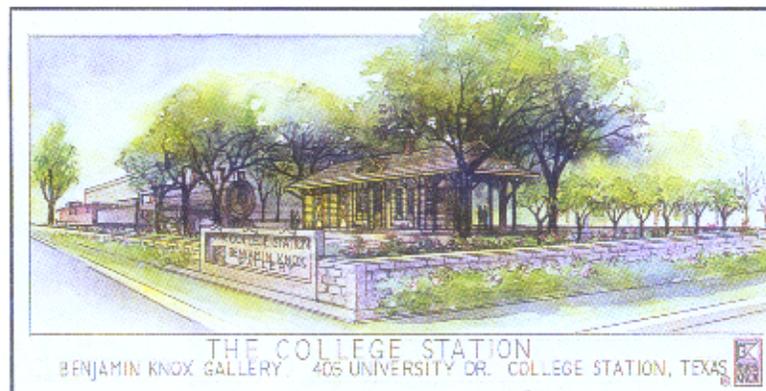
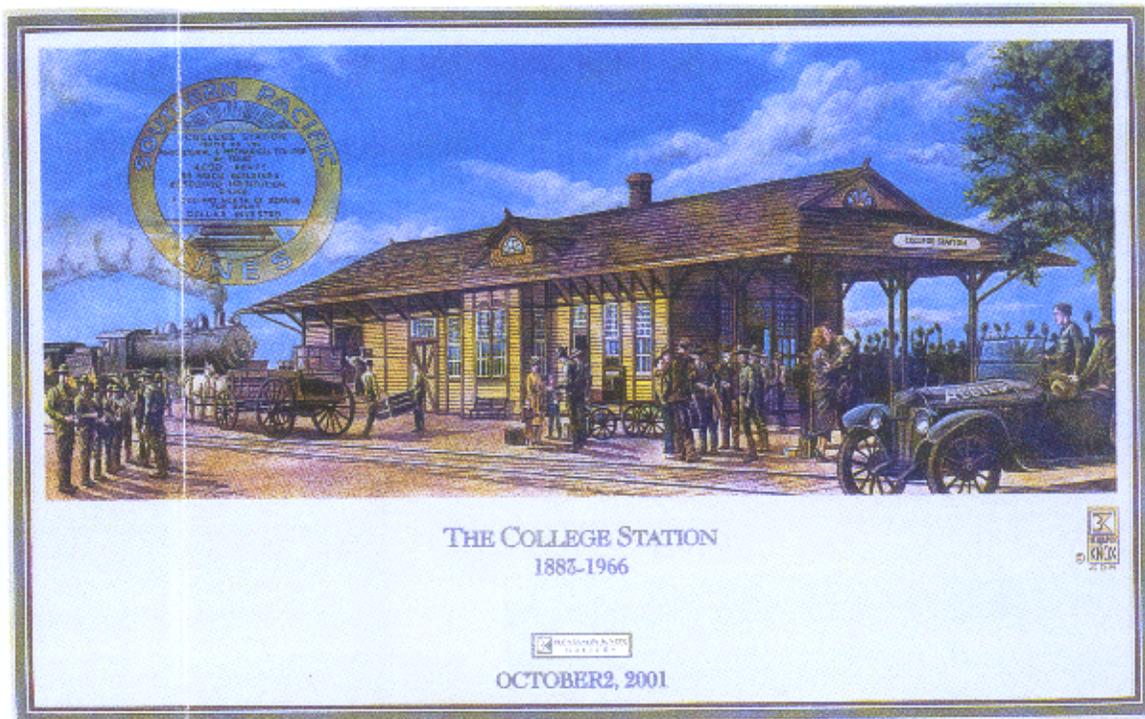


The College Station Train
Depot
Benjamin Knox Gallery

PHASE 2
Addition of Building C



Benjamin Knox

*Our mission is to serve the
community as a cultural center
and promote fine art in the
Brazos Valley.*

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INTRODUCTION

In 1876 the Brazos Valley was chosen for the home of Texas A&M University partly because the Houston and Texas Central Train Line, later Southern Pacific, was a major thoroughfare. The first train depot for the university was built in 1883 and replaced by a larger one around 1900. The conductor would announce the stop as "College Station." When the city of College Station was incorporated in 1938, it was named after the College Station Train Depot. By 1958, the station was no longer in use. Automobiles had replaced train travel as a more convenient mode of transportation. In 1966, the namesake of College Station was destroyed.

