

City of Aurora
Planning & Development Services
Attention: Steve Rodriguez
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012
Ph: 303.739.7186

Re: TransPort Colorado FDP Amendment #1 (#1283749)
TAB #1: Letter of Introduction

1st Submittal: April 26, 2019
2nd Submittal: November 22, 2019
3rd Submittal: February 14, 2020
4th Submittal: April 20, 2020

Dear Mr. Rodriguez:

Enclosed please find the first submittal of the TransPort Colorado Logistics and Commerce Park Framework Development Plan (FDP) Amendment. The application has been prepared by and for the following parties:

| | |
|---|---|
| Owners: TransPort Colorado, LLC c/o Western TransPort, LLC Attn: Kelsey Hall 1331 17 th Street, Suite 1000 Denver, CO 81611 Email: khall@transportcolorado.com | Planners / Landscape Architect: LAI Design Group Attn. Jennifer Carpenter 88 Inverness Circle East, Building J, Suite 101 Englewood, CO 80112 Office: 303.734.1777 Email: jcarpenter@laidesigngroup.com |
| Civil Engineers: CVL Consultants Attn. Jason Mann 10333 E. Dry Creek Road, Suite 240 Englewood, CO 80112 Office: 720.482.9526 Email: jmann@cvtinc.net | Traffic Engineers: Felsburg, Holt & Ullevig Attn. Philip Dunham 6300 S Syracuse Way, Suite 600 Centennial, CO 80111 Office: 303.721.1440 x8958 Email: Philip.dunham@fhueng.com |

Site Location: TransPort Colorado

The TransPort Colorado (herein known as “TransPort”) lies between I-70 to the South, Imboden Road to the West, 64th Avenue and the Colorado Air & Space Port to the North, and Schumaker Road to the East. The TransPort site encompasses approximately 5,415 acres, both within the City of Aurora (“COA”) and Adams County jurisdictional boundaries. The property is composed of six Sub-Areas. Sub-Area 1 is approximately 1,154 acres, Sub-Area 2 is approximately 1,299 acres, Sub-Area 3 is approximately 1,019 acres, Sub-Area 4 is approximately 308 acres, Sub-Area 5 is approximately 544 acres, and Sub-Area 6 is approximately 1,090 acres.

Site Intent: FDP Amendment

The TransPort Colorado project intent is designed for a mix of business venues and these include: offices, corporate headquarters, research and development, manufacturing, cargo activities, rail, intermodal, warehousing and distribution. TransPort is an environment designed to facilitate the new strategies of global business through the following:

1. Maximize productivity and commerce;
2. Provide immediate access to ground, air, and rail transportation;
3. Facilitate proximity of relationships between suppliers, manufacturers, distributors, users, services, and other businesses;
4. Respond to the evolving needs of business by providing growth opportunities, education, training, and a concentrated work force;
5. Meet immediate demand and future expansion simultaneously;
6. Provide global supply chain logistics; and
7. Maintain value through a master planned environment that incorporates a pro-active approach to utility infrastructure while protecting and enhancing the physical environments.

The vision for TransPort Colorado is to provide a location for employment opportunities for the City of Aurora ("COA") which utilizes the unique location of significant transportation infrastructure. The approximately 5,415 acres of TransPort is situated with direct access to Interstate 70; rail access via the Union Pacific line running east-west parallel to US Hwy 36/Smith Road; and air transportation through the Colorado Air & Space Port. This trio of transportation alternatives creates tremendous opportunity for a wide range of non-residential uses including rail-served industrial property, intermodal rail facilities, warehouse/distribution, data center, mixed use commercial, manufacturing, aerospace and air-related industries. Educational and technical institutions are also proposed to provide training for the wide variety of industries that will locate at TransPort.

TransPort Colorado is one of the few multi-modal and logistic parks in the Western United States with on-site access to major highway, rail and air cargo facilities. Union Pacific Railroad will provide switching facilities to TransPort located along Colfax Avenue / Manila Road. This site may accommodate the integration of Union Pacific's various operating units and move rail lines and facilities out of central Denver. Union Pacific Railroad uses on the TransPort site could include an Intermodal Yard, Classification yard (switching tracks), Bulk Commodity Yard, Automobile Receiving and Storage Facility, Marshalling Yard, Trans-loading, Service Area, and additional area for future expansion as needed.

