2025 to 4961 email respondents with no response returned.

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:

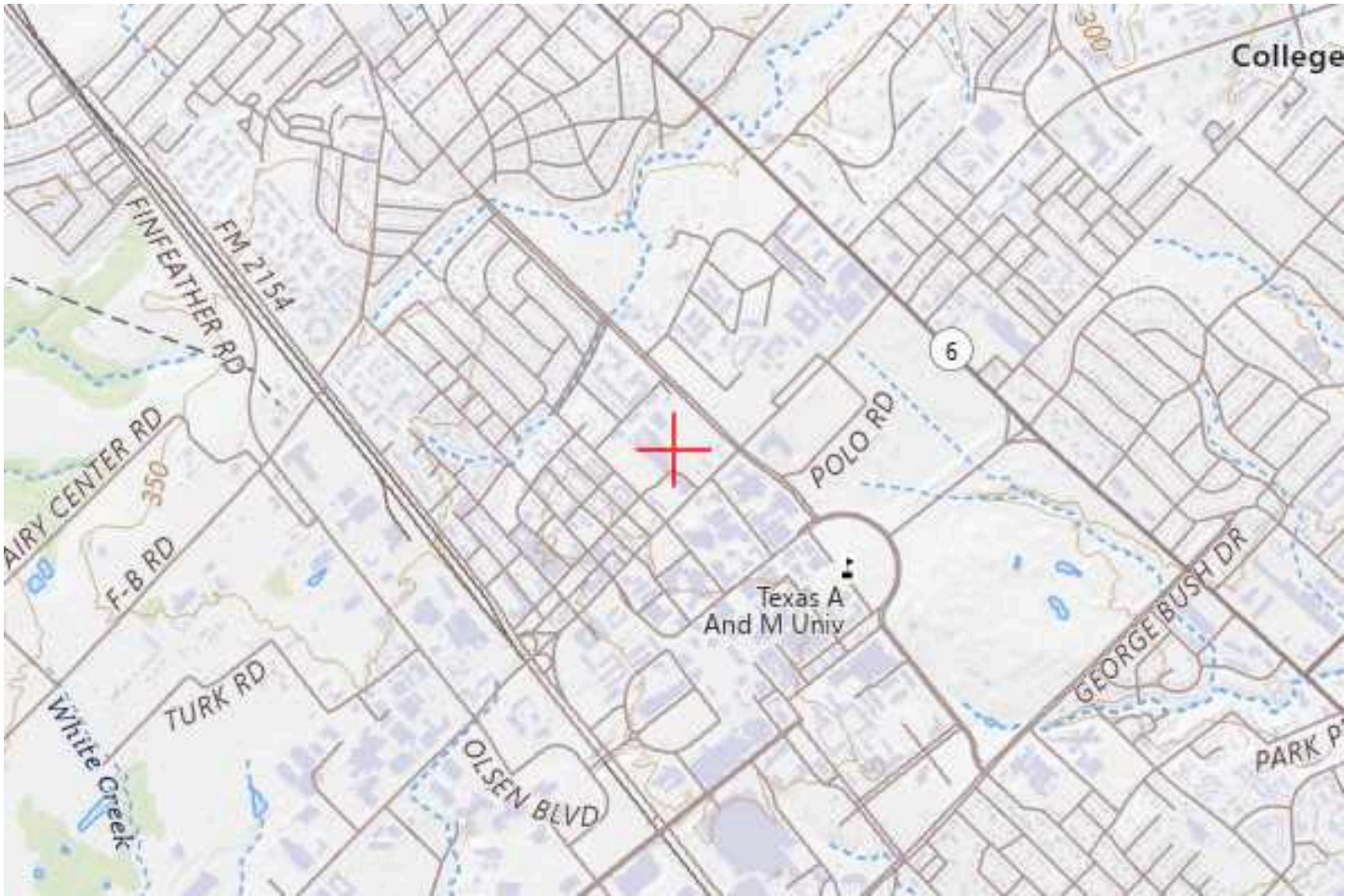
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > 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, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the 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.

Case Description for ASN 2025-ASW-5523-OE

Filing proposed building development project and temporary cranes; College Station, TX.





FAA 1A SURVEY LETTER
PROPOSED DEVELOPMENT
BUILDING ELEVATIONS
PROJECT: LEGACY POINT PHASE 2

North Extent of Building (latitude/longitude/site elevation): 30° 37' 21.61" N, 96° 20' 34.86" W, 338' (AMSL)

East Extent of Building (latitude/longitude/site elevation): 30° 37' 19.08" N, 96° 20' 32.48" W, 333' (AMSL)

South Extent of Building (latitude/longitude/site elevation): 30° 37' 18.20" N, 96° 20' 33.47" W, 333' (AMSL)

West Extent of Building (latitude/longitude/site elevation): 30° 37' 21.19" N, 96° 20' 35.34" W, 337' (AMSL)

AMSL = Above Mean Sea Level

Please reference attached Project Site Map for additional detail.

I certify that the coordinates and site elevations are accurate to within +/- 20 feet horizontal and +/- 3 feet vertically. The latitude, longitude and elevations were obtained using Leica GPS equipment. The horizontal datum (coordinates) are in terms of the Northern American Datum of 1983 (NAD83) and are expressed in degrees, minutes, and seconds. The vertical datum (heights) are in terms of the North American Vertical Datum of 1988 (NAVD88) and are determined to the nearest foot.



Michael Konetski

04/28/2025

Michael Konetski

Registered Professional Land Surveyor No. 6834

KERR
SURVEYING

Kerr Surveying, LLC | 1718 Briarcrest Dr. Bryan, TX 77802

Office: (979) 268-3195 | Web: www.kerrlandsurveying.com

Surveys@kerrsurveying.net | TBPELS Firm No. 10018500

I CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND ARE DETERMINED TO THE NEAREST FOOT.

