



Iron Springs **A Utah Inland Port Project Area**

Draft Project Area Plan & Budget | Amendment #5

Original Approval Date:
Amendment #5 Date:

April 4, 2023
Pending



DEFINITIONS

Term	Definitions
Authority Infrastructure Bank	“Authority Infrastructure Bank” or “AIB” means the UIPA infrastructure revolving loan fund, established in Utah Code 63A-3-402, with the purpose of providing funding, through infrastructure loans, for infrastructure projects undertaken by a borrower for use within a Project Area.
Base Taxable Value	The taxable value of property within any portion of a Project Area, as designated by board resolution, from which the property tax differential will be collected, as shown upon the assessment roll last equalized before the year in which UIPA adopts a project area plan for that area.
Development Project	A project for the development of land within a Project Area
Effective Date	Date designated in the UIPA board resolution adopting the Project Area Plan on which the Project Area Plan becomes effective. It is also the beginning date UIPA will be paid Differential generated from a Project Area.
Project Area	As to land outside the authority jurisdictional land, whether consisting of a single contiguous area or multiple non-contiguous areas, real property described in a project area plan or draft project area plan, where the development project set forth in the project area plan or draft project area plan takes place or is proposed to take place. The authority jurisdictional land (see Utah Code Ann. sections 11-58-102(2) and 11-58-501(1)) is a separate project area.
Legislative Body	For unincorporated land, the county commission or council. For land in a municipality, it is the legislative body of such municipality.
Loan Approval Committee	Committee consisting of the individuals who are the voting members of the UIPA board.
Project Area Budget	Multiyear projection of annual or cumulative revenues and expenses and other fiscal matters pertaining to a Project Area.
Project Area Plan	Written plan that, after its effective date, guides and controls the development within a Project Area.
Property Tax(es)	Includes a privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
Property Tax Differential	The difference between the amount of property tax revenues generated each tax year by all Taxing Entities from a Project Area, using the current assessed value of the property and the amount of Property Tax revenues that would be generated from that same area using the Base Taxable Value of the property but excluding an assessing and collecting levy, a judgment levy, and a levy for a general obligation bond. This is commonly referred to as tax increment.
Taxing Entity	Public entity that levies a Property Tax on property within a Project Area, other than a public infrastructure district that UIPA creates.

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AMENDMENT/REVISION TABLE

Amendment	Board Approval Date	Summary of Revisions	Acres (+/-)	Total Acres
#1	August 1, 2024	The 2024 addition to the Iron Springs Inland Port Project Area includes 1,393.61 acres of Light-Industrial Zoned property along Iron Springs Road that are divided into three separate sections, including (1) Silver Hills Industrial Park, (2) Lakeside Industrial Park, and (3) the Turf Farm area.	+1,411.3718	2,309.931
#2	November 6, 2025	The 2025 addition to the Iron Springs Inland Port Project Area includes three areas: the undeveloped 460 acres in Cedar City's Port 15 Utah Industrial Park; The newly created Amber Industrial Park in Cedar City, and the Parowan Airport Industrial Park in Parowan. Total acreage in these three areas is about 1,072 acres.	+1,276.2995	3,586.2305
#3	March 16, 2026	The 2026 addition to the Iron Springs Inland Port Project Area includes Enoch City's Research/Industrial Park-zoned properties to promote local business expansion and retention, and new business recruitment to the community.	+431.898	4,018.1285
#4	May 21, 2026	Updated Recruitment Strategy section and Appendix F Recordings and Trigger Resolution Log	0	4,018.1285
#5	Pending	There are seven additional parcels added to the project area in three separate zones. The amendment also includes the cleanup of parcels in the Parowan zone that were not recorded properly. That cleanup eliminated 312.94 parcels in Iron County that should not have been included. There are an additional 1,152.19 acres added. Corrected dates on Appendix F.	+839.25	4,857.38



EXECUTIVE SUMMARY

The Utah Inland Port Authority (UIPA) was established to facilitate the development of Inland Port jurisdictional land and other Project Areas within Utah, furthering the policies and objectives outlined in Chapter 58, Title 11 of the Utah Code Annotated 1953, as amended (UIPA Act). One key mechanism for achieving these purposes is creating a Project Area where a Development Project is proposed, as explained in the Requirements section below.

To establish a Project Area, UIPA must receive written consent from the legislative body of the county or municipality in which the area is located.

On February 27, 2023, the Iron County Commission formally passed a resolution consenting to and requesting the creation of the Iron Springs Inland Port Project Area. Through this partnership with UIPA, the County aims to leverage funding resources and benefits to support local development, address regional business needs, and enhance economic growth across the immediate community and surrounding region.

The Iron Springs Inland Port Project Area aligns with the County's economic development vision by encouraging business retention, expansion, and recruitment to create job opportunities for residents of Iron County and Southwestern Utah. It will bring new primary employment, expand rail access for local and regional companies, and remain consistent with the County's general plan and zoning regulations.

State statute requires the drafting of a Project Area Plan and a formal public adoption process. Once adopted, this document serves as the official Iron Springs Inland Port Project Area Plan.

The draft plan was presented at a public meeting on February 27, 2023, and officially adopted by the Utah Inland Port Authority Board via Resolution 2023-03 on April 4, 2023.

Following the initial designation, Iron County and local landowners requested the addition of 1,411.37 acres of light industrial-zoned property. This amendment supports the creation of light-industrial zones, facilities, and infrastructure to bolster the BZI Innovation Park and the County's broader economic strategy.

In 2025, Parowan City and Cedar City requested adding key industrial properties to the Project Area, including the Parowan Airport Industrial Park, undeveloped acreage in the Port 15 Industrial Park, and the newly created Amber Industrial Park near Cedar City Regional Airport.

Parowan City is prioritizing economic development at its Airport Industrial Park using UIPA tools for infrastructure investments and recruitment. The Parowan City Council passed a resolution consenting to include these municipal lands in the Project Area to advance its local economic strategy.

Cedar City's Port 15 Utah Industrial Park was established by the city's Redevelopment Agency in 2007, utilizing tax increment financing to fund roughly \$8.5 million in essential infrastructure—including power, natural gas, water, wastewater, and fiber utilities. With recent rapid regional growth consuming utility capacity, Cedar City and Port 15 identified inclusion in the Project Area as the most effective path to fund new infrastructure and maintain business recruitment momentum.

Not far from Port 15, the Amber Industrial Park is also being developed for light industrial uses to support community expansion and recruitment goals.



On July 30, 2025, the Cedar City Council voted to adopt a resolution partnering with UIPA to incorporate properties into the Project Area. This resolution included the Cross Hollow Zone, which was formally subdivided and recorded in September 2026 to support recruiting corporate headquarters and funding critical public water, wastewater, and road infrastructure.

Enoch City created its Research/Industrial Park Zone (R/I-P) to foster business retention, expansion, and recruitment. Designed for corporate offices, light assembly, accessory warehousing, and public facilities, the zone benefits from UIPA resources to address municipal infrastructure needs and recruitment incentives.

Incorporating these lands into the Iron Springs Project Area enables both municipalities to optimize their economic development plans.

On February 2, 2026, the Enoch City Council passed a resolution welcoming UIPA partnership and incorporating 431.90 acres of R/I-P-zoned property into the Project Area.

The Juniper Zone, located approximately 12 miles northwest of the Iron Springs Zone, offers direct access to the Union Pacific Cedar City Branch line and the Kern River Natural Gas Pipeline. Identified as a strategic site for natural gas electricity generation, it is planned for large-scale projects with significant power and direct rail requirements.

On September 14, 2026, the Iron County Board of Commissioners voted to adopt a resolution incorporating the Juniper Zone properties into the Iron Springs Project Area.

LOGISTICS INFRASTRUCTURE & VALUE PROPOSITION

The Iron Springs Inland Port Project Area includes multimodal logistics assets that support industrial and freight-related use. Those assets include highway access to Interstate 15, the Union Pacific Cedar City Branch, two operating rail transload facilities, proximity to Cedar City Regional Airport, and planned improvements to the Cedar Valley Belt Route.

Cedar City and Iron County share economic development staffing. Their industrial strategy is focused on retention, expansion, and recruitment in industrial-zoned areas in western Cedar City and adjacent unincorporated Iron County. Parowan, the Iron County seat, is located approximately 20 miles northeast of Cedar City on Interstate 15. Parowan's Airport Industrial Park is central to the city's economic development strategy and is intended for light-industrial projects with an aviation, logistics, or technology focus. Enoch's industrial-zoned property includes established businesses, as well as properties adjacent to Utah SR 130 and the planned Cedar Valley Belt Route that are identified by the city as suitable for business recruitment.

The Iron Springs Inland Port includes property in unincorporated Iron County, Cedar City, Enoch, and Parowan. Amendment #5, if adopted, would also include the Juniper Zone in unincorporated Iron County. The Inland Port Authority works with each jurisdiction on industrial and logistics infrastructure consistent with local land-use authority.

Cedar City & Iron County Iron Springs Industrial Area

The Iron Springs industrial cluster is located approximately five to six miles from Interstate 15 and is planned to connect to I-15 via the Cedar Valley Belt Route once that corridor is constructed. The area includes the Savage Cedar City Transloading Facility, the BZI Innovation Park, Silver Hills Industrial Park, Lakeside Industrial Park, and the Turf Farm area in unincorporated Iron County. Port 15 Utah and the Amber Industrial Park are within Cedar City. Amber is located east of Port 15, near Cedar City Regional Airport, Highway 56, and Lund Highway.

This area provides highway access toward major western markets. The Union Pacific Cedar City Branch provides rail service. Two operating transload facilities support train-to-truck and truck-to-train transfers for businesses in Iron County and surrounding southwestern Utah counties. Public materials describe the RailSync facility at BZI Innovation Park as handling dimensional freight such as steel and lumber, and the Savage Cedar City facility as handling dimensional freight, dry and liquid bulk, food-grade products, and hazardous materials, with on-site storage and reported capacity of about 70 railcar spots. In April 2024, BZI Innovation Park was designated a Union Pacific Focus Site, a pre-approved rail-served industrial location.

Public and private infrastructure investment has supported site preparation and rail capacity. BZI Innovation Park is an approximately 820-acre rail-served park. Port 15 Utah is an established rail-served industrial park that received earlier utility investment (electrical substation, natural gas, municipal water and wastewater, and fiber). Local partners have identified additional roadway, rail, and utility capacity as needed to serve remaining industrial land, including areas where existing utility capacity is also used by nearby growth.