With one of the fastest growing economies in the nation, ranked near the top for long-term job growth, Colorado has become a major hub for expanding business and industry growth in the United States. The Denver Regional Council of Governments predicts that the northeast corridor, where TransPort is located, will host nearly 25% of new residents, jobs and housing in the metropolitan area over the next 20 years. The forecast asserts that 400,000 residents and 300,000 jobs will move into this corridor by 2040, offering very attractive employee and employer opportunities.

The TransPort Colorado site is acknowledged in both the 2003 City of Aurora Comprehensive Plan and the 2004 Adams County Comprehensive Plan. According to the 2003 City of Aurora Comprehensive Plan, the Colorado Air & Space Port and the proposed 5,415-acre TransPort Logistics and Commerce Park are envisioned as a significant intermodal and industrial center for economic growth. Recent improvements to the Union Pacific rail line and the extension of 56th Avenue from Denver International Airport (DIA) to the Colorado Air & Space Port (CAS) represent additional components for the enhancement of intermodal development.

The 2004 Adams County Comprehensive Plan notes that the Colorado Air & Space Port is "planned as a mixed-use/employment area, particularly for aviation-dependent industries". TransPort has been identified in the Comprehensive Plan as "one of the few multi-modal locations in the United States with on-site access to major highway, rail and air facilities". The Comprehensive Plan notes "plans are in process to reroute regional rail traffic from the city center through this area, which will boost the growth of TransPort as a true intermodal hub."

The TransPort Colorado development is committed to quality. The short-term objective for TransPort is to provide an opportunity for Union Pacific Railroad to extend multi-modal transportation facility spur for short line rail facilities within TransPort. The long-term objectives for the TransPort development is to provide a wide range of services, industrial, office and commercial, and commerce options, which increase employment opportunities for the City of Aurora.

Statement of Intent: FDP Amendment #1

The Sub-Area Master Plan (Tab #8) depicts the locations of land areas that might be developed based upon availability of services, access, and other criteria. Given the size, nature, scope, and anticipated duration of development of TransPort Colorado, the City of Aurora and the Owner have agreed to utilize a modified process to review Sub-Area Master Plans as portions of TransPort are ready for development.

Sub-Area Master Plan content and processing:

A. Sub-Area Master Plans

1. TransPort is divided into six (6) major Sub-Areas defined on the basis of anticipated sequencing of development within TransPort.
2. In conjunction with a future Contextual Site Plan (CSP) application for a portion or all of a Sub-Area, the Owner shall submit a Sub-Area Master Plan for a portion or all of the Sub-Area. The Sub-Area Master Plan will supplement the provisions of the FDP applicable to such Sub-Area. The Sub-Area Master Plan will be reviewed according to the procedures outlined for a CSP. The criteria for review and approval of a Sub-Area Master Plan shall be the same as a CSP. Notwithstanding the foregoing, the contents of a Sub-Area Master Plan need not contain the same level of detail or contents of a Contextual Site Plan but shall address the matters described in the following paragraph 3.

3. The Sub-Area Master Plan will address the following matters for the portion of the Sub-Area included within the Sub-Area Master Plan:
 - (a) Architectural, landscape, and urban design standards that would typically be required as a part of the FDP application. These standards may be submitted for a whole Sub-Area, such as Sub-Area I, or for a portion of a Sub-Area, such as Sub-Area 1-A, for example.
 - (b) Proposed public land dedications, if any, including the acreage and locations of such dedicated lands;
 - (c) Pedestrian and bicycle circulation plan, including locations of proposed sidewalks, bikeways, trails, and open space areas, and connections to bicycle and pedestrian ways on adjacent lands;
 - (d) Refined roadway and access for the Sub-Area clearly delineating how two points of vehicular access will be provided; and
 - (e) Sub-Area Master Drainage Study shall be submitted for review and approval.
4. At the time of application for approval of a CSP and a Sub-Area Master Plan, the Owner shall pay a pro rata share of the Framework Development Plan (FDP) Fee that was deferred, based on the acreage of the area included within the proposed CSP divided by 4,400 acres. Such deferred portion of the FDP Fee shall be paid at the then prevailing FDP Fees charged by the City (per the approved 2006 FDP, Page 5 of 117).