FAA 1A LETTER SITE MAP
PROJECT: LEGACY POINT PHASE 2
JOSEPH E. SCOTT LEAGUE, ABSTRACT 50
COLLEGE STATION, BRAZOS COUNTY, TEXAS



"When one person stands
to gain over another, the
facts must be uncovered"

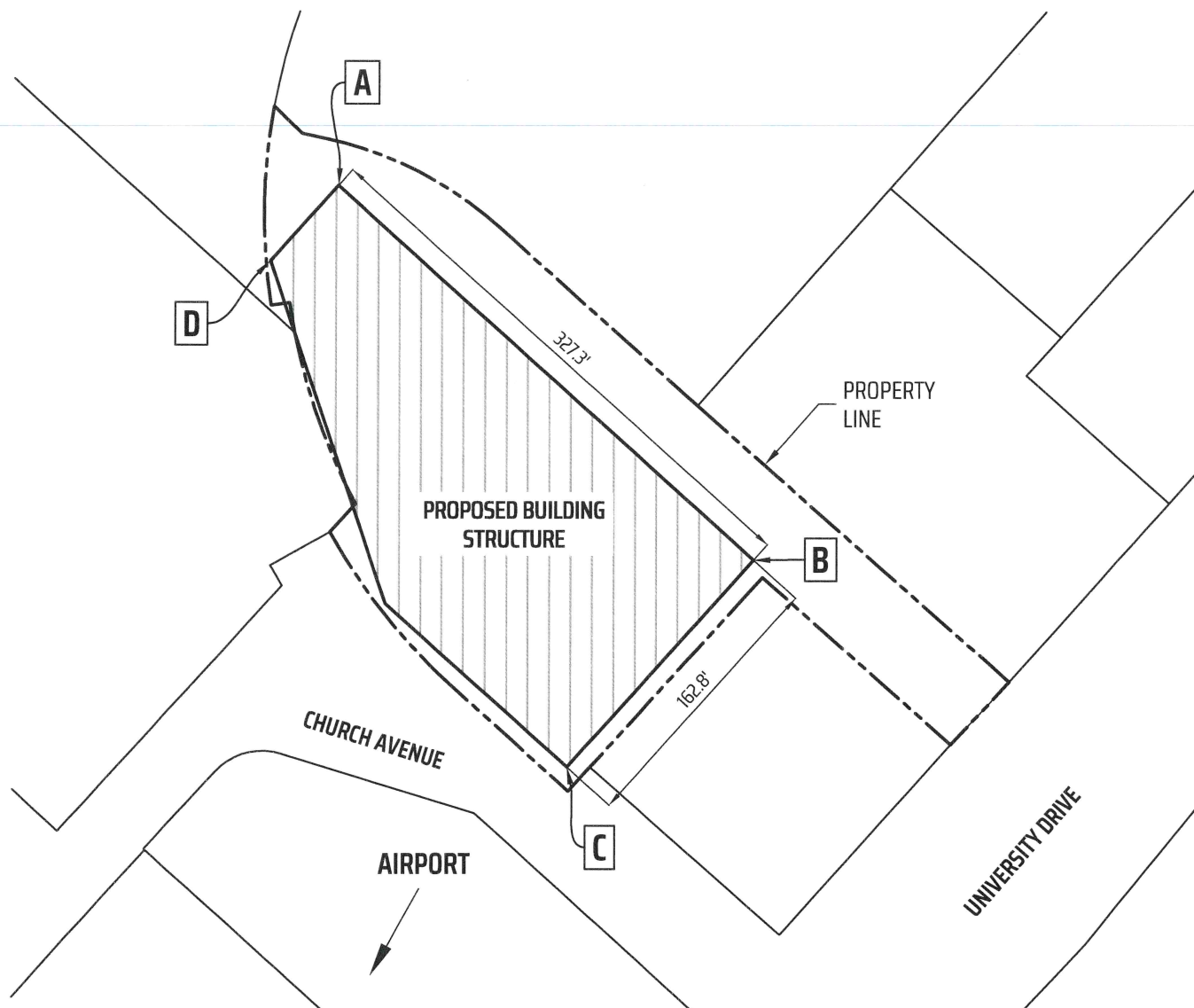
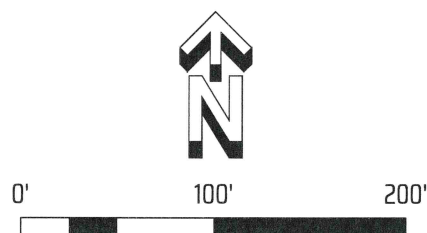
SCALE: 1 INCH = 100 FEET
 SURVEY DATE: 03-19-2025 | PLAT DATE: 04-28-2025
 JOB NUMBER: 25-0436 | CAD NAME: 25-0436-Exhibit
 POINT FILE: 25-0302
 DRAWN BY: WJB CHECKED BY: MK
 PREPARED BY: KERR SURVEYING, LLC
 TBPCLS FIRM#10018500
 1718 BRIARCREST DRIVE, BRYAN, TEXAS 77802
 PHONE: (979) 268-3195
 SURVEYS@KERRSURVEYING.NET | KERRLANDSURVEYING.COM



Michael Konetski
 MICHAEL KONETSKI
 REGISTERED PROFESSIONAL
 LAND SURVEYOR NO. 6531

AMSL = ABOVE MEAN SEA LEVEL

POINT	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION
A	30°37'21.61"	96°20'34.86"	338'
B	30°37'19.08"	96°20'32.48"	333'
C	30°37'18.20"	96°20'33.47"	333'
D	30°37'21.19"	96°20'35.34"	337'



From: [Robin Macias](#)
To: [Jeff Howell](#)
Subject: FW: Height Variance Request - 725 University Drive
Date: Thursday, December 18, 2025 8:52:27 AM
Attachments: [Height Variance Letter for 725 University Student Housing, Tower Crane, Mobile Crane Letter.pdf](#)
[FAA Letters 725 University.pdf](#)

From: O'Neill, John <joneill@tamus.edu>
Sent: Thursday, December 18, 2025 8:45 AM
To: Anthony Armstrong <aarmstrong@cstx.gov>; Robin Macias <rmacias@cstx.gov>
Cc: Kevin Davis <kdavis@easterwoodairport.com>
Subject: Height Variance Request - 725 University Drive

***** This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. *****

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 request for the proposed construction of a 300-foot-tall building, utilizing a 375 foot tower crane and a 400 foot helper crane, at 725 University Drive, so long as the builder complies with the conditions as outlined in the FAA Letters (see attached).

In consultation with the EAM team, the TAMU System has no objections based on the determinations made by our subject matter experts in the field, as long as all conditions, as outlined in the attached documents, have been met.

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



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

November 19, 2025

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

Re: Building, Tower Crane, and Helper Crane at 725 University Dr.