Cedar City Regional Airport is nearby and currently supports air freight and cargo-handling services in addition to commercial passenger service. Combined with I-15 access, the Union Pacific branch, and the two transload facilities, the Iron Springs industrial area can support additional manufacturing, distribution, and other logistics-related uses and could increase regional freight-handling capacity.

Parowan Airport Industrial Park

Parowan City has identified property adjacent to the municipal airport and the Parowan North I-15 interchange for small- to medium-scale industrial development. The location provides access to I-15 and a direct connection to the airport. The city has identified highway and air transportation assets, together with available fiber optic service, as the basis for aviation, logistics, light industrial, and technology uses at a scale consistent with the community. Additional road and utility extensions have been identified by the city as infrastructure needed to serve the park.

Enoch Research / Industrial Park

Enoch's Research/Industrial Park (R/I-P) Zone is on the northern edge of the city, adjacent to Utah SR 130 (Minersville Highway), with planned access to the Cedar Valley Belt Route. Once completed, the Belt Route is intended to move industrial traffic around the main corridors in Enoch and Cedar City and connect that traffic to Interstate 15. Existing businesses in the zone, and adjoining industrially zoned parcels along SR 130, are the city's identified inventory for retention, expansion, and recruitment.

Juniper Zone

The Juniper Zone is located approximately 12 miles northwest of the Iron Springs Zone. The draft legal description for Amendment #5 contains approximately 847.33 acres. The site has direct access to the Union Pacific Cedar City Branch and to the Kern River Natural Gas Pipeline. The location is identified for economic development where natural-gas electricity generation could occur to serve on-site demand. Plans described in this Project Area Plan include large projects with substantial electrical requirements that could use direct rail access. Inclusion of the zone, if adopted, would add a rail-served, pipeline-adjacent site to the Iron Springs logistics footprint. No generation facility or large-load project is assumed as an existing use.

Cedar City Cross Hollow Zone

The Cross Hollow Zone, located west of Cedar City's Providence Center commercial area, includes just over 200 acres specifically designated for the recruitment of corporate headquarters operations for regional businesses. The land owners, Leavitt Land and Investment, plan to construct a 74,000 square-foot office complex to house the corporate headquarters of Leavitt Group Enterprises. Property tax differential will be invested primarily in public water and wastewater infrastructure, and in transportation infrastructure to serve this area of the community.

Additionally, the property owners are working with the community to recruit other corporate headquarters offices to this area.



Core logistics value for the UIPA Network

Within the limits of current highway, rail, transload, airport, and utility conditions—and subject to completion of planned Belt Route and local infrastructure work—the Project Area can:

- Provide rail access to firms that do not have a private spur, through the two operating transload facilities and the Union Pacific Cedar City Branch.
- Offer highway connectivity to I-15 and, if constructed, a belt route that could separate industrial truck traffic from local corridors in Cedar City and Enoch.
- Pair rail-served land at Iron Springs / Port 15 / Juniper with airport-adjacent light industrial land at Amber and Parowan.
- Support a broader southern Utah freight pattern in which a portion of long-haul truck moves could shift to a combination of short-haul truck and rail, which could add logistics capacity and supply-chain options for the region.

These outcomes depend on continued infrastructure investment, carrier service levels, and private site development. They are not guaranteed by Project Area designation.

USDOT RAISE Grant Award for the Iron Springs area

In August of 2022, the United States Department of Transportation awarded the Utah Inland Port Authority a USDOT RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant, providing \$445,000 in federal planning funds to advance regional freight logistics and supply chain planning in southwestern Utah.

Cambridge Systematics was selected as the entity to carry out the specialized technical work, market research, and infrastructure assessment involved in the project. It is anticipated that this study will be completed and approved by the Federal Railroad Administration by the end of 2026.

Key Objectives

- **Freight Modal Shift:** Evaluate shifting more long-haul regional freight from highway trucks to rail, aiming to reduce long-distance truck traffic along the I-15 corridor. Also to channel industrial traffic from the Iron Springs area to the planned Cedar Valley Belt Route and away from Cedar City's main thoroughfares.
- **Economic Development:** Strengthen regional supply chain resilience and analyze market demand for high-paying logistics and light industrial jobs in Southern Utah.

OVERVIEW

Purposes and Intent

By adopting this Project Area Plan and establishing the Iron Springs Inland Port Project Area, UIPA aims to maximize long-term economic benefits to the Project Area, the surrounding region, and the state. The Plan also involves maximizing the creation of high-quality jobs, and other purposes, policies, and objectives described herein and as outlined in the Port Authority Act.

Amendments in 2024, 2025 and 2026 bring additional properties located in unincorporated Iron County, Cedar City, Enoch and Parowan into the Iron Springs Inland Port. These properties are already zoned for industrial and commercial use, and they are part of the plan for business expansion and recruitment in the community. Iron County is very economic development-focused and the opportunity to partner with the Utah Inland Port Authority helps the County and these cities to better accomplish their economic goals.

Area Boundaries

A legal description of the proposed area boundaries and a map can be found in [Appendices A](#) and [B](#).

Legislative Body Consent

Written consent from the public entities requesting the establishment of a UIPA Port Project Area can be found in [Appendix C](#).

Landowner Exclusion

Pursuant to UCA 11-58-501, “an owner of land proposed to be included within a project area may request that the owner's land be excluded from the project area.” A project area exclusion request must be submitted by the respective landowner in writing to the UIPA board no more than 45 days after their public meeting under Subsection 11-58-502(1), which states, “the board shall hold at least one public meeting to consider and discuss a draft project area plan.” Landowners may submit notarized written requests either in person or via certified mail to Attn: Board Secretary, 60 E South Temple, Suite 600, Salt Lake City, UT 84111.

Project Area Budget

UIPA will prepare a yearly budget for each year prior to expending tax differential revenues. A preliminary summary budget for the project area can be found in [Appendix D](#).



Environmental Review

For the UIPA Board to adopt a Project Area Plan, an environmental review for the project area must be completed. To ensure that any required environmental studies, documentation, or action is conducted according to federal, state, and local regulatory standards, the project area's environmental considerations are reviewed to provide recommendations for next steps and/or approval before work, which could pose environmental impacts, may commence.

The environmental review consists of a desktop review of publicly available environmental data that considers the following elements as applicable: Environmental Justice, NEPA Reporting Requirements, Past and Present Land Uses, Geotechnical Resources, Historical and Cultural Resources including Tribal Lands, Natural Resources, Water Resources, Environmental Quality, and Air Quality.

A brief summary of environmental considerations for the Iron Springs Inland Port Project Area is included below. The full environmental review report can be found in [Appendix E](#).

SUMMARY OF IRON SPRINGS ENVIRONMENTAL CONSIDERATIONS

- [Cedar and Indian Peaks Bands](#) of the Paiute Indian Tribe located near the project area
- The following threatened (T), endangered (E), proposed threatened (PT), and proposed endangered (PE) species may exist in the project area:
 - **Utah Prairie Dog** (T) - no critical habitat has been designated
 - **California Condor** (E) - final critical habitat published in the [Federal Register](#)
 - **Yellow-billed Cuckoo** (T) - final critical habitat published in the [Federal Register](#)
 - **Monarch Butterflies** (PT) - final critical habitat published in the [Federal Register](#)
 - **Suckley's Cuckoo Bumble Bees** (PT) - no critical habitat has been designated
 - **Ute Ladies'-tresses** (T) - no critical habitat has been designated
 - critical habitats do not exist within or overlap with any portions of the project area
- 25 migratory birds on the [US Fish and Wildlife Service Birds of Conservation Concern \(BCC\)](#)
 - breeding seasons ranging between December 1 and September 15
- Portions of the project area contain flood hazard areas
- Iron County is currently in attainment for all criteria pollutants

Recruitment Strategy

UIPA coordinates with Iron County, Cedar City, Parowan and Enoch on their recruitment strategies, and works in conjunction with the Governor's Office of Economic Opportunity (GOEO), the Economic Development Corporation of Utah (EDC Utah) and other State and regional agencies on recruitment opportunities.

Incentives may be offered as post-performance rebates on generated property tax differential, based on capital investment dollars spent. Generally, incentive amounts will not exceed 20% of annual assessed property tax paid by any business up to a capped dollar amount for more than 25 years, and final discretion for incentive amounts are with the UIPA Board. All incentives must be approved by the UIPA Board in a public meeting.

Generally, no incentive should be offered to companies that expect to utilize 200,000 gallons or more of potable water per day. No businesses are guaranteed an incentive, and the UIPA Board may decline an application at any time for any reason.



Incentives will favor low water use industries such as those listed below:

- Light Industrial
- Manufacturing
- Warehousing & Distribution
- Agricultural Technology and Equipment
- Plastics
- Technology and data centers (low water use)
- Lumber processing
- Aerospace and defense
- Logistics
- Corporate Headquarters

General guidelines for incentives are for businesses that are creating new growth as follows:

New Capital Investment	Incentive %*
\$15 million	10%
\$25 million	15%
\$50 million	20%

**Post performance incentive that is respectively the total tax burden (e.g. what the incentive recipient pays) minus UIPA admin, housing, and/or any environmental commitment(s). Incentives cannot exceed what UIPA receives in Project Area differential.*

Variables that could impact the percent of tax differential awarded include the following:

- Targeted industry businesses
- Logistics volume created
- Platform and capabilities of the business
- Any further details will be determined in conjunction with the appropriate land-use authority, whether Iron County, Cedar City, Parowan, or Enoch

Project Area Performance Indicators

UIPA will monitor and record the economic benefit of this Project Area and report this information bi-annually to the UIPA Board and the Iron County Commission. UIPA will work with Iron County to determine the right key performance indicators. The following represent likely performance indicators that UIPA will report on:

1. Capital Investment in the Project Area
2. Number of high paying jobs as defined by state statute (average county wage or higher)
3. Change in county poverty rate
4. Total jobs created
5. Total attrition values
6. Affordable housing units created with associated occupancy and affordability levels
7. Improvements to road, rail, and public infrastructure.
8. Commodity flow by type and value
9. Commodity transload by type and value
10. Air quality and environmental metrics



Sustainability is at the heart of all UIPA's partnerships, programs, and policies. UIPA is committed to realizing its sustainable development potential through coordination with public and private stakeholders in the region. The UIPA framework for sustainable development consists of green, resilient, and equitable themes, each with distinct objectives and dimensions. UIPA encourages participants in this initiative to implement projects that:

- Respect the area's existing natural environment and land use conditions
- Support the continued growth of the state's economy
- Improve or maintain air quality and minimize resource use
- Work in concert with and coordinate the efforts of all applicable stakeholders
- Support green technology adoption in supply chain
- Implement world-class, state-of-the-art, zero-emissions logistics

Conclusion

The creation and amendments of the Iron Springs Inland Port Project Area offer Iron County, Cedar City, Parowan and Enoch the unique opportunity to focus on their communities' economic development strategies. It allows Iron County and Cedar City to effectively utilize and enhance the rail infrastructure that already exists in the County to its full potential and to support and drive positive economic growth and stability throughout the region.