B. Contextual Site Plan (CSP).

1. The CSP will be reviewed in accordance with applicable City requirements concurrently with City review of the Sub-Area Master Plan.
2. The CSP shall be consistent with the applicable Sub-Area Master Plan, Sub-Area Master Drainage Study, and applicable provisions of the FDP, as supplemented by the Sub-Area Master Plan.

C. Public Improvement Plan (PIP) and Master Utilities Plan Supplements.

1. The Public Improvement Plan (Tab #13) and the Master Utilities Plan approved the time of approval of the FDP, as previously supplemented, will be supplemented concurrently with the Owner's submittal of the Sub-Area Master Plan.
2. The supplements to the Public Improvement Plan and Master Utilities Plan will include the following:
 - (a) Describe the public and private infrastructure necessary to serve the area included within the Sub-Area Master Plan;
 - (b) Describe the on-site and off-site public and private infrastructure required serve the area included with the CSP submitted with the Sub-Area Master to Plan;
 - (c) Describe any planned staging of construction of public and private infrastructure;
 - (d) Include cross-sections for each proposed type of public street showing ultimate build out and proposed initial construction of streets and proposed locations of public water, wastewater

- and storm water facilities;
- (e) Describe the anticipated sources of financing for such infrastructure, including any proposed fee-sharing agreements with the City;
 - (f) Describe any proposed reimbursement agreements and water leases with the City;
 - (g) Describe any proposed use of Title 32 Special Districts for financing, construction, and/or operation of public facilities;
 - (h) Describe any proposed infrastructure in the area subject to the Sub-Area Master Plan that differs from the Public Improvements Plan and Master Utilities;
 - (i) Describe the timing for construction of the public and private infrastructure within the area subject to the Sub-Area Master Plan;
 - (j) Describe the timing for dedication and City acceptance for maintenance of public improvements within or in the vicinity of the area subject to the Sub-Area Master Plan; and
 - (k) Describe the on-site infrastructure proposed for the site subject to the CSP submitted with the Sub-Area Master Plan.
3. For purposes of supplements to the Public Improvement Plan and the Master Utilities Plan, the term "infrastructure" will include the following public and private facilities:
- (a) Transportation Facilities necessary to serve the area subject to the Sub-Area Master Plan, including 6-lane and 4-lane public streets within the area subject to the Sub-Area Master Plan, 6-lane and 4-lane public streets on the perimeter of and in the vicinity of the area subject to the Sub-Area Master Plan, proposed private roads within the area included in the Sub-Area Master Plan, intersection improvements, grade separations at rail crossings, traffic signals, and interstate highway interchange improvements or additions;
 - (b) Water Facilities necessary to serve the area subject to the Sub-Area Master Plan, including new water wells (if any), water treatment facilities (if any), water storage facilities (if any), trunk and sub-trunk water distribution lines, and connections to existing City-owned and operated water facilities (if applicable);
 - (c) Wastewater Facilities necessary to serve the area subject to the Sub-Area Master Drainage Plan, including wastewater treatment facilities (if any), sanitary sewer interceptors and collection lines, and types of on-site wastewater disposal systems (ISDS) and/or small package treatment plants proposed for the area; and
 - (d) Storm Water Management Facilities necessary to serve the area subject to the Sub-Area Master Plan, including water quality treatment facilities, storm water detention and/or retention basins, drop structures, channel improvements, culverts and bridge crossings, other flood control improvements, and regional storm water management facilities."

There are parcels of land amounting to approximately 787 acres that are located within the TransPort Colorado development and are currently not within the City of Aurora limits. These parcels have been identified on all the

attached maps. Although not within the City of Aurora boundary, these areas have been incorporated within the planning areas and land uses for future TransPort development. Development for these areas are proposed to compliment land uses within TransPort. TransPort may pursue annexation with the cooperation and support of the City and its departments. Technical issues surrounding any annexation will require additional study.

Engineering Intent: FDP Amendment #1

Drainage:

A storm drain collection system of curb and gutter, storm inlets, pipes, swales, and channels will be constructed to collect stormwater runoff and direct it to detention ponds located throughout the site. The detention ponds will be sized to store stormwater runoff generated by the 100-year storm event from the developed site and to release the stormwater at historic rates. The existing Bear Gulch drainage regime will remain largely undisturbed except to be used for open space and detention purposes.

