

March 23, 2009

Lowell Elmer
Dixie Metropolitan Planning Organization
1070 West 1600 South Building B
St. George, UT 84770

Re: Roadway Concepts on Airport Parkway Development Property

Lowell:

We appreciate the opportunity to work with the Dixie MPO and Horrocks Engineers on developing a roadway plan for the properties adjacent to and east of the new replacement airport. Having further studied the concepts that Horrocks and other land owners have presented as part of this process, we would like to clarify our position on the roadways that affect our property. The following points represent our position on these issues:

1. SITLA mentioned in their submittal dated February 2009 on page 5 bullet item number 2, "However, as the planned grid of local streets extending north from Road A will extend into the SITLA property, these alignments and access management plans have been coordinated with the Airport Parkway Development planners." We endorse a system of roads that provide adequate access to all parties within the planning area. This may or may not include a grid system of roadways as stated by SITLA. We believe until a master plan can be defined for these properties it is hard to commit to internal roadways. Certain types of development do not support a grid system of roadways and committing to this will prohibit the ability to attract all types of possible development opportunities. We have worked closely with SITLA and have planned roadways to provide access to the north with the extension of Washington Fields Road and Road B. All other roads shown on the maps are premature and are subject to development plans which will come later. Once we have a better understanding of the tenants for this development then the internal roadways can be defined and will be developed based on the tenants needs.
2. Based on the discussion above we would like the east/west road shown on the maps that split our property in half taken off the maps. We would also like to take off the north/south road shown on our east property line. See attached map for how we would like the roadways in and around our property to be shown.
3. SITLA also mentioned in their submittal on page 5 bullet item number 4, "Local roads serving the development of Planning Area E1 as a business park are planned to be a grid system of streets extending through and coordinated with Airport Parkway Development. Key to this local road system is the access points on Washington Fields Road and Road A. The joint planning efforts for these two properties have identified that full movement intersections on Washington Fields Road should be located at the points shown in Exhibit 3." Again, we think it is premature to be

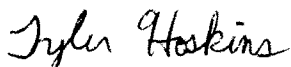
planning a grid system of roadways but feel we have been cooperative in the planning efforts to provide sufficient access through our property. The access points on Washington Fields Road, in our opinion, are opportunities for access and are not necessarily defined as accesses until future development plans define a need for them. SITLA has stated that these access points are full movement intersections and we agree with this point with the intersections on Road A and at our north property line but think it is premature to commit to a full intersection in the middle of our property as it may better serve future development as a right-in right-out intersection.

4. Again SITLA mentioned in their document on page 6 paragraph labeled Planning Area E1, "Primary access is from three planned intersections of local streets with Washington Fields Road." We can support the planned intersections on both the north and south borders of our property but do not know how the intersection in the middle will develop. We are not committing to this being an intersection at this time until a development plan is completed that suggests an intersection is needed here. This development plan will also clarify the control at this intersection as to if it is a full movement, right-in/right-out, or no intersection at all.
5. We would like the steering committee to consider a roundabout on the southwest corner of our property as shown on the attached map. A roundabout in this location completes the theme that was started with the roundabout on the airport access road near the terminal. Additionally, a roundabout in this location could provide more efficient control of the intersection than a traditional stop controlled or signalized intersection. This is due to the fact that the major movements at this intersection are anticipated to be the westbound to southbound movement (ingress to the airport) and the northbound to eastbound movement (egress from the airport). These two movements can complement one another with a roundabout but work against one another in the other scenarios.
6. With our property being next to the airport, we feel there is a potential opportunity for a large tenant that would want close proximity to the airport. We would like to keep this property open to accommodate this type of tenant. Placing development type roadways prematurely through our property does not preserve the parcel as a whole and may prevent the ability to accommodate a tenant that wants a large parcel.