Creation of transload resources not only supports existing industries throughout Southwestern Utah, but this logistics resource will also provide a backbone for future industries in the area. In both scenarios, this is expected to attract private capital investment, contribute to the tax base, create jobs, and enhance the overall economic vitality of the community.

Parowan's Airport Industrial Park is focused primarily on aviation business development, while also working to attract smaller light-manufacturing projects that fit the industrial park, and can benefit from the city's access to the airport, to I-15, and to broadband fiber optics. The city is very interested in bringing new primary employment opportunities to the community and diversifying Parowan's employment share.

Enoch's Research/Industrial Park area aims to encourage the expansion and retention of existing businesses and the recruitment of new companies to the community. The location of the industrial-zoned parcels was carefully considered by the city because of access to transportation corridors and the potential for economic diversification.

The Juniper Zone west of the Iron Springs area can utilize natural gas available in the area for electrical power generation, and its location along the Union Pacific Cedar City Branch allows for additional railroad access for potential development.

The Project Area not only creates jobs and opportunity for long-term sustainable growth, but meets the core statutory goals and objectives of the Utah Inland Port Authority, which include:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (e) respect existing land use and other agreements and arrangements between property owners within the Authority jurisdictional land and within other authority Project Areas and applicable governmental authorities;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the Authority jurisdictional land and land in other Authority Project Areas that generate economic development, including rural economic development;



- (k) establish a project of regional significance;
 - (n) facilitate an increase in trade in the region and in global commerce; and
 - (o) promote the development of facilities that help connect local businesses to potential foreign markets for exporting or that increase foreign direct investment;
-
- (q) encourage the development and use of cost-efficient clean energy in project areas;
 - (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within
 - a Project Area.

Staff Recommendation

The Staff of the Utah Inland Port Authority recommends the Port Authority Board approve the request to create the Iron Springs Inland Port Project Area.

Additionally, the Staff of the Utah Inland Port Authority recommends the Port Authority Board approve the request to amend new properties into the Iron Spring Inland Port Project Area as described herein.

REQUIREMENTS

The UIPA Act outlines certain steps that must be followed before the Iron Springs Inland Port Project Area Plan is adopted. The requirements are as follows:

Statutory Requirement

A draft of the Project Area Plan must be prepared.

A Project Area Plan shall contain:

- (a) Legal description of the boundary of the project area;
- (b) The Authority's purposes and intent with respect to the project area; and
- (c) The board's findings and determination that:
 - (i) there is a need to effectuate a public purpose;
 - (ii) there is a public benefit to the proposed development project;
 - (iii) it is economically sound and feasible to adopt and carry out the project area plan; and
 - (iv) carrying out the project area plan will promote the goals and objectives stated in Subsection 11-58-203(1).

Adoption of the Project Area Plan is contingent on the UIPA Board receiving written consent to the land's inclusion in the project areas from:

- Legislative Body (See Exhibit C)

Source: UCA 11-58-501 Preparation of project area plan -- Required contents of project area plan.

The UIPA Board shall hold at least one public meeting to consider the draft Project Area Plan.

At least 10 days before holding the public meeting, the board shall give notice of the public meeting:

- (a) to each Taxing Entity;
- (b) to a municipality where the proposed project area is located or any municipality that is located within one-half mile of the proposed area; and,
- (c) on the Utah Public Notice Website.

After public input is received and evaluated and at least one public meeting is held, the UIPA Board may adopt this Project Area Plan, with such modifications as it considers necessary or appropriate.

Source: UCA 11-58-502 Public meeting to consider and discuss draft project area plan – Notice – Adoption of plan

In addition, after the Project Area Plan is adopted, its adoption must be properly advertised and notice given to certain governmental entities, along with an accurate map or plat, all as provided in the UIPA Act.

Source: UCA 11-58-503 Notice of project area plan adoption – Effective date of plan – Time for challenging a project area plan or project area



BOARD FINDINGS & DETERMINATION

Pursuant to UIPA Act, the Board makes the following findings and determination:

Public Purpose

“There is a need to effectuate a public purpose.”

UIPA was expressly created to, among other things, enhance and maximize long-term economic benefits to the area, the region, and the State, maximize the creation of high-quality jobs, respect and maintain sensitivity to the unique natural environment, promote and encourage development, and facilitate the transportation of goods. The UIPA Board has determined and found that use of its authority under the UIPA Act will develop the Iron Springs Inland Port Project Area, assist the Regional Governments in fulfilling their purposes, and fulfill its public purpose.

The public purpose for the Iron Springs Inland Port Project Area is for community development in Iron County and throughout southwestern Utah. Utah Code provides the following definition of “Community Development:” development activities within a community, including the encouragement, promotion, or provision of development. [Utah Code Ann. § 17C-1-102 (16)]

The creation of, and any amendments to, the Iron Springs Inland Port Project Area furthers the attainment of the purposes of Title 17C by addressing the following objectives:

Provision of development that enhances economic and quality of life basis

The Project Area will provide numerous economic and community benefits through the development of transloading facilities to serve businesses located in Iron County and throughout southwestern Utah. At these transload facilities, materials and products are transferred between trucks and trains. For example, a forklift may transfer palletized goods from a truck to a rail car, or a crane may lift heavy products, like steel beams, off a rail car and place them on a flatbed truck.

The Union Pacific Rail Spur from Lund to Cedar City is a valuable transportation resource and these transloading facilities will vastly expand railroad access for businesses. Currently, rail service in Iron County is limited to two service days per week, and only to businesses with a direct connection to the railroad. This project will encourage better utilization of the railroad spur, potentially bringing more rail service to the area, and it will benefit many local and regional companies that are not able to connect to the rail. In addition to rail transloading, the Project Area will facilitate direct rail access to companies that need direct-service rail spurs to their facilities in the appropriate industrial areas.

The Project Area also includes planned development of new industrial, manufacturing, technology, residential, and warehousing and distribution facilities, all of which fit into the County’s general plan for this area. New investment within the Iron Springs Inland Port Project Area will benefit Iron County and the region through the creation of new primary employment opportunities and through the improvement of transportation methods and infrastructure.

Stimulation of associated business and economic activity by the development

The Project Area will meaningfully enhance Iron County’s property tax base through investment into new infrastructure and facilities. Additionally, new jobs created through this Project Area will provide a significant impact, both direct and indirect, to Iron County’s economy. Iron County has one of the highest



rates in the state of people below the poverty level with a rate of 15.3%, more than one-and-a-half times the 8.8% overall rate in Utah (US Census ACS 2021).

The jobs that will be created within the Project Area will include industrial and manufacturing jobs, which are currently among the highest paying jobs in Iron County. Specific jobs expected include equipment operators, construction and electrical tradespeople, maintenance workers, production managers, office administration, account managers, distribution specialists, logistics analysts, managers, supervisors, etc. Additionally, the direct short-term and long-term jobs will provide a multiplying effect throughout the economy by increasing expenditures on housing, food, fuel, and other commercial services from local businesses.

Lastly, the access to rail via the transloading facilities in the Iron Springs Inland Port Project Area will attract businesses from Washington County and throughout the region who will benefit from the increased availability of rail, shifting their need for long-range trucking to a combination of short-distance trucking and rail service. This ultimately reduces the volume of long-range trucking throughout the region.

The creation of a Project Area in Iron County, and including amended properties as described herein will enhance the development of the area in the following ways, that would not be feasible otherwise:

1. Enhancement of regional access to the railroad through transloading facilities supporting numerous industries in the region, including steel and composite manufacturing, as well as mineral and agricultural products. In doing so, this limits the dependency on truck movement to support these industries;
2. Incentives that support investment by key and critical industries and provide economic opportunities for Iron County Citizens;
3. UIPA's Port designation will allow access to potential grant funding through DOT, DOE and EPA;
4. Funding for affordable housing through Property Tax Differential;
5. UIPA's regional focus will allow the Iron Springs Inland Port Project Area to support logistics needs and identify opportunities across the state and entire Southwest region; and
6. UIPA worked with the BZI Innovation Park and Savage to facilitate the construction of the transload facilities in the Project Area. This specific infrastructure is attracting private capital investment, contributing to the tax base, creating jobs, and enhancing the overall economic vitality of the community in ways that would not occur through private investment alone.

Public Benefit

"There is a public benefit to the proposed Project Area."

The UIPA Board determines and finds that there are many public benefits that will result from the Project Area. Specifically, the Iron Springs Inland Port Project Area will achieve the following:

1. Provide railroad access to businesses located in Iron County and throughout southwestern Utah, increasing opportunities to ship and receive materials and increasing access to domestic and global markets;
2. Enhance employment and income opportunities for community residents by increasing employment opportunities within Iron County;
3. Increase the diversity of the local economy, giving Iron County better resilience against economic downturns;
4. Enhance the diversity of the tax base and increase the resources available for performing governmental services;



5. Encourage and support the improvement and use of Iron County's transportation resources, including railroad, local, state and interstate roads and highways, and the Cedar City Regional Airport; and
6. Support and encourage appropriate public and private development efforts in the community.

The Project Area allows UIPA to attract industry and create opportunities for sustainable long-term growth.

The Cedar City & Iron County Economic Development office currently works to recruit industrial manufacturing, warehousing, and distribution companies to the County's industrial areas. These efforts have resulted in the successful recruitment of a number of key employers in Iron County. Cedar City - Iron County works closely with the Utah Governor's Office of Economic Development, the Southern Utah Economic Alliance, and with the Economic Development Corporation of Utah to recruit industrial and manufacturing tenants to the industrial area of the County as part of its strategy.

The Project Area gives the County another valuable partner in this business recruitment effort, and the development that will occur within the Project Area will create appealing options to businesses that are looking to expand or relocate into prime areas across the western United States.

Part of the Iron Springs Inland Port Project Area will be dedicated to the development of two transloading facilities. Transloading refers to the transfer of goods between one mode of transportation to another mode of transportation en route to the cargo's final destination. Today, most of the goods we consume are manufactured abroad and require multiple modes of transportation to reach their final destination. Rectangular steel containers are by far the most popular method to transport these goods because of their versatility and ability to be transferred between modes of transportation. This is referred to as "intermodal." In addition to containers, bulk goods can also be transloaded.