Dear Mr. Armstrong:

Easterwood Airport Management has reviewed the application requesting a height variance for the construction of a 300-foot-tall building, a 375-foot-tall tower crane, and a 400-foot-tall temporary helper crane at 725 University Dr. 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

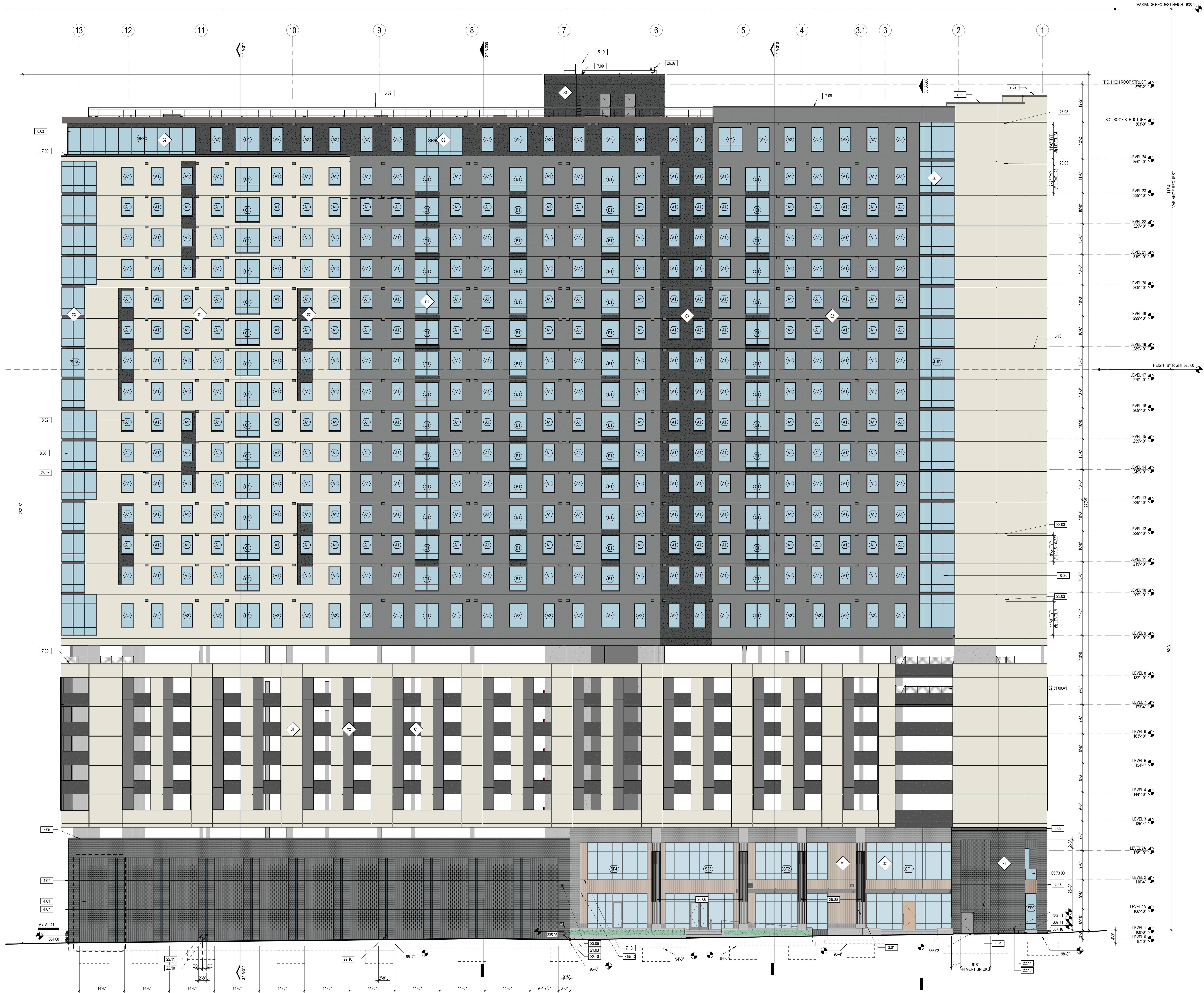


BUILDING ELEVATION NOTES	
1. CONTROL JOINTS AND PANEL JOINTS TO ALIGN WITH OPENINGS AND PANEL JOINTS U.N.O.	
2. INTAKE/EXHAUST VENTS TO BE ALIGNED WITH WINDOW OPENINGS AND PANEL JOINTS U.N.O. MAINTAIN 3'-0" MIN FROM OPERABLE OPENINGS.	
3. REFER TO WALL SECTIONS AND PLANS FOR WALL TYPES.	
4. REFER TO CIVIL PLANS FOR FINISHED GRADE ELEVATIONS.	
5. COORDINATE LOCATION OF FDC AND KNOX BOX WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.	
6. COORDINATE LOCATION OF EXTERIOR LIGHT FIXTURES WITH ARCHITECT.	
7. REFER TO A-200 SERIES FOR MATERIAL TRANSITIONS.	
8. PAINT ALL EXPOSED MATERIALS NOT FACTORY FINISHED TO MATCH SURROUNDING WALL FINISH MATERIALS.	