A replica of the 1900 College Station Train Depot was designed and built by Benjamin Knox. It was dedicated by Texas Governor Rick Perry on September 28, 2001 to commemorate the 125th anniversary of Texas A&M University. Benjamin also designed the adjacent building B that compliments the depot and houses the business part of the gallery.

The exterior is an exact replica of the 1900 depot and the interior serves the community as the Benjamin Knox Art Gallery. It is a cultural center that promotes fine art in the Brazos Valley. We are also the national leader in promoting higher education, scholarships, and charitable events through the donation of fine art prints.

Development Phase 2 of the College Station Depot/ Benjamin Knox Gallery Cultural Center is the addition of building C as planned. This will enable us to sustain the company in its present location by providing us the needed space for national growth and development. The best solution for adding building C is to attach it to the north-east side of building B where it will extend into the existing parking lot of the property. The first level will provide work area, and the second level will be a warehouse to store all of the prints, packaging, boxes, etc.

We already have the approval to place a locomotive and railcar on the property. This would provide decorative and historical ambiance. We also have the approval to have a small restaurant/ice cream parlor on the property. We are requesting that the railcar may be moved to the north-east side of the depot, and that it may house the small restaurant/ice cream parlor. The railcar would be between the depot and the adjacent existing parking area. An existing ramp and wood deck provides ADA approved access to the railcar. Water, sewer, and electricity are provided to the railcar site as well.

Finding an authentic and historic railcar is difficult. A Southern Pacific caboose is preferred, but even harder to find. Our goal is to find a small antique caboose that will easily fit in the space provided, but the lengths of these railcars vary. Just in case we can only locate one that is a little longer, we are requesting that the railcar may extend into the side street setback 5 to 8 feet. It will only extend into this area if necessary.

REZONING SUPPORTING INFORMATION

In the year of 2000, I was in the final development stages of a project to bring back the College Station Train Depot. Its function is to serve the community as a cultural center and to house the Benjamin Knox Art Gallery.

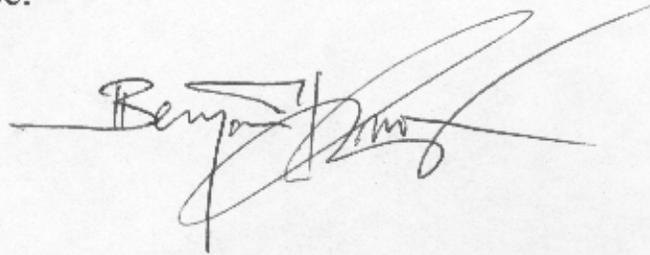
- 1) Two other buildings are planned to accompany the College Station Depot/ Gallery -building B and building C. The buildings will house display space, offices, work areas, storage and warehouse space. A small restaurant/ ice cream parlor is also a part of the plan. It will create more ambiance and develop the site into more of a unique destination place. Since funds at the time were limited, I knew that I would have to build the project in two phases. Phase 1 consisted of the construction of the College Station Depot/ Gallery and building B for offices and display space. Phase 2 is the construction of building C for work areas and warehouse space. The acquisition of a locomotive and railcar (which may be the small restaurant/ ice cream parlor) would also be after phase 2. They would provide decorative ambiance and historical authenticity to the project. My goal is to continue to improve the site each year with the acquisition of antiques and landscaping.
- 2) I was in the process of purchasing three lots on University Drive between Nimitz and Macarthur Streets. These consisted of two houses on lots 17 and 18 block D owned by one person, and an old bank building on lot 1A block D owned by another person. While acquiring the financing for the project, I also changed the zoning to a PDD so that the College Station Depot, building B, and eventually building C could be built.