Before the creation of the Iron Springs Project Area and the construction of the Savage Cedar City Transloading Facility and the RailSync Transloading Facility, the nearest transloading facility to Iron County was a bulk transloading facility in Salt Lake City. The nearest facilities servicing containers is in Salt Lake City. The transloading facilities in the Iron Springs Project Area provide services to Iron County, as well as neighboring Washington, Beaver, Millard, Sevier, Piute, Garfield, and Kane counties. Additional benefits include reduced export costs and shipping time to West Coast ports. The RailSync facility mainly supports transfer of dimensional freight such bulk steel and lumber. The facility on the Savage Cedar City, UT Transload Facility portion also transfers bulk commodities, such as dry bulk, liquid bulk, and construction products, and it also has the ability to safely transfer hazardous materials.

3 Ts of Transloading



TRAIN



TRANSFER



TRUCK

Versus trucking, rail has some strong advantages from an emissions and efficiency standpoint:

- Rail currently accounts for less than 1% of total US greenhouse gas emissions¹
- Rail is capable of moving 1 ton of freight 480 miles on one gallon of fuel²
- Rail is approximately 3–4 times more fuel efficient when compared to trucks³

Economic Soundness and Feasibility

“It is economically sound and feasible to adopt and carry out the Project Area plan.”

UIPA determines and finds that development of the Iron Spring Inland Port Project Area, as contemplated by UIPA, the Owner, and the Regional Governments will be economically sound and feasible. A Project Area budget summary based on current estimates is included as [Appendix D](#). Through the investment of Property Tax Differential and the AIB loan as explained in this section, the Project Area will grow faster and in a more coordinated manner than would be possible otherwise. This will result in long-term financial returns for the Taxing Entities that are greater than would be achieved if the Project Area is not undertaken. The following table shows estimates of current taxable revenues for each taxing entity and expected revenues once the project area is complete, along with the estimated amount of differential during the 25-year project timeframe. The base value shown for 2022 will continue to be sent to taxing entities, along with 25% of new growth. At the end of the project, all taxes will revert to taxing entities.

The Property Tax Differential collected from the Iron Springs Inland Port Project Area is 75 percent of the difference between the expected Property Tax revenues and the Property Tax revenue that would be generated from the Base Taxable Value, with the remaining 25 percent flowing through to the Taxing Entities. Differential collected shall begin on the date specified by board resolution and continue for 25 years and may be extended for an additional 15 years by the board if it is determined that doing so produces a significant benefit. The initial trigger date for tax differential as agreed to by Iron County and UIPA was 2026, which will result in Differential being collected in 2026 and received by UIPA in 2027.

In addition to the differential, a \$10 million loan from the AIB to the BZI Innovation Park Logistics Park LLC for rail infrastructure was issued in July 2023. The terms include a 15-year repayment following a three-year deferral. Interest will accrue during these three years and be capitalized to the loan amount. The loan is secured by Property Tax Differential and is being used for the transloading facility in the park that will serve businesses in the area. A second AIB loan for \$5 million was approved for an additional transloading facility operated by Savage Transload Network, which will focus on dry and liquid bulk products and be hazmat capable (The loan was paid off in April 2026), while BZI’s RailSync transload will handle dimensional products such as steel beams and lumber.

Projected tax differentials received by UIPA for the 25-year term of the Project Area are approximately \$2.01 billion . UIPA will prepare and adopt a formal budget prior to expending tax differential funds, and current projections are preliminary and expected to change. UIPA may apply the funds collected to encourage the Project Area as deemed appropriate by UIPA and the County and contemplated in the Project Area Plan, including but not limited to the cost and maintenance of public infrastructure and other improvements located within or benefitting the Project Area. Iron County had entered into negotiations with BZI Innovation Park prior to UIPA’s involvement in the project area, and certain

¹ <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

² <https://gorail.org/sustainability/californias-green-trains>

³ <https://www.aar.org/climate-change>



aspects including the affordable housing and allocation to property owners were agreed upon and adopted by UIPA. Allowable uses for the BZI Innovation Park will be divided into the following categories:

- 10 percent for affordable housing.
 - Paid to BZI Innovation Park for townhome development
- 5 percent for administrative expenses retained by UIPA
- 85 percent for public infrastructure and improvements allocated based on tax paid by parcel

UIPA will contract with the BZI Innovation Park and Savage to spend tax differential on public infrastructure that benefits the community. Allowable uses of tax differential include:

- Infrastructure bank loan repayment
- Rail
- Roads
- Utilities
- Associated costs of public infrastructure
- Business recruitment incentives
- Development Impediments

UIPA will establish auditing rights with the recipients of tax differential to ensure provided funding is used only for allowable uses. Following the initial planned development and after agreements have been satisfied, UIPA staff will coordinate with Iron County to determine if subsequent differential should be used for additional development by the Owners or on other public infrastructure, including Iron Springs Road.

Not less than every five years, and each year for the Iron County School District, UIPA will review with County staff and major taxing Entities the differential being remitted to UIPA and determine if any adjustments to the amount passed through to taxing entities, administration percentage, or affordable housing percentage should be adjusted. Adjustments to originally planned passthrough payments for affordable housing and other public infrastructure developments would only be reviewed after initial agreements have been satisfied.

Promote Statutory Goals and Objectives

“Carrying out the Project Area Plan will promote UIPA goals and objectives.”

The Iron Springs Inland Port Project Area promotes the following statutory goals and objectives to be considered a UIPA Project Area:

- (a) maximize long-term economic benefits to the area, the region, and the state;
- (b) maximize the creation of high-quality jobs;
- (e) respect existing land use and other agreements and arrangements between property owners within the Authority jurisdictional land and within other authority Project Areas and applicable governmental authorities;
- (h) facilitate the transportation of goods;
- (i) coordinate trade-related opportunities to export Utah products nationally and internationally;
- (j) support and promote land uses on the Authority jurisdictional land and land in other Authority Project Areas that generate economic development, including rural economic development;
- (k) establish a project of regional significance;
- (n) facilitate an increase in trade in the region and in global commerce; and
- (o) promote the development of facilities that help connect local businesses to potential



- foreign markets for exporting or that increase foreign direct investment;
- (q) encourage the development and use of cost-efficient clean energy in project areas;
- (r) aggressively pursue world-class businesses that employ cutting-edge technologies to locate within a Project Area.

Specifically, the Iron Springs Inland Port Project Area achieves the following goals and objectives:

- This Project proposes to create additional rail-related infrastructure (transload) that will allow the business community to access rail for the movement of goods and materials, both domestically, as well as for international trade (import and export). (Sections h, i and n)
- Support in the creation and implementation of this infrastructure will have a significant, positive impact to the Southern Utah region, including rural communities, by allowing existing business to access resources that would otherwise be unavailable. This will both promote growth (and thus job creation) and the establishment of new industries in the area. (Sections a, b, k, j)
- Furthermore, support of this infrastructure allows Utah businesses' expanded access to external markets through the efficiencies and cost-effective benefits of rail utilization. This has the added benefit of reduction in truck-related traffic, which impacts both the reduction of emissions as well as the preservation of road infrastructure. (Sections h and i)
- As a UIPA Project Area, UIPA resources and incentives may be utilized to support the growth and recruitment of advanced and innovative industries that complement and support the region's economic objectives. (Section r)

APPENDICES

Appendix A: Legal Description of Project Area

Disclaimer

No warranties or certification, express or implied, are provided for any and all property boundary descriptions provided by the Utah Geospatial Resource Center (UGRC). The following property boundary descriptions have been compiled as a best effort service strictly for general purpose informational use and any interpretations made are the responsibility of the User.

The State of Utah and County Governments, their elected officials, officers, employees, and agents assume no legal responsibilities for the information contained herein and shall have no liability for any damages, losses, costs, or expenses, including, but not limited to attorney's fees, arising from the use or misuses of the information provided herein. The User's use thereof shall constitute an agreement by the User to release The State of Utah and County Government, its elected officials, officers, employees, and agents from such liability.

By using the information contained herein, the User is stating that the above Disclaimer has been read and that he/she has full understanding and is in agreement with the contents of this disclaimer. Property boundary information depicted in this document is derived by one of two methods; it is either based directly on the legal descriptions provided on recorded documents on file in County Recorders' Offices, or it has been calculated and formatted using digital tools and existing polygon boundaries provided by the Utah Inland Port Authority or local county parcel data.

In both cases, these descriptions are NOT intended to be used for legal litigation, boundary disputes, or construction planning. These descriptions are for general reference or informational use only. Users interested in pursuing legal litigation and/or boundary disputes should consult an attorney or licensed surveyor, or both.

BZI INNOVATION PARK (FORMERLY BZI INNOVATION PARK INDUSTRIAL PARK)

E-0144-0004-0000: BEG AT NW COR SEC 34, T35S, R12W, SLM; S88°55'46"E ALG SEC LN 2653.47 FT TO N1/4 COR SD SEC 34; S88°55'40"E ALG SEC LN 262.30 FT TO SW'LY R/W LN OF LA & SL RR; ALG SW'LY R/W LN FOLLOW 5 CALL: S43°39'53"E 3451.48 FT TO E LN OF SD SEC 34; S0°10'12"W ALG SD SEC LN 144.39 FT; S43°39'53"E 2607.50 FT; N46°20'07"E 100.00 FT; S43°39'53"E 246.75 FT; S46°22'39"W 925.36 FT; N43°37'21"W 2528.95 FT; S46°22'39"W 2682.55 FT TO PT ON S LN OF SD SEC 34; N89°37'28"W ALG SEC LN 365.10 FT TO S1/4 COR OF SD SEC 34; N89°33'20"W ALG SEC LN 1117.39 FT TO E'LY R/W LN OF IRON SPRINGS RD; ALG SD E'LY R/W LN FOLLOW 6 CALL; ALG ARC OF CURV TO RT W/ RADIUS OF 5679.70 FT, DIST OF 1973.76 FT (CHORD OF SD CURV BEAR N30°17'32"W 1963.84 FT); N20°23'25"W 329.48 FT; ALG ARC OF CURV TO LEFT W/ RADIUS OF 2914.90 FT, DIST OF 508.96 FT (CHORD OF SD CURV BEAR N25°20'17"W 508.31 FT); N30°17'49"W 347.12 FT; ALG ARC OF CURV TO RT W/ RADIUS OF 1429.13 FT, DIST OF 621.00 FT (CHORD OF SD CURV BEAR N17°21'22"W 616.12 FT; N4°54'37"W 1978.85 FT TO N LN OF SEC 33, T35S, R12W, SLM; N87°28'53"E ALG SD SEC LN 349.61 FT TO POB. (LOC SEC 33, 34 & 35, T35S, R12W, SLM)

E-0172-0001-0001: BEG AT N1/4 COR SEC 3, T36S, R12W, SLM; S89°26'28"E 85.14 FT TO S1/4 COR SEC 34, T35S, R12W, SLM; S89°30'15"E 237.31 FT; S 1135.19 FT; N62°22'28"W 381.74 FT TO N R/W LN EXIST CNTY RD; N49°11'38"W ALG SD R/W 510.05 FT TO P.C. OF A CURV TO RT (CURV DATA; DELTA



ANGLE 9°03'20", RADIUS 5679.70 FT, TANG 449.77 FT, LENGHT 897.67 FT) ALG ARC CURV 897.67 FT TO PT ON TOWNSHIP LN; S89°26'28"E 1032.25 FT TO POB.