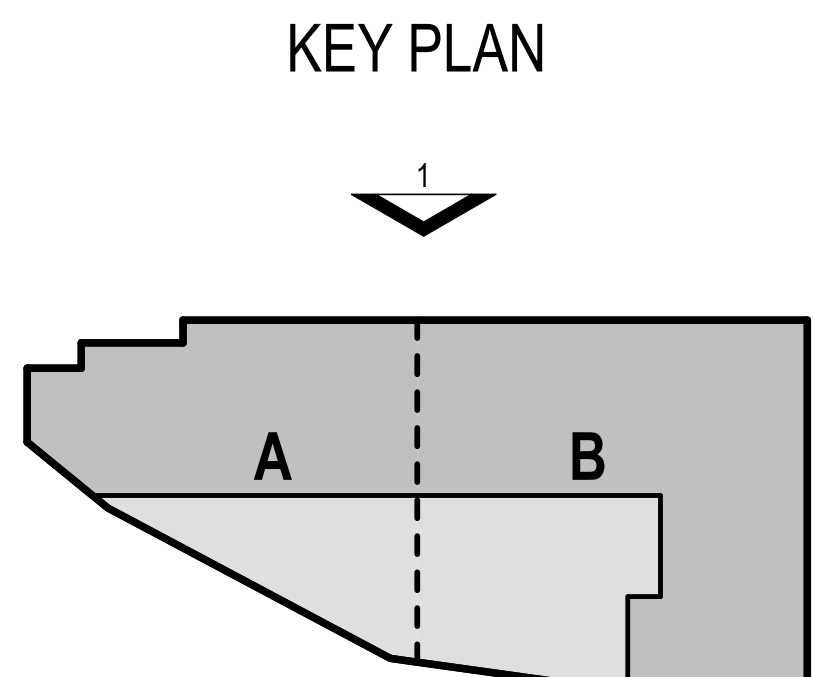
EXTERIOR MATERIALS LEGEND	
GRAPHIC REPRESENTATION	PHOTO
B1	MODULAR BRICK
S1	EPF5 PANEL COLOR: 31137 MFR: STO
S2	EPF5 PANEL COLOR: 37105 MFR: STO
S3	EPF5 PANEL COLOR: 37101 MFR: STO
M1	METAL PANEL COLOR: CHAMPAGNE MFR: LUX
M2	MESH SCREEN COLOR: DARK GRAY MFR: FLEX-FACADE
M3	METAL SILL/CLIPPING/FLASHING HEAD/CORNER/POPPERS COLOR: DARK GRAY MFR: WARD
M4	TRANSFORMER SCREEN MFR: WESTERN STATES METAL ROOFING
G1	RESIDENTIAL GLAZING MFR: INTUS COLOR: BLACK FRAME
G2	STOREFRONT GLAZING WITH COMPRESSION CAPS MFR: YKK FIN: DARK BRONZE FRAME
G3	WINDOW WALL GLAZING WITH SOLID SLAB COVERS MFR: YKK FIN: DARK BRONZE FRAME
G4	FRAMELESS GLASS GUARDRAIL COLOR: BLACK POSTS MFR: TBD
C1	EXPOSED CONCRETE COLOR: DARK GRAY MFR: TBD
W1	SOLID WOOD DOOR COLOR: STAINED CEDAR MFR: TBD

*G1, G2, G3, AND G4 GLASS TO BE CLEAR AND NOT REFLECTIVE PER SECTION 5.8.B.4.b.2

PROJECT FLAGNOTES	
3.01	CONCRETE COLUMN WITH CUSTOM FORM LINER, RE: STRUCTURAL
4.01	VERTICAL STACKED BRICK WITH PROTRUDING GLAZED BRICKS (GLEN GERRY, GLAZED) @ SET PATTERN
4.07	DEFLECTION JOINT, ALIGN WITH BOTTOM OF L SHAPE, RE: STRUCTURAL
05.73.00	GLASS AND GLAZED HANDRAILS
5.03	STEEL CHANNEL, RE: STRUCT. PAINTED WITH HIGH PERFORMANCE PAINT SYSTEM
5.09	METAL GUARDRAIL WITH TWO BOOT FLASHINGS @ ROOF PENETRATIONS
5.10	METAL LADDER, TYP.
5.15	DEFLECTION JOINT, ALIGN WITH BOTTOM OF SLAB, TYP.
07.85.15	EXPANSION JOINT COVER
7.06	22 GA PREFINISHED METAL PARAPET CAP W/ REVEAL PROFILE
7.09	22 GA PREFINISHED METAL PARAPET CAP
7.13	METAL SONG HORIZONTAL Z CHANNEL
8.02	FIXED WINDOW
8.03	WINDOW WALL
21.03	FDC
22.10	DOWNSPOUT NOZZLE, RE: PLUMBING
22.11	HOSE BIB, RE: PLUMBING
23.03	X-VENT FOR DRYER/BATHROOM VENT, RE: MECHANICAL
23.06	MECH LOUVER, RE: MECH
26.06	EXTERIOR LIGHTING MOUNTED TO CONCRETE COLUMN, PROVIDE CONDUIT AND J BOX IN COLUMN
26.07	FALL LIGHTING TOWER TO COMPLY WITH ALL FAA REGULATIONS
33.31.00.A1	CHAIN LINK FENCE



1 NORTH ELEVATION
3/32" = 1'-0"



RAMBLER NORTHGATE

801 LEGACY POINT DRIVE
COLLEGE STATION, TX 77840

REVISIONS:

NO	DATE	DESCRIPTION
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PROJECT NUMBER:

125035

DATE:

01/30/2026

ISSUED FOR:

PERMIT

SHEET TITLE:

BUILDING ELEVATION - NORTH

SHEET NUMBER

A-200



RAMBLER NORTHGATE
801 LEGACY POINT DRIVE
COLLEGE STATION, TX 77840

REVISIONS:
NO DATE DESCRIPTION

PROJECT NUMBER:
125035
DATE:
01/30/2026
ISSUED FOR:
PERMIT
SHEET TITLE:
BUILDING ELEVATION - EAST

SHEET NUMBER

A-201

BUILDING ELEVATION NOTES

- CONTROL JOINTS AND PANEL JOINTS TO ALIGN WITH OPENINGS AND PANEL JOINTS U.N.O.
- INTAKE/EXHAUST VENTS TO BE ALIGNED WITH WINDOW OPENINGS AND PANEL JOINTS U.N.O. MAINTAIN 3" MIN FROM OPERABLE OPENINGS.
- REFER TO WALL SECTIONS AND PLANS FOR WALL TYPES.
- REFER TO CIVIL PLANS FOR FINISHED GRADE ELEVATIONS.
- COORDINATE LOCATION OF FDC AND KNOX BOX WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.
- COORDINATE LOCATION OF EXTERIOR LIGHT FIXTURES WITH ARCHITECT.
- REFER TO A-200 SERIES FOR MATERIAL TRANSITIONS.
- PANT ALL EXPOSED MATERIALS NOT FACTORY FINISHED TO MATCH SURROUNDING WALL FINISH MATERIALS.