Utilities:

Potable Water:

The nearest potable water line is approximately 5 miles away near the Porteos site. More specifically, there is a 24" line in E. 56th Avenue at Jackson Gap Way. Initially, the site will be served by a tank, pump and groundwater well system. A connection to the existing line near Porteos is planned at approximately 100-300 acres of development. Once the connection to the city system is made, the tank, pumps and mains will flushed.

Non-Potable Water:

Discussions with the City of Aurora indicate that a feasibility study is being conducted that includes a non-potable water line that may be brought to the area within the next several years. If this happens, the project would prefer to use this supply for irrigation and industrial uses as practicable.

Sanitary Sewer:

There is currently no public sanitary infrastructure in the vicinity of the site. Initially, the site will be served by On-Site Wastewater Treatment System (OWTS). Per COA, "Aurora Water and Metro Wastewater Reclamation District are working collaboratively on a feasibility study to develop a regional approach for development in the Box Elder Basin." If the public infrastructure is not in place when needed to support development of the site, a package plant, sub-regional, or regional treatment facility will need to be considered for the development and surrounding area.

Dry Utilities:

Existing dry utility services near the site include Xcel Energy for electric, Colorado Natural Gas for gas, CenturyLink, Zayo and ESRTA for internet, telephone and television.

Traffic:

Arterial Roadway:

There are three sections of arterial streets proposed for this development. The first arterial street section will have 168' of right-of-way, a 26' wide raised median with 1' wide vertical outflow curb and gutter, four 12' wide travel lanes

in each direction, 2' wide vertical inflow curb and gutter, an 11' wide landscape parkway, and 10' wide detached shared-use path. Through wetlands we anticipate the section to narrow for minimization of the impact on these sensitive areas. The second arterial street section has 144' of right-of-way, a 26' wide raised median, 1' wide vertical outflow curb and gutter, three 12' travel lanes in each direction, 2' wide vertical inflow curb and gutter, 11' wide landscape parkway, and 10' wide shared-use path. The third arterial street section has 114' of right-of-way, a 14' painted median, two 12' travel lanes in each direction, 2' wide vertical curb and gutter, 14' wide landscape parkway, and 10' wide detached sidewalk.

Collector Roadway:

There is one collector street section proposed for this development. It has an 84' right-of-way, one 12' travel lane in each direction with a 14' painted median, 2' wide vertical inflow curb and gutter, 8' wide landscape parkway, a 10' shared-use path on one side of the street, and an 8' wide detached sidewalk on the other.

Site Zoning: FDP Amendment #1

TransPort Colorado is located within the City of Aurora and is zoned I2 (Industrial 2) and AD (Airport District) under the new UDO (Unified Development Ordinance) as of August 2019. Currently, the site consists of 43 Planning Areas with approximately 5,415 acres and is under one development entity – TransPort Colorado, LLC. Platting of the Planning Areas will take place at the time of the Contextual Site Plan process concurrently. The proposed uses of industrial, airport district and open space uses are permitted within the 2006 approved Framework Development Plan (FDP). The land uses in the FDP are located and designed to support the vision for this area of Aurora. The TransPort Colorado FDP is consistent with the spirit and intent of the Comprehensive Plan and the Unified Development Ordinance and finally, consistent with all other applicable standards, guidelines, policies and plans adopted by City Council.

Zoning Conformance

TransPort Colorado would like to proceed with the intent of the uses allowed under the 2019 Unified Development Ordinance (UDO). While no zoning or use waivers are requested LAI Design; LAI Design has met with COA Staff to request amendments be brought forth from Staff to Council to better serve not only TransPort Colorado but the overall intent of the UDO. The original 2006 approved TransPort FDP did not specifically define the permitted uses within the land use profiles defined in the FDP. At the time of the 2006 approval, some zone districts like Mixed Commercial did not exist and the FDP did not clearly define Industrial uses related to definitions found in the M -1, M-2, M-3 Zone districts respectively. The following tables identifies the existing UDO and the proposed FDP zone designations as well as uses requested:

| Sub-Area | PA | Gross Acreage | Unified Development Ordinance (2019) Zone Designation | Proposed FDP Zone Designation |
|------------------------|-----------|----------------|---|-------------------------------|
| Sub-Area 1 | 10 | 156.8 | I-2 | I-2 |
| | 11 | 117.2 | I-2 | I-2 |
| | 12 | 60.8 | I-2 | I-2 |
| | 13 | 160.2 | I-2 | I-2 |
| | 14 | 251.1 | I-2 | I-2 |
| | 15a | 150.6 | I-2 | I-2 |
| | 15b | 2.8 | I-2 | I-2 |
| | 16 | 174.5 | I-2 | I-2 |
| | 36 | 46.2 | I-2 | I-2 |
| | 37 | 10.1 | I-2 | I-2 |
| | 17 | 23.2 | I-2 | I-2 |
| | Total Ac. | 1153.5 | | |
| Sub-Area | PA | Acreage | Unified Development Ordinance (2019) Zone Designation | Existing FDP Zone Designation |
| Sub- Area 2 | 2a | 81.2 | I-2 | I-2 |
| | 2b | 28.7 | I-2 | I-2 |
| | 33 | 46.2 | I-2 | I-2 |
| | 34 | 36 | AD | I-2 |
| | 3 | 121.9 | AD | I-2 |
| | 4 | 37.4 | I-2 | AD |
| | 5 | 139.2 | I-2 | I-2 |
| | 35 | 70.8 | I-2 | I-2 |
| | 6 | 103.3 | I-2 | I-2 |
| | 7 | 321.1 | AD | I-2 |
| | 8 | 158.2 | I-2 | I-2 |
| | 9 | 159.1 | I-2 | I-2 |
| | Total Ac. | 1303.1 | | |
| Sub-Area | PA | Acreage | Unified Development Ordinance (2019) Zone Designation | Existing FDP Zone Designation |
| Sub-Area 3 | 20 | 88.2 | I-2 | I-2 |
| | 21 | 55.8 | I-2 | I-2 |
| | 22 | 57.3 | AD | I-2 |
| | 38 | 28.7 | AD | I-2 |
| | 23a | 19.7 | AD | I-2 |
| | 23b | 82.5 | AD | I-2 |
| | 24 | 154 | I-2 | I-2 |
| | 25 | 136 | I-2 | I-2 |
| | 26 | 82.6 | AD | I-2 |
| | 27a | 42.1 | AD | I-2 |
| | 27b | 18.6 | AD | I-2 |
| | 28 | 189.5 | I-2 | I-2 |
| | 29 | 64.3 | I-2 | I-2 |
| | Total Ac. | 1019.3 | | |
| Sub-Area | PA | Acreage | Unified Development Ordinance (2019) Zone Designation | Existing FDP Zone Designation |
| Sub-Area 4 | 1a | 117.6 | I-2 | I-2 |
| | 1b | 113.9 | I-2 | I-2 |
| | 32 | 76.4 | I-2 | I-2 |
| | Total Ac. | 307.9 | | |
| Sub-Area | PA | Acreage | Unified Development Ordinance (2019) Zone Designation | Existing FDP Zone Designation |
| Sub-Area 5 | 30 | 31.6 | I-2 | I-2 |
| | 31 | 512.5 | I-2 | AD |
| | Total Ac. | 544.1 | | |
| Sub-Area | PA | Acreage | Unified Development Ordinance (2019) Zone Designation | Existing FDP Zone Designation |
| Sub-Area 6 | 18 | 523.8 | I-2 | I-2 |
| | 19 | 566.3 | I-2 | I-2 |
| | Total Ac. | 1090.1 | | |
| TOTAL: | | 5418.00 | | |
| * ROW are not included | | | | |

Requests & Justifications

TransPort Colorado respectfully seeks approval of the Transport Sign Program for the Monument Sign Standards of Primary and Secondary Signage height and area. Considering the unusual scale of the development proposed, TransPort believes an additional 6' height to signs along arterial streets and an additional 4' height to signs along all other streets will match the scale of the proposed development and the larger format will help motorists easily read the sign without being distracted. The signage will convey similar architectural features as the buildings within the development as well as being attractive to the public on the pedestrian scale. The signs proposed will be surrounded by attractive landscape features as to promote harmonious and uniform standards throughout the TransPort development. It is our goal to allow the public to easily and safely locate services and facilities throughout the development as well as identifying and communicating the needs of businesses. We hope to achieve these goals through:

4.10.12. SIGN PROGRAMS FOR MULTI-TENANT DEVELOPMENTS

A. Intent The purposes of a uniform sign program are to:

1. Achieve a reasonable degree of sign uniformity and coordination;
2. Enhance the visual quality of the area through compatibility of the signs in color, shape, and materials;
3. Provide clarity and legibility for visitors to the project; and
4. Meet or exceed sign design standards.