E-0172-0001-0002: BEG AT PT S89°30'15"E ALG TOWNSHIP LN 237.31 FT FR S1/4 COR SEC 34, T35S, R12W, SLM; SD PT BE ALSO S89°29'15"E 322.45 FT FR N1/4 COR SEC 3, T36S, R12W, SLM; S89°30'15"E ALG SD TWNSHIP LN 577.87 FT; S 1810.14 FT TO CTRLN OF EXIST 100.00 FT R/W FOR CNTY RD; N49°11'38"W ALG SD CTRLN 763.42 FT; N 1316.25 FT TO POB; EXCPT THEREFR PART LYING W/IN BNDRY CNTY RD R/W; SUBJ TO R/W DESC REC BK 812/652. (LOC SEC 3, T36S, R12W, SLM)

E-0172-0001-0000: BEG S89°30'15"E ALG TWNSHP LN 815.81 FT FR S1/4 COR OF SEC 34, T35S, R12W, SLM; SD PT BE ALSO S8°29'54"E 900.32 FT FR N1/4 COR OF SEC 3, T36S, R12W, SLM; S89°30'15"E ALG SD TWNSHP LN 441.09 FT TO NE COR OF SEC LOT 2, SEC 3; S0°31'02"E ALG 1/16 SEC LN 2204.39 FT TO CENTER LN OF EXIST 100.00 FT R/W FOR CNTY RD; N49°11'38"W ALG SD CENTERLN 609.00 FT; N 1810.14 FT TO POB. (LOCATED IN SEC 3, T36S, R12W, SLM)

E-0136-0009-0000: BEG AT PT LOC S89°37'28"E ALG SEC LN 1335.34 FT FR S1/4 COR SEC 34, T35S, R12W, SLM; N0°16'04"E 295.16 FT; N89°37'28"W 295.16 FT; S0°16'04"W 295.16 FT TO PT ON SD SEC LN; N89°37'28"W ALG SEC LN 675.09 FT; N46°22'39"E 2682.55 FT; S43°37'21"E 2528.95 FT; N46°22'39"E 925.36 FT TO SW'LY R/W LN OF LA & SL RR; S43°39'53"E ALG SD SW'LY R/W LN 2726.72 FT; N89°44'37"W 1321.27 FT; N89°45'32"W 2673.93 FT; N89°45'17"W 1338.66 FT; N0°38'06"W 1285.42 FT TO S LN OF SD SEC 34; S89°37'28"E ALG SD SEC LN 79.16 FT TO POB.

SAVAGE CEDAR CITY TRANSLOAD FACILITY

E-0131-0012-0000: BEG AT NE COR SE1/4NW1/4 SEC 27, T35S, R12W, SLM; S00°21'26"E ALG 1/16 LN 783.97 FT; N89°42'31"W 79.93 FT; S00°01'06"W 1834.54 FT TO S LN NE1/4SW1/4 SD SEC 27; N88°54'34"W ALG 1/16 LN 789.00 FT; N43°39'46"W ALG NE'LY LN LA & SL RR 632.78 FT TO W LN NE1/4SW1/4 SD SEC 27; N00°01'06"E ALG 1/16 LN 880.11 FT TO SW COR SE1/4NW1/4; N00°00'26"W ALG 1/16 LN 1308.58 FT TO NW COR SE1/4NW1/4; S88°05'25"E ALG 1/16 LN 1301.97 FT TO POB. SUBJ TO TOG W/ R/W FOR ING/EGR O/A FOLLOW DESC REC BK 1291/972; ALSO: BEG AT SW COR NE1/4SW1/4 SEC 27, T35S, R12W, SLM; N00°01'06"E ALG 1/16 LN 304.65 FT; S43°39'46"E ALG SW'LY LN OF LA&SLRR 428.93 FT TO S LN NE1/4SW1/4; N88°54'34"W ALG 1/16 LN 296.29 FT TO POB; TOG W EASE DESC REC BK 1623/1312.

AMENDMENT #1 LEGAL DESCRIPTION

Silver Hills Addition

Parcels: E-0179-0009-0000, E-0179-0010-0000, E-0181-0000-0000, E-0183-0000-0000

A part of Sections 10-11, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being South 1° 8' 55" West for a distance of 13.17 feet and North 87° 42' 18" West for a distance of 3.70 feet from the Northwest Quarter Corner of Section 10 or POINT OF BEGINNING; and running thence South 87° 42' 18" East, a distance of 3992.94 feet; thence South 87° 42' 51" East, a distance of 1330.98 feet; thence South 89° 53' 18" East, a distance of 2208.31 feet; thence South 47° 51' 44" East, a distance of 512.72 feet; thence South 0° 14' 34" East, a distance of 950.17 feet; thence North 89° 44' 50" West, a distance of 1291.74 feet; thence North 89° 44' 50" West, a distance of 1322.34 feet; thence South 0° 58' 0" West, a distance of 1321.57 feet; thence North 89° 30' 10" West, a distance of 1333.06 feet; thence North 1° 0' 51" East, a distance of 1325.13 feet; thence North 87° 38' 44" West, a distance of 645.47 feet; thence North 88° 2' 55" West, a distance of 666.95 feet; thence South 1° 13' 34" West, a distance of 1320.87 feet; thence North 88° 9' 18" West, a distance of 1335.14 feet; thence North 88° 15' 54" West, a distance of 667.64 feet; thence North 88° 24' 49" West, a distance of 679.45



feet; thence North 1° 9' 59" East, a distance of 1337.34 feet; thence North 1° 9' 59" East, a distance of 1337.34 feet to the POINT OF BEGINNING.

Contains: 360.21 acres more or less.

Lakeside Addition

Parcels: E-0184-0001-0002, E-0184-0001-0003, E-0175-0013-0000, E-0175-0180-0000, E-0176-0005-0000, E-0175-0008-0000, E-0175-0007-0000, E-0176-0001-0000, E-0175-0012-0000, E-0175-0011-0000, E-0175-0010-0000, E-0175-0009-0000, E-0175-0006-0000, E-0175-0005-0000, E-0175-0004-0000, E-0175-0003-0000, E-0176-0008-0000, E-0176-0006-0000, E-0176-0007-0000, E-0211-0000-0000, E-0175-0002-0000, E-0175-0001-0000

A part of Sections 10 & 15, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being North 89° 45' 52" West for a distance of 5.20 feet from the Southwest Quarter Corner of Section 10 or POINT OF BEGINNING; and running thence South 0° 44' 39" West for a distance of 1326.37 feet; thence South 88° 34' 51" East, a distance of 1358.76 feet; thence North 0° 13' 39" West, a distance of 66.00 feet; thence South 88° 42' 33" East, a distance of 669.47 feet; thence South 89° 2' 40" East, a distance of 645.16 feet; thence South 88° 16' 31" East, a distance of 515.88 feet; thence South 88° 16' 31" East, a distance of 407.31 feet to a point on a 183.00 foot radius curve to the right; thence along said curve a distance of 157.40 feet chord bearing South 89° 10' 56" East; thence South 42° 38' 29" East, a distance of 3.37 feet; thence South 48° 43' 32" East, a distance of 4.04 feet; thence South 54° 0' 2" East, a distance of 2.33 feet; thence South 88° 32' 37" East, a distance of 37.80 feet; thence South 86° 4' 23" East, a distance of 227.93 feet; thence South 88° 2' 37" East, a distance of 665.54 feet; thence South 88° 0' 10" East, a distance of 674.16 feet; thence North 1° 6' 1" East, a distance of 819.55 feet; thence North 1° 4' 52" East, a distance of 127.15 feet; thence North 1° 6' 37" East, a distance of 1712.95 feet; thence North 1° 6' 25" East, a distance of 1275.81 feet; thence North 36° 7' 9" West, a distance of 32.68 feet; thence North 88° 3' 27" West, a distance of 1333.22 feet; thence North 1° 0' 51" East, a distance of 1325.11 feet; thence North 87° 38' 38" West, a distance of 645.47 feet; thence North 88° 2' 55" West, a distance of 666.95 feet; thence South 1° 13' 34" West, a distance of 1320.87 feet; thence North 88° 9' 18" West, a distance of 1335.14 feet; thence North 88° 15' 54" West, a distance of 667.64 feet; thence North 88° 24' 49" West, a distance of 679.45 feet; thence South 1° 9' 58" West, a distance of 505.44 feet; thence South 1° 9' 57" West, a distance of 812.93 feet; thence South 1° 10' 0" West, a distance of 18.97 feet; thence South 1° 9' 58" West, a distance of 800.62 feet; thence South 1° 9' 58" West, a distance of 486.71 feet; thence South 1° 1' 3" West, a distance of 35.37 feet to the POINT OF BEGINNING.

Contains: 506.97 acres more or less.