EXTERIOR MATERIALS LEGEND

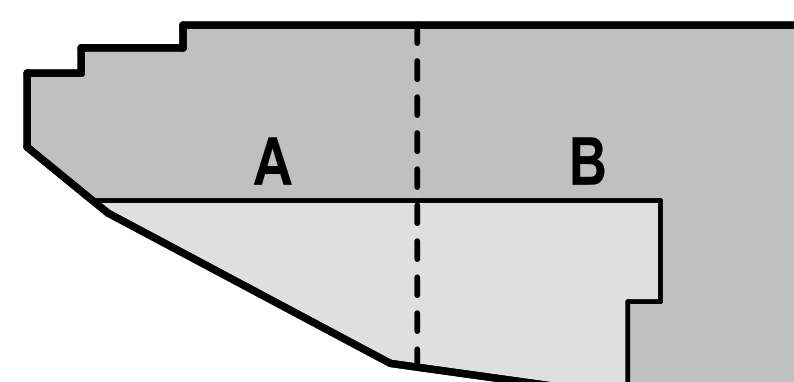
GRAPHIC REPRESENTATION	PHOTO	GRAPHIC REPRESENTATION	PHOTO
B1	MODULAR BRICK	M4	TRANSFORMER SCREEN
S1	EPF5 PANEL	G1	RESIDENTIAL GLAZING
S2	EPF5 PANEL	G2	STOREFRONT GLAZING WITH COMPRESSION CAPS
S3	EPF5 PANEL	G3	WINDOW WALL GLAZING WITH SOLID SLAB COVERS
M1	METAL PANEL	G4	FRAMELESS GLASS GUARDRAIL
M2	MESH SCREEN	C1	EXPOSED CONCRETE
M3	METAL SILL/COPIING/FLASHING	W1	SOLID WOOD DOOR

*G1, G2, G3, AND G4 GLASS TO BE CLEAR AND NOT REFLECTIVE PER SECTION 5.B.4.b.2

PROJECT FLAGNOTES

3.02	PANT CONCRETE CRASH WALLS WHERE EXPOSED TO EXTERIOR. TYP
4.07	DEFLECTION JOINT. ALIGN WITH BOTTOM OF L SHAPE. RE. STRUCTURAL
5.02	METAL SCREEN. 5/8" OPEN AIR
5.09	METAL GUARDRAIL WITH TWO BOOT FLASHINGS @ ROOF PENETRATIONS
5.16	DEFLECTION JOINT. ALIGN WITH BOTTOM OF SLAB. TYP
7.05	22 GA PREFINISHED METAL PARAPET CAP W/ REVEAL PROFILE
7.09	22 GA PREFINISHED METAL PARAPET CAP
8.02	FIXED WINDOW
8.03	WINDOW WALL
22.10	POUNCEOUT NOZZLE. RE. PLUMBING
22.11	HOSE BIB. RE. PLUMBING
23.02	GAS METER. RE. MECH
23.03	W/VENT FOR EXTERIOR BATHROOM VENT. RE. MECHANICAL

KEY PLAN



1 EAST ELEVATION
3/32" = 1'-0"



RAMBLER NORTHGATE

801 LEGACY POINT DRIVE
COLLEGE STATION, TX 77840

REVISIONS:
NO DATE DESCRIPTION

PROJECT NUMBER:
125035
DATE:
01/30/2026
ISSUED FOR:
PERMIT
SHEET TITLE:
BUILDING ELEVATION - SOUTH

SHEET NUMBER

A-202

BUILDING ELEVATION NOTES

- CONTROL JOINTS AND PANEL JOINTS TO ALIGN WITH OPENINGS AND PANEL JOINTS U.N.O.
- INTAKE/EXHAUST VENTS TO BE ALIGNED WITH WINDOW OPENINGS AND PANEL JOINTS U.N.O. MAINTAIN 3'-0" MIN FROM OPERABLE OPENINGS.
- REFER TO WALL SECTIONS AND PLANS FOR WALL TYPES.
- REFER TO CIVIL PLANS FOR FINISHED GRADE ELEVATIONS.
- COORDINATE LOCATION OF FDC AND KNOX BOX WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.
- COORDINATE LOCATION OF EXTERIOR LIGHT FIXTURES WITH ARCHITECT.
- REFER TO A-200 SERIES FOR MATERIAL TRANSITIONS.
- PANT ALL EXPOSED MATERIALS NOT FACTORY FINISHED TO MATCH SURROUNDING WALL FINISH MATERIALS.

EXTERIOR MATERIALS LEGEND

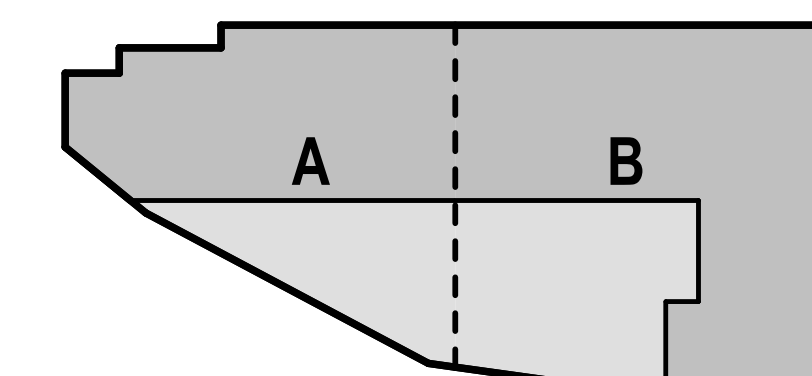
B1 MODULAR BRICK COLOR: BLIND BLACK GLAZED BLACK IRON/BLACK DIAMOND MFR: ACME	M4 TRANSFORMER SCREEN MFR: WESTERN STATES METAL COLOR: CHARCOAL GRAY
S1 EPS PANEL COLOR: 31137 MFR: STO	G1 RESIDENTIAL GLAZING MFR: INTUS COLOR: BLACK FRAME
S2 EPS PANEL COLOR: 37105 MFR: STO	G2 STOREFRONT GLAZING WITH COMPRESSION CAPS MFR: YKK FIN: DARK BRONZE FRAME
S3 EPS PANEL COLOR: 37101 MFR: STO	G3 WINDOW WALL GLAZING WITH SOLID SLAB COVERS MFR: YKK FIN: DARK BRONZE FRAME
M1 METAL PANEL COLOR: CHAMPAGNE MFR: LUX	G4 FRAMELESS GLASS GUARDRAIL COLOR: BLACK POSTS MFR: TBD
M2 MESH SCREEN COLOR: DARK GRAY MFR: FLEX PACKAGE	C1 EXPOSED CONCRETE COLOR: DARK GRAY MFR: TBD
M3 METAL SILL/COPING/FLASHING HEADER/CORNER/COVERS COLOR: DARK GRAY MFR: WIDES	W1 SOLID WOOD DOOR COLOR: STAINED CEDAR MFR: TBD