B. Applicability A uniform sign program shall be required for shopping centers, or for multi-use or multi-building business, mixed-use, commercial, or industrial developments.

Benefits to the City of Aurora

- Creation of a complete employment center providing opportunity for Heavy industrial zoned and rail served business park and Mixed Commercial zoned property that is strategically located in close proximity to the fast-growing Metro Denver area.
- Employment and economic development in heavy industrial and rail served businesses, mixed use commercial, Data/Center, warehouse/distribution, manufacturing, and aerospace jobs.
- Access to multiple modes of transportation, including the Union Pacific Railroad, Interstate 70, Front Range and DIA airports.
- TransPort Colorado is uniquely positioned to attract manufacturing and other heavy industrial users.
- The opportunity to drive economic development, resulting in tremendous job growth, investment and keeping the tax base in the City of Aurora.
- TransPort Colorado will create approximately 30,000 jobs in Aurora

- At build-out, TransPort Colorado will generate more than \$150,000,000 million dollars in annual property taxes for Adams County and City of Aurora

If you have any questions or concerns regarding this FDP Amendment (Framework Development Plan), please contact me or any team member listed on page 1.

Sincerely,



Jennifer Carpenter
Associate Principal

Re: TransPort FDP Amendment #1 (#1283749)

TAB # X: Proposed Permitted Uses

1st Submittal: NA

2nd Submittal: NA

3rd Submittal: February 14, 2020

4th Submittal: April 20, 2020

Note: COA Staff has analyzed the proposed uses included within and acknowledges to support the following changes to the the Use Table in the UDO.

| Table 3.2-1 Permitted Use Table | | P = Permitted C = Conditional Use A = Accessory to Primary Use | | | | | | | | | | | | | | T = Temporary Use V = Permitted if Structure Vacant for 5 Years or More | | | | | | | | | | | | | |
|--|-----|--|---|-----|---|-----|-----|------|-----------|---|-------|------|-------|-------|--------|--|------|-------|--------|------|------|------|-----------------|-----|-----|-----|-----|-----------------------|--|
| | | Residential | | | | | | | Mixed-Use | | | | | | | | | | | | | | Special Purpose | | | | | | |
| ZONE DISTRICT And Subarea or Subdistrict | | R-1 | | R-2 | | | | | MU-N | | | | MU-OA | | | | | | MU-TOD | | | | | | | | | | |
| Land Use | R-R | A&B | C | A&B | C | R-3 | R-4 | R-MH | A&B | C | MU-OI | MU-C | OA-R1 | OA-R2 | OA-RMU | OA-MS | OA-G | MU-FB | Core | Edge | MU-R | MU-A | AD | APZ | I-1 | I-2 | POS | USE SPECIFIC STANDARD | |
| PUBLIC, INSTITUTIONAL, RELIGIOUS, AND CIVIC USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Adult or Child Day Care Center, Small | | | | C | C | C | C | | | | | | | C | P | | | | | | | C | P | | A | A | | 3.3.3.A | |
| COMMERCIAL AND INDUSTRIAL USES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Food, Beverage, and Lodging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bar and Tavern | | | | | | | | | C | C | P | P | | | | C | C | P | P | P | P | P | P | P | | P | | | |
| Utilities and Communication | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Telecom Facility, Tower | | | | | | | | | | | | | | | | | | | | | | | C | C | C | P | | 3.3.5.JJ | |
| Telecom Facility, Freestanding Monopole | | | | | | | | | | | | | | | | | | | | | | | C | C | C | P | | 3.3.5.JJ | |
| Telecom Facility, Freestanding Unipole | | | | | | | | | | | C | C | | | | | C | C | C | C | C | C | C | C | C | P | C | 3.3.5.JJ | |
| Telecom Facility, Freestanding Stealth | C | C | C | C | C | C | C | C | C | C | C | C | | | | C | C | C | C | C | C | C | C | C | C | P | c | 3.3.5.JJ | |
| Utility, Major | | | | | | | | | | | | C | | | | | | | | | | C | P | | C | P | | 3.3.5.KK | |