Turf Farm Area Addition

Parcels: E-0163-0001-0000, E-0163-0187-0001, E-0164-0000-0000, E-0164-0001-0000, E-0164-0002-0000, E-0165-0003-0000, E-0166-0000-0000, E-0166-0001-0000, E-0166-0002-0000, E-0167-0000-0000, E-0168-0000-0000, E-0169-0000-0000, E-0187-0001-0001, E-0187-0001-0002

Containing parts of Section 2-3, 11, Township 36 South, Range 12 West, Salt Lake Base & Meridian, U.S. Survey:

Beginning at a point, said point being North 89° 19' 46" West for a distance of 56.59 feet and South 2° 48' 15" East for a distance of 12.31 feet from the Center Northeast Quarter Corner of Section 2, Township 36 South, Range 12 West, Salt Lake Base & Meridian or POINT OF BEGINNING; and running thence South 0° 41' 8" West, a distance of 1327.22 feet; thence South 0° 35' 11" West, a distance of 1100.36 feet; thence South 0° 34' 40" West, a distance of 486.89 feet; thence South 0° 37' 21" West, a distance of 1083.20



feet; thence South 0° 44' 57" West, a distance of 951.24 feet; thence South 0° 48' 1" West, a distance of 400.29 feet; thence South 0° 48' 0" West, a distance of 40.13 feet; thence North 48° 23' 0" West, a distance of 467.88 feet; thence North 48° 29' 2" West, a distance of 401.55 feet; thence North 48° 54' 31" West, a distance of 879.70 feet; thence North 49° 5' 18" West, a distance of 358.13 feet; thence South 47° 45' 35" West, a distance of 108.26 feet; thence North 47° 51' 44" West, a distance of 108.94 feet; thence North 89° 53' 26" West, a distance of 2205.95 feet; thence North 87° 42' 51" West, a distance of 1333.35 feet; thence North 1° 50' 55" East, a distance of 683.81 feet; thence North 1° 4' 1" East, a distance of 621.01 feet; thence North 87° 21' 55" West, a distance of 720.13 feet; thence North 0° 32' 46" East, a distance of 629.93 feet; thence South 87° 26' 3" East, a distance of 720.68 feet; thence North 0° 37' 11" East, a distance of 1080.22 feet; thence North 48° 5' 1" West, a distance of 51.83 feet; thence North 0° 25' 29" East, a distance of 148.92 feet; thence North 0° 25' 29" East, a distance of 844.78 feet; thence South 88° 18' 35" East, a distance of 1270.54 feet; thence South 89° 3' 33" East, a distance of 1233.31 feet; thence South 89° 3' 33" East, a distance of 1494.80 feet; thence South 89° 6' 50" East, a distance of 715.50 feet; thence South 89° 6' 50" East, a distance of 611.89 feet to the POINT OF BEGINNING.

Contains: 526.43 acres more or less.

AMENDMENT #2 LEGAL DESCRIPTION

Port 15 Utah

Parcel IDs

Port 15 has 10 parcels in Iron County:

0148707, 0150158, 0280674, 0416336, 0489644, 0148319, 0148087, 0148061, 0414125, 0491352

Property Descriptions

Parcel ID: 0148707

Parcel Number from Iron County: B-1704-0000-0000

Description: COM 37.78 RDS N FR SW COR SEC 1, T36S, R12W, SLM. N 75.56 RDS, E 120 RDS, S 75.56 RDS, W 120 RDS. EXCL DEED TO L.A.&S.L.R. R3.9 AC REC BK X, PG 268. SUBJ TO R/W EASE DESC REC BK 394/195 (ANNEXED WAS E-157) LESS E-157-1; EXCL B-1701-RD; LESS: B-1701-1. LESS FOLLOW DESC PROP: BEG PT N88°47'25"E 12.53 FT ALG 1/4 SEC LN & N0°00'00"W 87.72 FT FR W1/4 COR OF SEC 1, T36S, R12W, SLM; N36°23'02"E 56.58 FT TO PT OF CURV TO LEFT RADIUS OF 537.50 FT & CNTRL ANGLE OF 5°46'46"; ALG ARC OF SD CURVE 54.22 FT TO PT OF REVERSE CURV TO RT RADIUS OF 462.50 FT & CNTRL ANGLE OF 15°43'46"; ALG ARC OF SD CURVE 126.97 FT; N46°20'02"E 376.05 FT TO PT OF CURV TO RT RADIUS OF 30 FT & CNTRL ANGLE OF 90°00'00"; ALG ARC OF SD CURV 47.12 FT; S43°39'58"E 1337.49 FT; S46°20'02"W 640.00 FT TO NE'LY LN OF UNION PACIFIC RAILROAD; ALG SD NE'LY LN N43°39'58"W 1328.35 FT TO POB. SUBJ TO EASE DESC REC BK 1540/1912.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0148707>

Parcel ID: 0150158

Parcel Number from Iron County: B-1443-0000-0000

Description: BEG AT NW COR OF SEC 12, T36S, R12W, SLM, N88°47'25"E ALG SEC LN 1330.10 FT TO NE COR NW1/4NW1/4 SD SEC 12; S0°07'54"E ALG 1/16 SEC LN 2564.43 FT; N89°57'20"W ALG EXIST R/W FENCE LN 824.71 FT; N86°00'00"W ALG R/W LN 303.26 FT; TO PT OF CURV, NW'LY AROUND ARC OF CURV TO RT W/ RADIUS OF 905.40 FT DIST OF 208.86 FT (CHORD OF SD CURV BEARS N74°31'03"W 208.40 FT) TO W LN OF SD SEC 12, N0°10'40"W ALG SEC LN 2458.93 FT TO POB. ALSO BEG AT N1/4COR SEC 12, T36S, R12W, SLM, S0°05'08"E ALG 1/4 SEC LN 88.60 FT TO NE'LY LN OF



LA&SL RR, N43°34'37"W ALG NE'LY LN OF LA & SL RR 119.89 FT TO N LN OF SD SEC 12, N88°47'25"E ALG SEC LN 82.53 FT TO POB. SUBJ TO 33 FT WIDE NON-EXCL R/W FOR ING & EGR O/A E 33 FT OF SD PARCEL. (WAS E-200-1) LESS 5300 W ST. SUBJ TO EASE BK 814/399 & BK 814/401.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0150158>

Parcel ID: 0280674

Parcel Number from Iron County:

Description: S 623.37 FT & E 560.79 FT M/L OF FOLLOWDESC PROP: BEG AT SW COR SEC 1, T36S, R12W, SLM, N0°02'42"E ALG W LN SD SEC 1, 1886.61 FT, N88°49'17"E 1989.46 FT, N00°07'41"W 773.52 FT TO E-W 1/4 LN SD SEC 1, N88°54'41"E ALG SD 1/4 LN 560.79 FT, S0°07'41"E 2657.89 FT TO S LN SD SEC 1, S88°47'37"W ALG SD S LN 2555.99 FT TO POB. EXCEPT PORTION LYING WITHIN LOS ANGELES & SALT LAKE RR CO R/W. EXCEPT ALL COAL, MINERAL SUBJ TO R/W EASE REC BK 394, PG 195-99 LESS E-157-1. WAS E-158-2. SUBJ TO EASE DESC REC BK 1540/1912.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0280674>

Parcel ID: 0416336

Parcel Number from Iron County: B-1705-0000-0000

Description: BEG AT SW COR SEC 1, T36S, R12W, SLM; N0°01'59"E ALG SEC LN 1331.55 FT TO NW COR SW 1/4 SW 1/4 SEC 1; N88°50'58"E ALG 1/16 LN 683.36 FT; N0°01'59"E 555.23 FT TO SW'LY LN LA & SL RR; S43°32'50"E ALG SW'LY LN LA & SL RR 2550.92 FT TO S LN SD SEC 1; S88°47'25"W ALG SEC LN 2442.31 FT TO POB. WAS E-157-1. LESS 5300 W ST.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0416336>

Parcel ID: 0489644

Parcel Number from Iron County: B-1701-0001-0000

Description: BEG N0°04'59"W 1331.55 FT ALG SEC LN & N88°43'56"E 50.01 FT FR SW COR SEC 1, T36S, R12W, SLM; SD PT ON E R/W LN 5300 W ST; ALG SD R/W LN N0°04'59"W 374.63 FT TO PT OF CURV TO LEFT RADIUS OF 650.00 FT & CNTRL ANGLE 25°49'40"; ALG ARC OF SD CURV 293.01 FT; N25°54'39"W 139.09 FT TO PT OF CURV TO RT RADIUS OF 550.00 FT & CNTRL ANGLE 59°26'53"; ALG ARC OF SD CURV 570.66 FT TO SW'LY R/W LN OF LA & SL RR; ALG SD R/W LN S43°39'58"E 1046.82 FT; DEPART SD R/W LN; S0°04'59"E 555.77 FT; S88°43'56"W 633.35 FT TO POB. (LOC SEC 1 & 2, T36S, R12W, SLM)

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0489644>

Parcel ID: 0148319

Parcel Number from Iron County: B-1701-0000-0000

Description: SE 1/4 NE 1/4 & E 1/2 SE 1/4 SEC 2, T36S, R12W, SLM. SUBJ TO R/W EASE DESC REC BK 394/195; (ANNEXED WAS E-165-1) LESS 5300 W ST; EXCL B-1701-RD, LESS: B-1701-1, B-1701-2, LESS B-1701-3, LESS B-1701-4-RD, LESS B-1701-5 & B-1701-6; LESS B-1701-7-RD; LESS FOLLOW DESC PROP: BEG PT S89°54'57"W, 50.00 FT ALG SEC LN & N0°04'59"W, 255.30 FT ALG W LN OF 5300 W ST FR SE COR SEC 2, T36S, R12W, SLM; S89°54'57"W, 583.70 FT TO E LN OF 5400 W ST; ALG SD E LN N0°04'59"W, 349.24 FT TO PT OF CURV TO RT RADIUS OF 25.00 FT & CNTRL ANGLE OF 56°05'57"; ALG ARC OF SD CURV 24.48 FT, SD PT BE ON S LN OF 900 W ST; ALG SD S LN FOLLOW 4 COURSES; N84°58'17"E, 44.53 FT TO PT OF CURV TO RT RADIUS OF 95.00 FT & CNTRL ANGLE OF 5°01'50"; ALG ARC OF SD CURV 8.34 FT; S89°59'53"E, 485.00 FT TO PT OF CURV TO RT RADIUS OF 35.00 FT & CNTRL ANGLE



OF 89°54'54"; ALG ARC OF SD CURV 54.93 FT; SD PT BE ON W LN OF 5300 W ST; ALG SD W LN S0°04'59"E, 338.45 FT TO POB. LESS FOLLOW DESC PROP: BEG AT PT N89°41'46"W 40.05 FT ALG 1/4 SEC LN & N00°00'00"W 142.58 FT FR W1/4 COR SEC 1,T36S,R12W, SLM; SD PT BE ON NE'LY BNDRY UP RR; ALSO BE EXIST R/W LN 5300 W ST; ALG SD RR BNDRY N43°39'57"W 1051.33 FT TO E LN PACIFICORP PROP BNDRY; ALG SD BNDRY N00°11'37"W 192.59 FT; LEAVE SD BNDRY N46°20'02"E 1448.49 FT TO S LN 5300 W R/W; ALG SD R/W S43°39'58"E 590.60 FT TO POC TO RT RADIUS 562.50 FT & CENTRAL ANGLE 90°00'00"; ALG SD CURV 883.57 FT; S46°20'02"W 784.55 FT TO POC TO LEFT RADIUS OF 537.50 FT & CENTRAL ANGLE 15°43'46"; ALG SD CURV 147.56 FT TO POR CURV TO RT RADIUS OF 462.50 & CENTRAL ANGLE 5°46'46"; ALG SD CURV 46.65 FT; S36°23'02"W 43.42 FT TO POB.