My plan was to rent the two houses until I was ready to build phase 2 and building C. The zoning was approved, but I was not able to acquire the financing for the two houses on lots 17 and 18 block D. They would not appraise. They had been recorded wrong at the tax office, were over priced, and no appraiser could justify the price. I was forced to let them go. Lot 1A block D did appraise. I realized that I could still accomplish all of the goals of the entire project by purchasing lot 1 A block D only. I could attach building C to the north-east side of building B where it would extend into the existing parking area. There is plenty of parking spaces to accommodate the square footage. I talked with some members of The College Station City Council about this, and they said that it would be no problem. I could build phase 1, but I would have to modify the PDD before building phase 2. With that in mind, I proceeded to purchase lot 1A block D and built the College Station Depot and building B. Building B's design was modified so that building C could easily be attached to it. The footprint of building B extends into the driveway area that would have connected the parking lot of the adjacent property.

- 3) To sustain the Benjamin Knox Gallery at its present location, building C is a necessity. As planned, we need the space to develop as a national company. I am requesting that the PDD that I initially designed to be modified for the following reasons:
 1. The space building C provides is still needed to sustain the company. There is plenty of parking spaces to accommodate the extra square footage.
 2. Building C has always been an important part of the initial design and planned as phase 2. Phase 1 has been built knowing that phase 2 would be added. Building C would be attached to building B.
 3. I was not able to purchase the adjacent lots 17 and 18 block D because they did not appraise. I do not own the adjacent property.

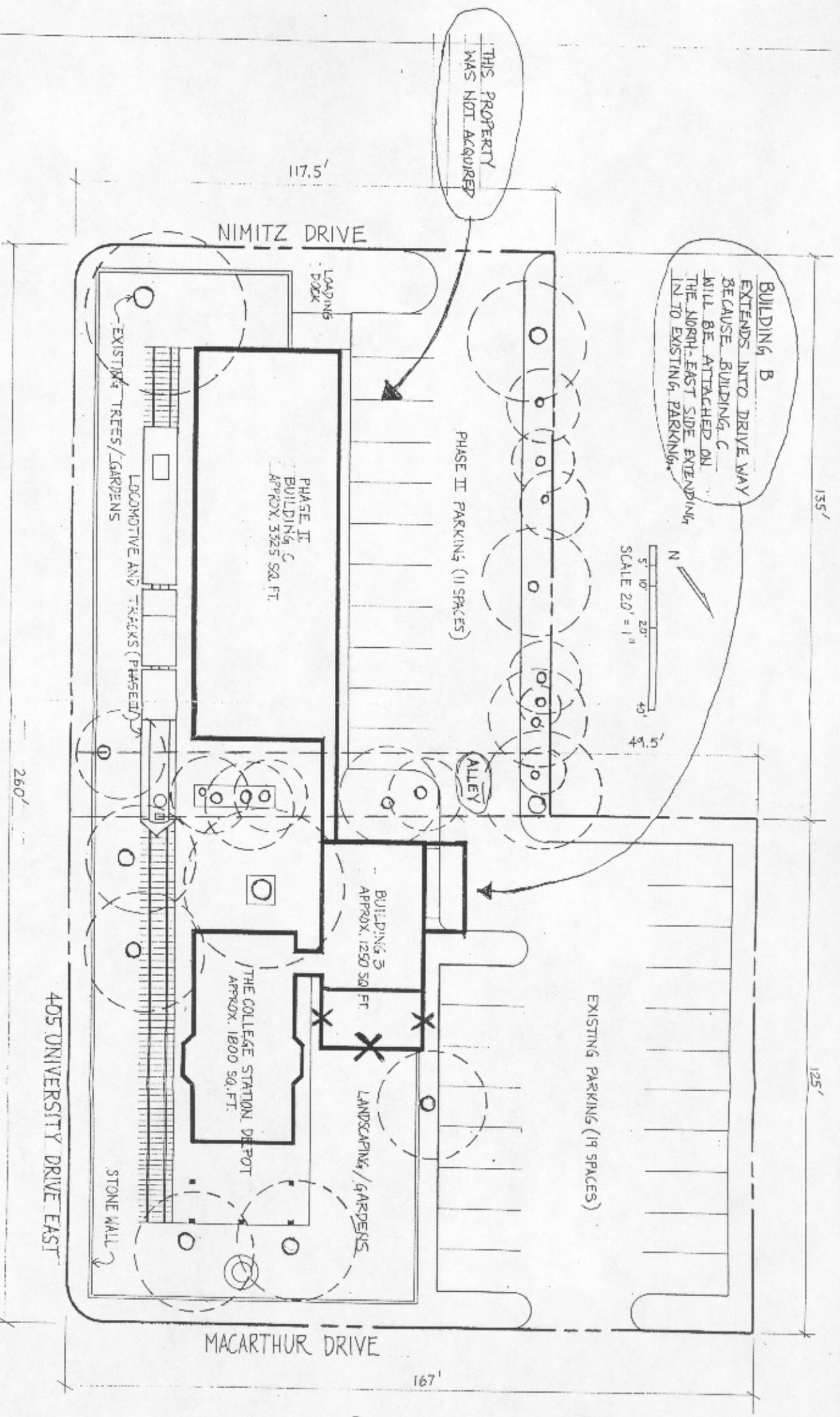
4. Lots 17 and 18 block D have recently been purchased by Jesse Montelongo. He wishes to build his own building. We do not want our building projects to be attached.