*G1, G2, G3, AND G4 GLASS TO BE CLEAR AND NOT REFLECTIVE PER SECTION 5.8.B.4.b.2

PROJECT FLAGNOTES

3.02	PANT CONCRETE CRASH WALLS WHERE EXPOSED TO EXTERIOR, TYP
5.02	METAL SCREEN, 50% OPEN AIR
5.03	STEEL CHANNEL, RE. STRUCT. PAINTED WITH HIGH PERFORMANCE PAINT SYSTEM
5.05	METAL SCREEN WALL MOUNTED TO STEEL POST SUPPORTS
5.06	METAL GATE @ TRANSFORMERS
5.16	DEFLECTION JOINT, ALONG WITH BOTTOM OF SLAB, TYP
7.05	22 GA PREFINISHED METAL PARAPET CAP W/ REVEAL PROFILE
7.09	22 GA PREFINISHED METAL PARAPET CAP
8.01	GLASS WINDSCREEN
8.02	FIXED WINDOW
8.03	WINDOW WALL
8.04	HIGH SPEED COILING DOOR
11.05	JUMBO/TORN SCREEN AND SPEAKERS
21.03	FDC
23.03	1X VENT FOR DRYER/BATHROOM VENT, RE. MECHANICAL

KEY PLAN



1 SOUTH ELEVATION
3/32" = 1'-0"



RAMBLER NORTHGATE
801 LEGACY POINT DRIVE
COLLEGE STATION, TX 77840

REVISIONS:
NO DATE DESCRIPTION

PROJECT NUMBER:
125035
DATE:
01/30/2026
ISSUED FOR:
PERMIT
SHEET TITLE:
**BUILDING ELEVATION -
SOUTHWEST**

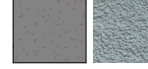
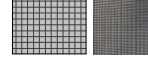
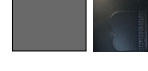
SHEET NUMBER

A-203

BUILDING ELEVATION NOTES

- CONTROL JOINTS AND PANEL JOINTS TO ALIGN WITH OPENINGS AND PANEL JOINTS U.N.O.
- INTAKE/EXHAUST VENTS TO BE ALIGNED WITH WINDOW OPENINGS AND PANEL JOINTS U.N.O. MAINTAIN 3'-0" MIN FROM OPERABLE OPENINGS.
- REFER TO WALL SECTIONS AND PLANS FOR WALL TYPES.
- REFER TO CIVIL PLANS FOR FINISHED GRADE ELEVATIONS.
- COORDINATE LOCATION OF FDC AND KNOX BOX WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.
- COORDINATE LOCATION OF EXTERIOR LIGHT FIXTURES WITH ARCHITECT.
- REFER TO A-200 SERIES FOR MATERIAL TRANSITIONS.
- PANT ALL EXPOSED MATERIALS NOT FACTORY FINISHED TO MATCH SURROUNDING WALL FINISH MATERIALS.