LESS FOLLOW DESC PROP: BEG AT PT S89°54'57"W 50.00 FT ALG SEC LN FR SE COR SEC 2,T36S,R12W, SLM; SD PT BE ON W LN 5300 W ST; ALG R/W LN S0°17'30"E 341.36 FT; S89°54'57"W 584.94 FT TO E LN OF 5400 W ST; ALG SD E LN N0°04'59"W 596.66 FT; N89°54'57"E 583.69 FT TO W LN OF 5300 W ST; ALG SD W LN S0°04'59"E 255.30 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0148319>

Parcel ID: 0148087

Parcel Number from Iron County: B-1706-0000-0000

Description: BEG AT W1/4 COR SEC 1,T36S,R12W, SLM; N0°01'59"E ALG SEC LN 1358.75 FT TO NW COR SW1/4NW1/4 SD SEC 1; N89°17'44"E ALG 1/16 LN 3977.59 FT TO NE COR SW1/4NE1/4 SD SEC 1; S0°04'46"E ALG 1/16 LN 1331.59 FT TO CTR E 1/16 COR SD SEC 1; S88°53'55"W ALG 1/4 SEC LN 1325.45 FT TO CTR 1/4 COR SD SEC 1; S88°54'32"W ALG 1/4 SEC LN 667.73 FT; S0°07'53"E 773.52 FT; S88°49'05"W 1989.75 FT TO W LN SD SEC 1; N0°01'59"E ALG SEC LN 776.69 FT TO POB; EXCL 2.48 AC LA & SL RR. WAS E-145-1-156. LESS: B-1701-1. LESS FOLLOW DESC PROP: BEG PT N88°47'25"E 12.53 FT ALG 1/4 SEC LN & N0°00'00"W 87.72 FT FR W1/4 COR OF SEC 1,T36S,R12W, SLM; N36°23'02"E 56.58 FT TO PT OF CURV TO LEFT RADIUS OF 537.50 FT & CNTRL ANGLE OF 5°46'46"; ALG ARC OF SD CURVE 54.22 FT TO PT OF REVERSE CURV TO RT RADIUS OF 462.50 FT & CNTRL ANGLE OF 15°43'46"; ALG ARC OF SD CURVE 126.97 FT; N46°20'02"E 376.05 FT TO PT OF CURV TO RT RADIUS OF 30 FT & CNTRL ANGLE OF 90°00'00"; ALG ARC OF SD CURV 47.12 FT; S43°39'58"E 1337.49 FT; S46°20'02"W 640.00 FT TO NE'LY LN OF UNION PACIRIC RAILROAD; ALG SD NE'LY LN N43°39'58"W 1328.35 FT TO POB. (LESS 5300 W & 1200 NORTH ROAD DEDICATION BK 1529/1760) LESS FOLLOW DESC PROP: BEG AT PT N89°41'46"W 40.05 FT ALG 1/4 SEC LN & N00°00'00"W 142.58 FT FR W1/4 COR SEC 1,T36S,R12W, SLM; SD PT BE ON NE'LY BNDRY UP RR; ALSO BE EXIST R/W LN 5300 W ST; ALG SD RR BNDRY N43°39'57"W 1051.33 FT TO E LN PACIFICORP PROP BNDRY; ALG SD BNDRY N00°11'37"W 192.59 FT; LEAVE SD BNDRY N46°20'02"E 1448.49 FT TO S LN 5300 W R/W; ALG SD R/W S43°39'58"E 590.60 FT TO POC TO RT RADIUS 562.50 FT & CENTRAL ANGLE 90°00'00"; ALG SD CURV 883.57 FT; S46°20'02"W 784.55 FT TO POC TO LEFT RADIUS OF 537.50 FT & CENTRAL ANGLE 15°43'46"; ALG SD CURV 147.56 FT TO POR CURV TO RT RADIUS OF 462.50 & CENTRAL ANGLE 5°46'46"; ALG SD CURV 46.65 FT; S36°23'02"W 43.42 FT TO POB; LESS ANY PART LYING W/IN PORT ROAD.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0148087>

Parcel ID: 0148061

Parcel Number from Iron County: B-1723-0000-0000

Description: ALL S1/2SW1/4 SEC 36,T35S,R12W, SLM; ALL OF SEC LOT 3, W 71.5 RDS OF SEC LOT 2 & E 28.06 AC OF SEC LOT 4 OF SEC 1,T35S,R12W, SLM; BE DESC AS FOLLOW: BEG AT S1/4 COR SEC 36,T35S,R12W, SLM; S89°39'01"E ALG SEC & TWNSHIP LN 1103.00 FT; DEPART SD TWNSHIP LN



S00°04'27"E 1200.91 FT TO PT ON S LN SEC LOT 2 SD SEC 1; S89°18'23"W ALG S LN SEC LOT 2,3 & 4 3516.45 FT; DEPART SD S LN SEC LOT 4 N00°00'32"W 1264.93 FT TO PT ON SEC & TOWNSHIP LN; N89°39'01"W ALG TOWNSHIP LN & SEC LN 253.24 FT TO SW COR SEC 36, T35S, R12W, SLM; N00°10'09"W ALG W LN SD SEC 1332.77 FT TO NW COR SW1/4SW1/4; S89°37'41"E ALG 16TH SEC LN 2667.87 FT TO NE COR SE1/4SW1/4 SD SEC S00°03'09"E ALG N-S 1/4 SEC LN 1331.73 FT TO POB. LESS FOLLOW DESC PROP: BEG AT PT N89°41'46"W 40.05 FT ALG 1/4 SEC LN & N00°00'00"W 142.58 FT FR W1/4 COR SEC 1, T36S, R12W, SLM; SD PT BE ON NE'LY BNDRY UP RR; ALSO BE EXIST R/W LN 5300 W ST; ALG SD RR BNDRY N43°39'57"W 1051.33 FT TO E LN PACIFICORP PROP BNDRY; ALG SD BNDRY N00°11'37"W 192.59 FT; LEAVE SD BNDRY N46°20'02"E 1448.49 FT TO S LN 5300 W R/W; ALG SD R/W S43°39'58"E 590.60 FT TO POC TO RT RADIUS 562.50 FT & CENTRAL ANGLE 90°00'00"; ALG SD CURV 883.57 FT; S46°20'02"W 784.55 FT TO POC TO LEFT RADIUS OF 537.50 FT & CENTRAL ANGLE 15°43'46"; ALG SD CURV 147.56 FT TO POR CURV TO RT RADIUS OF 462.50 & CENTRAL ANGLE 5°46'46"; ALG SD CURV 46.65 FT; S36°23'02"W 43.42 FT TO POB; LESS ANY PART LYING W/IN PORT ROAD.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0148061>

Parcel ID: 0414125

Parcel Number from Iron County: B-1702-0000-0000

Description: BEG AT NE COR SEC 2, T36S, R12W, SLM; S0°02'15"W ALG SEC LN 1270.68 FT TO SE COR SEC LOT SD SEC 2; N89°32'16"W ALG 1/16 LN 1205.97 FT TO NE'LY LN OF LA & SL RR; N43°33'40"W ALG NE'LY LN OF LA & SL RR 2799.83 FT; N44°07'41"E ALG EXIST FENCE LN 806.54 FT TO N LN OF SW1/4SE1/4 SEC 35, T35S, R12W, SLM; S89°41'12"E ALG 1/16 LN 2636.24 FT TO NE COR SE1/4SE1/4 SD SEC 35; S0°10'25"E ALG SEC LN 1333.00 FT TO SECOR SD SEC 35; N89°30'21"W ALG TOWNSHIP LN 65.61 FT TO POB; IN SEC 2, T36S, R12W, & SEC 35, T35S, R12W, SLM. WAS E-136-1-1; LESS B-1701-5 & B-1701-6; SUBJ TO EASE DESC REC BK 1369/775. LESS FOLLOW DESC PROP: BEG AT PT N89°41'46"W 40.05 FT ALG 1/4 SEC LN & N00°00'00"W 142.58 FT FR W1/4 COR SEC 1, T36S, R12W, SLM; SD PT BE ON NE'LY BNDRY UP RR; ALSO BE EXIST R/W LN 5300 W ST; ALG SD RR BNDRY N43°39'57"W 1051.33 FT TO E LN PACIFICORP PROP BNDRY; ALG SD BNDRY N00°11'37"W 192.59 FT; LEAVE SD BNDRY N46°20'02"E 1448.49 FT TO S LN 5300 W R/W; ALG SD R/W S43°39'58"E 590.60 FT TO POC TO RT RADIUS 562.50 FT & CENTRAL ANGLE 90°00'00"; ALG SD CURV 883.57 FT; S46°20'02"W 784.55 FT TO POC TO LEFT RADIUS OF 537.50 FT & CENTRAL ANGLE 15°43'46"; ALG SD CURV 147.56 FT TO POR CURV TO RT RADIUS OF 462.50 & CENTRAL ANGLE 5°46'46"; ALG SD CURV 46.65 FT; S36°23'02"W 43.42 FT TO POB;

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0414125>

Parcel ID: 0491352

Parcel Number from Iron County: B-1701-0007-00RD

Description: BEG S89°55'09"W 633.70 FT ALG SEC LN FR SE COR SEC 2, T36S, R12W, SLM; S89°55'09"W 60.00 FT; N00°04'59"W 661.70 FT TO PT OF CURV TO LEFT, RADIUS OF 15.00 FT & CNTRL ANGLE OF 20°21'46"; ALG ARC OF SD CURV 5.33 FT TO PT OF NON-TANG CURV TO LEFT, RADIUS OF 65.00 FT & CNTRL ANGLE OF 74°34'58" (RADIUS PT BEAR N69°33'15"E); ALG ARC OF SD CURV 84.61 FT; N84°58'17"E 5.47 FT TO PT OF NON-TANG CURV TO LEFT, RADIUS OF 25.00 FT & CNTRL ANGLE OF 56°05'57" (RADIUS PT BEAR S33°59'02"E); S00°04'59"E 604.50 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0491352>

Amber Industrial Park

Parcel IDs



Amber Industrial Park has 14 parcels in Iron County:

0141769, 0502126, 0378932, 0142361, 502127, 0502198, 0502197, 0502199, 502200, 0502201, 0502202, 0502203, 0502204, 0502205

Property Descriptions

Parcel ID: 0141769

Parcel Number from Iron County: B-0941-0001-0000

Description: COM 9 RDS S NE COR NW1/4NW1/4 SEC 8, T36S, R11W, SLM; W 2 RDS; S 2 RDS; E 2 RDS; N 2 RDS. ANNEX FOR 2025 TAX YEAR WAS D-941-1 (DELETED FOR 2026 TAX YEAR NOW PART OF B-938-5)

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0141769>

Parcel ID: 0502126

Parcel Number from Iron County: B-0938-0003-0000

Description: PARCEL 1, VACATE & AMEND PLAT OF MONTE VISTA ACRES, UNIT 4.