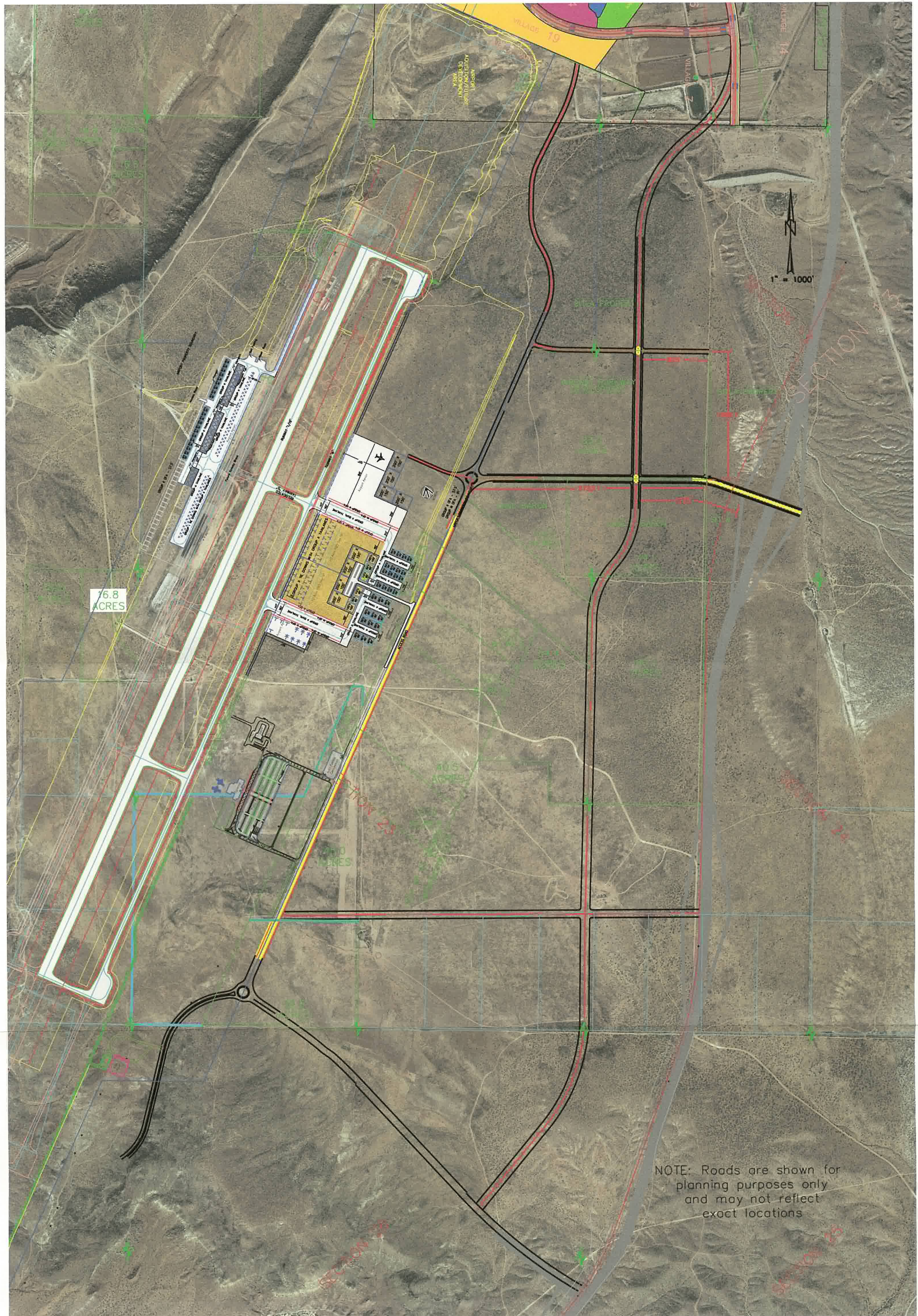
We would be happy to discuss these items in the next meeting on April 1st. Feel free to call if you would like to discuss these items.

Respectfully,

Airport Parkway Development



Tyler Hoskins
Managing Member



76.8 ACRES

1" = 1000'

NOTE: Roads are shown for planning purposes only and may not reflect exact locations