My goal is to build a beautiful and historical destination place in College Station that has an international prominence. It is a unique place that promotes the arts in our community. It is a place that celebrates our heritage. Building C is a necessity to accomplish this and keep my headquarters intact in College Station. Thank you for hearing my requests in developing College Station into a more beautiful and exciting place.

A handwritten signature in black ink, appearing to read "Benjamin Montelongo". The signature is stylized with a long horizontal line extending to the left and a large, sweeping flourish on the right side.

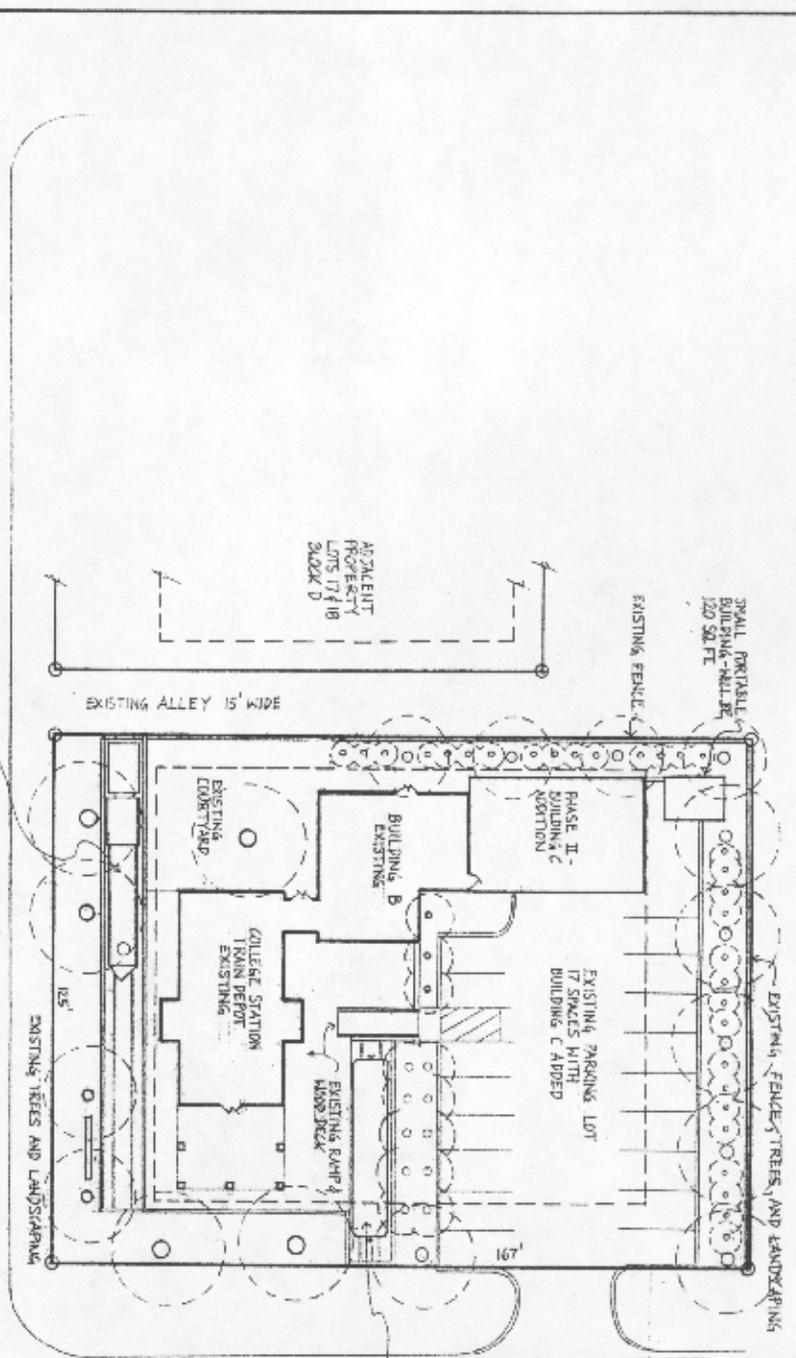
THE COLLEGE STATION / BENJAMIN KNOX GALLERY