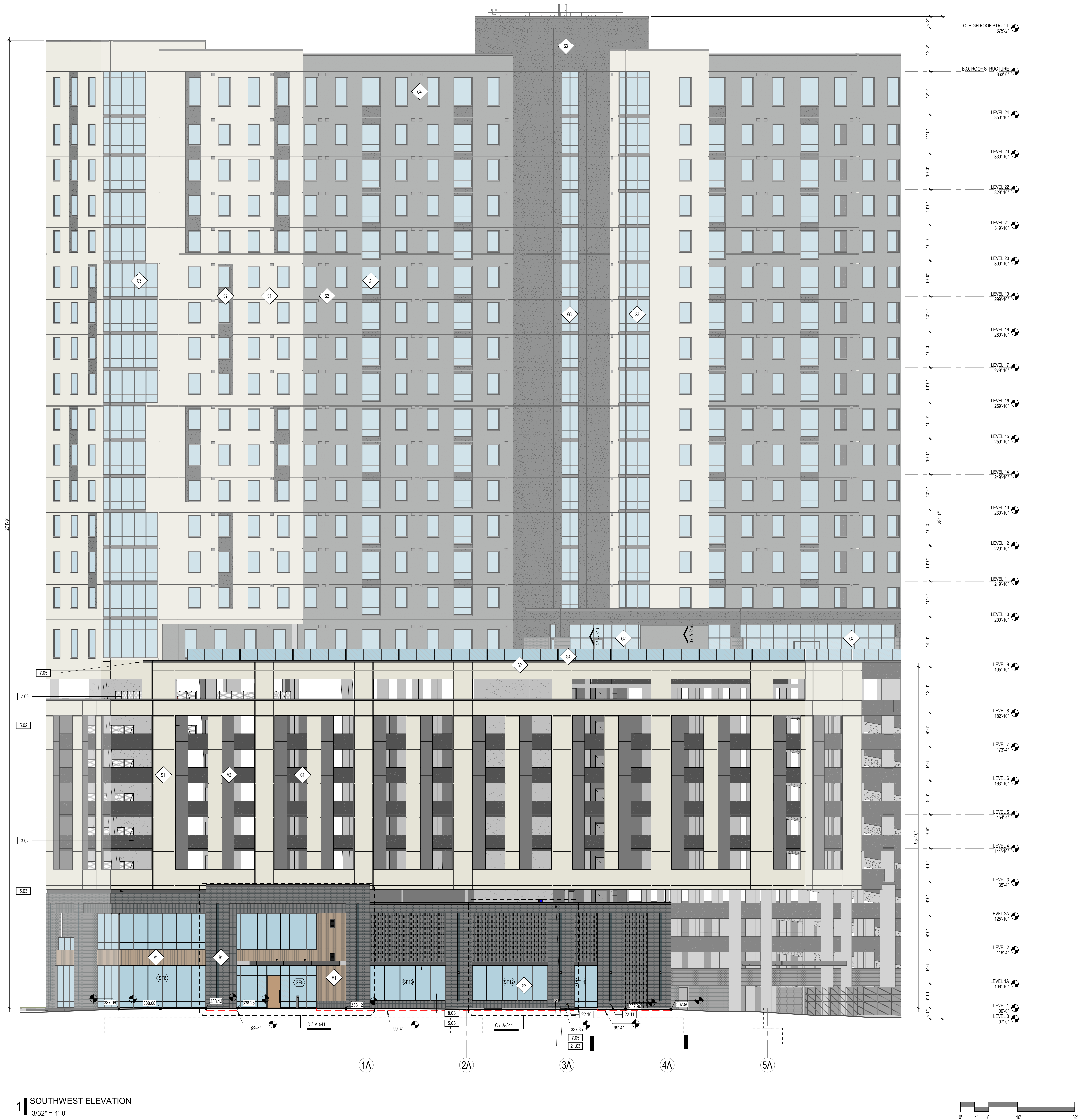
EXTERIOR MATERIALS LEGEND

 B1 MODULAR BRICK COLOR: BLEND BLACK GLAZED BLACK IRON/BLACK DIAMOND MFR: ACME	 M4 TRANSFORMER SCREEN MFR: WESTERN STATES METAL ROOFING COLOR: CHARCOAL GRAY
 S1 EPS PANEL COLOR: 31137 MFR: STO	 G1 RESIDENTIAL GLAZING MFR: INTULUS COLOR: BLACK FRAME
 S2 EPS PANEL COLOR: 37105 MFR: STO	 G2 STOREFRONT GLAZING WITH COMPRESSION CAPS MFR: YKK FIN: DARK BRONZE FRAME
 S3 EPS PANEL COLOR: 37101 MFR: STO	 G3 WINDOW WALL GLAZING WITH SOLID GLASS COVERS MFR: YKK FIN: DARK BRONZE FRAME
 M1 METAL PANEL COLOR: CHAMPAGNE MFR: LUX	 G4 FRAMELESS GLASS GUARDRAIL COLOR: BLACK POSTS MFR: TBD
 M2 MESH SCREEN COLOR: DARK GRAY MFR: FLEX-FACADE	 C1 EXPOSED CONCRETE COLOR: DARK GRAY MFR: TBD
 M3 METAL SILL/COPING/FLASHING HEADER/CANOPY/LOWERS COLOR: DARK GRAY MFR: VABES	 W1 SOLID WOOD DOOR COLOR: STAINED CEDAR MFR: TBD

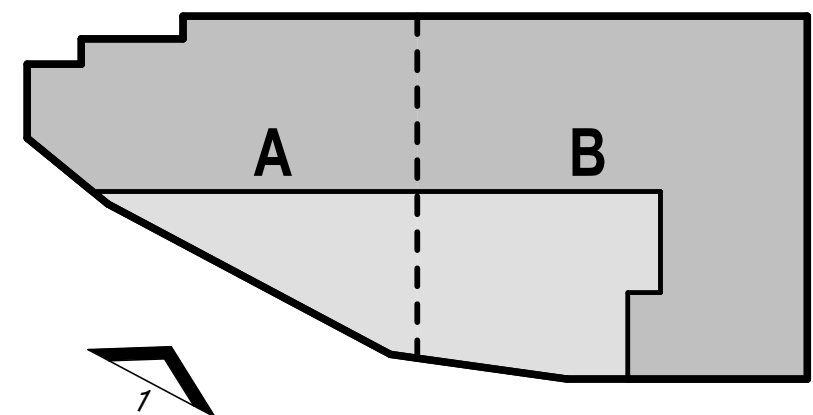
*G1, G2, G3, AND G4 GLASS TO BE CLEAR AND NOT REFLECTIVE PER SECTION 5.8.B.4.b.2

PROJECT FLAGNOTES

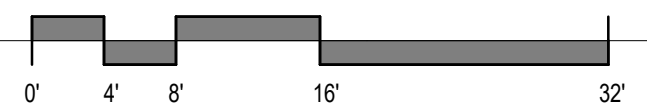
3.02	PANT CONCRETE CRASH WALLS WHERE EXPOSED TO EXTERIOR, TYP
5.02	METAL SCREEN, 50% OPEN AIR
5.03	STEEL CHANNEL, RE-STRUCT, PAINTED WITH HIGH PERFORMANCE PAINT SYSTEM
7.05	12" GA PREFINISHED METAL PARAPET CAP W/ REVEAL PROFILE
7.09	22" GA PREFINISHED METAL PARAPET CAP
8.03	WINDOW WALL
21.03	FDC
22.10	DOWNSPOUT NOZZLE, RE: PLUMBING
22.11	HOSE BIB, RE: PLUMBING



KEY PLAN



1 | SOUTHWEST ELEVATION
3/32" = 1'-0"