COLLEGE STATION TEXAS



THIS PROPERTY WAS NOT ACQUIRED

BUILDING B EXTENDS INTO DRIVE WAY BECAUSE BUILDING C WILL BE ATTACHED ON THE NORTH-EAST SIDE EXTENDING IN TO EXISTING PARKING.



THE COLLEGE STATION TRAIN DEPOT
BENJAMIN KNOX GALLERY

PHASE II
CONCEPTUAL PLAN
ADDITION OF BUILDING C

PHASE II **PARKING REQUIRED**

BUILDING C:
 1st story parking area
 APPROX. 600 SQ. FT. → 3,824 SPACES
 2nd story - STORAGE
 AND BARRIERS
 APPROX. 1000 SQ. FT. → 1 SPACE
 (SAME DEPOT STYLE ARCHITECTURE & MATERIALS AS THE COLLEGE STATION DEPOT & BUILDING B)

SMALL BALCONY OR GARAGE - SIZES VARY AND DIFFICULT TO FIND - REQUESTING THAT THE RAILCAR MAY EXTEND S TO B INTO SIDE STREET SETBACK ONLY IF NECESSARY.
 USED AS VERY SMALL RESTAURANT/ICE CREAM PARLOR AND STORAGE. APPROX. 150 SQ. FT. → 2 SPACES

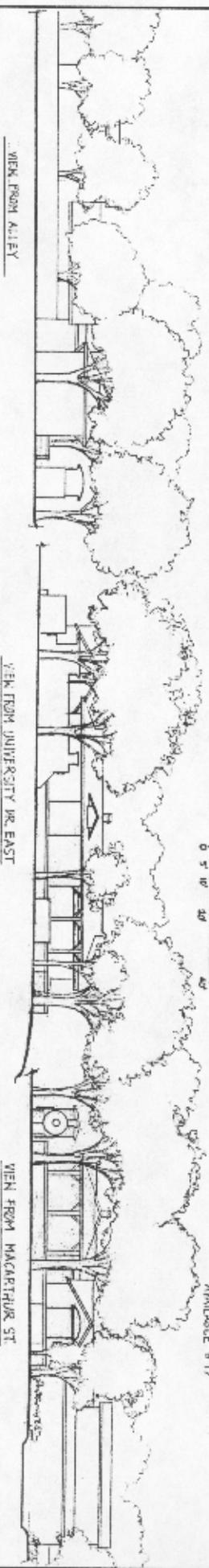
EXISTING STRUCTURES

COLLEGE STATION TRAIN DEPOT = 1528 SQ. FT.

BUILDING B = 1216 SQ. FT.

TOTAL - 2544 SQ. FT. → 10,176 SPACES

TOTAL NUMBER OF PARKING SPACES NEEDED AND AVAILABLE = 17



LOT 1A BLOCK D
 405 UNIVERSITY DR. EAST COLLEGE STATION, TX. 77840

PHASE II
ADDITION OF BUILDING C

BENJAMIN KNOX GALLERY
 (714) 611-2181

RECEIVED
 1 OF 1