RAMBLER NORTHGATE
801 LEGACY POINT DRIVE
COLLEGE STATION, TX 77840

REVISIONS:
NO DATE DESCRIPTION

PROJECT NUMBER:
125035
DATE:
01/30/2026
ISSUED FOR:
PERMIT
SHEET TITLE:
BUILDING ELEVATION - WEST

SHEET NUMBER

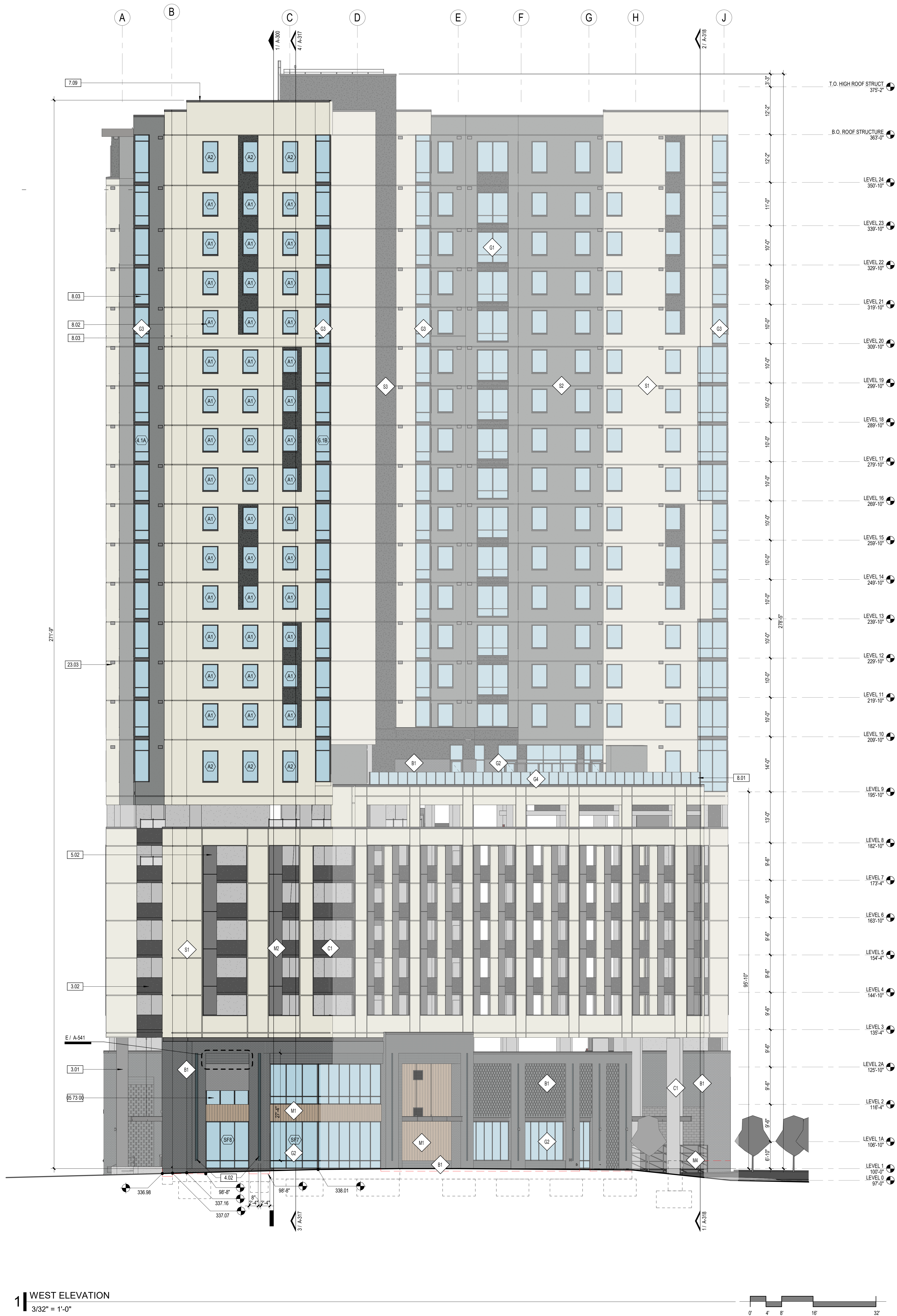
A-204

BUILDING ELEVATION NOTES	
1. CONTROL JOINTS AND PANEL JOINTS TO ALIGN WITH OPENINGS AND PANEL JOINTS U.N.O.	
2. INTAKE/EXHAUST VENTS TO BE ALIGNED WITH WINDOW OPENINGS AND PANEL JOINTS U.N.O. MAINTAIN 3'-0" MIN FROM OPERABLE OPENINGS.	
3. REFER TO WALL SECTIONS AND PLANS FOR WALL TYPES.	
4. REFER TO CIVIL PLANS FOR FINISHED GRADE ELEVATIONS.	
5. COORDINATE LOCATION OF FDC AND KNOX BOX WITH FIRE DEPARTMENT AND ARCHITECT PRIOR TO INSTALL.	
6. COORDINATE LOCATION OF EXTERIOR LIGHT FIXTURES WITH ARCHITECT.	
7. REFER TO A-200 SERIES FOR MATERIAL TRANSITIONS.	
8. PAINT ALL EXPOSED MATERIALS NOT FACTORY FINISHED TO MATCH SURROUNDING WALL FINISH MATERIALS.	

EXTERIOR MATERIALS LEGEND	
GRAPHIC REPRESENTATION PHOTO	GRAPHIC REPRESENTATION PHOTO
B1 MODULAR BRICK COLOR: BLEND BLACK GLAZED BLACK IRON/BLACK DIAMOND MFR: ACME	M4 TRANSFORMER SCREEN MFR: WESTERN STATES METAL ROOFING COLOR: CHARCOAL GRAY
S1 EPS PANEL COLOR: 31137 MFR: STO	G1 RESIDENTIAL GLAZING MFR: INTUS COLOR: BLACK FRAME
S2 EPS PANEL COLOR: 37105 MFR: STO	G2 STOREFRONT GLAZING WITH COMPRESSION CAPS MFR: YKK FIN: DARK BRONZE FRAME
S3 EPS PANEL COLOR: 37101 MFR: STO	G3 WINDOW WALL GLAZING WITH SOLID GLASS COVERS MFR: YKK FIN: DARK BRONZE FRAME
M1 METAL PANEL COLOR: CHAMPAGNE MFR: LUX	G4 FRAMELESS GLASS GUARDRAIL COLOR: BLACK POSTS MFR: TBD
M2 MESH SCREEN COLOR: DARK GRAY MFR: FLEX PACKAGE	C1 EXPOSED CONCRETE COLOR: DARK GRAY MFR: TBD
M3 METAL SILL/COPING/FLASHING HEAD/CORNER/PIECES COLOR: DARK GRAY MFR: VARIOUS	W1 SOLID WOOD DOOR COLOR: STAINED CEDAR MFR: TBD

*G1, G2, G3, AND G4 GLASS TO BE CLEAR AND NOT REFLECTIVE PER SECTION 5.8.B.4.b.2

PROJECT FLAGNOTES	
3.01	CONCRETE COLUMN WITH CUSTOM FORM LINEAR, RE: STRUCTURAL
3.02	PAINT CONCRETE CRASH WALLS WHERE EXPOSED TO EXTERIOR, TYP
4.02	HORIZONTAL STACKED BRICK RECESS, ACME BLACK DIAMOND, SMOOTH, WHERE SHOWN, RE: ELEVS
10.73.00	GLASS AND GLAZED HANDRAILS
5.02	METAL SCREEN, 50% OPEN AIR
7.09	22 GA PREFINISHED METAL PARAPET CAP
8.01	GLASS WINDOW/SCREEN
8.02	FIXED WINDOW
8.03	WINDOW WALL
23.03	EXHAUST FOR DRYER/BATHROOM VENT, RE: MECHANICAL



1 WEST ELEVATION
3/32" = 1'-0"

KEY PLAN