LESS FOLLOW DESC PROP: BEG N89°59'29"E ALG SEC LN 33.00 FT & S0°23'09"E ALG E R/W LN OF 3700 W ST 66.00 FT FR NW COR OF SEC 8, T36S, R11W, SLM; N89°59'25"E ALG S'LY R/W LN OF 800 N ST 551.92 FT; S0°01'57"E ALG W BNDRY LN OF AMBER INDUSTRIAL PARK, PHASE 1 & ITS EXTENSION 1211.72 FT; S89°53'26"W 544.44 FT TO E'LY R/W LN OF 3700 W ST; N0°23'09"W ALG SD R/W LN 1212.70 FT TO POB.

LESS FOLLOW DESC PROP: BEG N89°59'29"E ALG SEC LN 33.00 FT & S0°23'09"E ALG E R/W LN OF 3700 W ST 1278.70 FT FR NW COR OF SEC 8, T36S, R11W, SLM; N89°53'26"E 544.44 FT TO W BNDRY LN OF AMBER INDUSTRIAL PARK, PHASE 1; S0°01'57"E ALG SD BNDRY LN 872.69 FT; N89°56'21"W 539.07 FT TO E'LY R/W LN OF 3700 W ST; N0°23'09"W ALG SD R/W LN 871.09 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502126>

Parcel ID: 0378932

Parcel Number from Iron County: B-1448-0001-0000

Description: NW1/4NE1/4 OF SEC 8, T36S, R11W, SLM; EXCPT PART LYING W/IN EXSIT LUND HWY; SUBJ TO EXIST IRRIG DITCH ALG N, E, & S SIDES OF PROP; EXCPT THEREFR S 66 FT OF SD LAND FOR UTIL & RDWAY. LESS B-1448-1-RD; SUBJ TO EASE DESC REC BK 1614/1001; LESS ANY PART OF AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0378932>

Parcel ID: 0142361

Parcel Number from Iron County: B-1448-0000-0000

Description: NE1/4NW1/4 OF SEC 8, T36S, R11W, SLM; SUBJ TO EXIST DITCHES ALG NORTH AND EAST & SOUTH SIDES OF PROP; SUBJ TO CLEAR ZONE EASE DESC REC BK 564/22. LESS B-1448-1-RD; LESS ANY PART OF AMBER INDUSTRIAL PARK PHASE 1. (DELETED FOR 2026 TAX YEAR NOW PART OF B-938-5)

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0142361>

Parcel ID: 502127



Parcel Number from Iron County: B-0938-0004-0000

Description: PARCEL 2, VACATE & AMEND PLAT OF MONTE VISTA ACRES, UNIT 4; LESS ANY PART OF AMBER INDUSTRIAL PARK, PHASE 1. (DELETED FOR 2026 TAX YEAR NOW PART OF B-938-5)

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502127>

Parcel ID: 0502198

Parcel Number from Iron County: B-2051-0002-0000

Description: LOT 2, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502198>

Parcel ID: 0502197

Parcel Number from Iron County: B-2051-0001-0000

Description: LOT 1, AMBER INDUSTRIAL PARK, PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502197>

Parcel ID: 0502199

Parcel Number from Iron County: B-2051-0003-0000

Description: LOT 3, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502199>

Parcel ID: 502200

Parcel Number from Iron County: B-2051-0004-0000

Description: LOT 4, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502200>

Parcel ID: 0502201

Parcel Number from Iron County: B-2051-0005-0000

Description: LOT 5, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502201>

Parcel ID: 0502202

Parcel Number from Iron County: B-2051-0006-0000

Description: LOT 6, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502202>

Parcel ID: 0502203

Parcel Number from Iron County: B-2051-0007-0000

Description: LOT 7, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502203>

Parcel ID: 0502204



Parcel Number from Iron County: B-2051-0008-0000

Description: LOT 8, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502204>

Parcel ID: 0502205

Parcel Number from Iron County: B-2051-0009-0000

Description: LOT 9, AMBER INDUSTRIAL PARK PHASE 1.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0502205>

Parowan Airport Industrial Park

Parcel IDs

Parowan Airport Industrial Park has 23 parcels in Iron County:

0492108, 0090990, 0097292, 0490819, 0000908, 0000056, 0406170, 0475910, 0491425, 0090529, 0491426, 0090545, 0495744, 0491335, 0490698, 0490699, 0490700, 0490701, 0090990, 0097748, 0497643, 0497641, 0497642

Property Descriptions

These are the descriptions for the newly added parcels only (14 parcels).

Parcel ID: 0406170

Parcel Number from Iron County: C-0580-0001-0000

Description: BEG S0°04'16"E 1331.96 FT ALG SEC LN & S89°57'39"E 380.86 FT ALG 1/16 SEC LN FR NW COR SEC 7,T34S,R8W, SLM; N53°22'55"E 414.73 FT; S36°37'05"E 150.00 FT; N47°40'17"E 100.50 FT; S36°37'05"E 243.07 FT; N89°57'39"W 641.63 FT ALG 1/16 SEC LN TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0406170>

Parcel ID: 0000056

Parcel Number from Iron County: A-0002-0002-0000

Description: COM NW COR LOT 2, SEC 7, T34S, R8W, SLM.E 1287 FT TO NE COR LOT 2, S 305 FT TO N'LY LN HWY, S 53°12'0" W TO PT 1304 FTS POB; N 1304 FT. (C-590-1)

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0000056>

Parcel ID: 0497642

Parcel Number from Iron County: A-0002-0021-0000

Description: COM AT NE COR SEC 12,T34S,R9W, SLM; S00°04'16"E ALG SEC LN 2663.91 FT TO E1/4 COR OF SD SEC 12; S89°51'02"W ALG E-W CNTR SEC LN 1470.28 FT; DEPART SD LN N36°37'26"W 603.00 FT; N53°22'34"E 2202.65 FT TO PT LOC 60.00 FT W'LY OF E LN OF SD SEC 12; N00°04'16"W & PARALLEL TO SEC LN 869.54 FT TO PT LOC ON N LN OF SD SEC 12; N89°46'29"E ALG SEC LN 60.00 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0497642>

Parcel ID: 0000908



Parcel Number from Iron County: A-0009-0001-0000

Description: COM NE COR NE1/4SE1/4 SEC 12, T34S,R9W,SLM. W 80 RDS, S 58.77 RDS, NE'LY TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0000908>

Parcel ID: 0497643

Parcel Number from Iron County: A-0002-0022-0000

Description: COM AT E1/4 COR SEC 12,T34S,R9W, SLM; S89°51'02"W ALG E-W CNTR SEC LN 1342.81 FT TO POB; SD PT BE CNTR E 1/16 SEC COR; S00°04'36"E ALG 1/16 SEC LN 997.98 FT TO PT LOC ON NW'LY R/W LN OF UT STATE HWY-91; S53°07'48"W ALG SD LN 558.34 FT TO PT LOC ON N LN OF PARCEL A-2-4; DEPART SD R/W LN S89°50'51"W ALG N LN OF SD PARCEL 56.48 FT TO NW COR OF SD PARCEL; S00°04'28"E ALG W LN OF SD PARCEL 42.17 FT TO PT LOC ON NW'LY R/W LN OF SD HWY-91; S53°07'48"W ALG SD LN 908.21 FT TO SE COR OF PARCEL A-2-3-2; DEPART SD R/W N00°04'16"W ALG E LN OF SD PARCEL 226.74 FT TO NE COR OF SD PARCEL; S53°07'39"W ALG N'LY LN OF SD PARCEL 120.00 FT TO NW'LY COR OF SD PARCEL; S00°04'16"E ALG W LN OF SD PARCEL 226.74 FT TO SW COR OF SD PARCEL & PT LOC ON NW'LY R/W LN OF SD HWY-91; S53°07'39"W ALG SD R/W LN 20.00 FT TO PT LOC ON N-S CNTR SEC LN; DEPART SD R/W LN N00°04'16"W ALG SEC LN 2000.74 FT TO CNTR 1/4 COR OF SD SEC 12; N89°51'02"E ALG E-W CNTR SEC LN 200.98 FT; DEPART SD LN N53°22'34"E 815.66 FT; S36°37'26"E 603.00 FT TO PT LOC ON SD E-W CNTR SEC LN; N89°51'02"E ALG SEC LN 127.48 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0497643>

Parcel ID: 0490701

Parcel Number from Iron County: A-0002-0003-0005-BL

Description: BUILDING OWNED BY DOITCH DAN/BRACHA: COM AT S1/4 COR OF SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN A DIST OF 2354.10 FT; E A DIST OF 82.31 FT TO POB; N53°34'28"E DIST OF 75.40 FT; S36°25'32"E DIST OF 75.30 FT; S53°34'28"W DIST OF 75.40 FT; N36°25'32"W DIST OF 75.30 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0490701>

Parcel ID: 0490700

Parcel Number from Iron County: A-0002-0003-0004-BL

Description: 850 N 300 E #16 PAROWAN AIRPORT , PAROWAN

Legal BUILDING OWNED BY DAN & BARCHA DOITCH: COM AT S1/4 COR OF SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN A DIST OF 2285.46 FT; EAST DIST OF 132.87 FT TO POB; N53°34'28"E DIST OF 50.20 FT; S36°25'32"E DIST OF 60.20 FT; S53°34'28"W DIST OF 50.20 FT; N36°25'32"W DIST OF 60.20 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0490700>

Parcel ID: 0490699

Parcel Number from Iron County: A-0002-0003-0003-BL

Description: BUILDING OWNED BY KILAUEA TRUST I - ROBERT J PARKER: COM AT S1/4 COR OF SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN A DIST OF 2228.98 FT; E A DIST OF 174.49 FT TO POB; N53°34'28"E DIST OF 50.20 FT; S36°25'32"E DIST OF 60.20 FT; S53°34'28"W DIST OF 50.20 FT; N36°25'32"W DIST OF 60.20 FT TO POB.



Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0490699>

Parcel ID: 0490698

Parcel Number from Iron County: A-0002-0003-0002-BL

Description: BUILDING OWNED BY J&S FAMILY TRUST: COM AT S1/4 COR SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN A DIST OF 2172.49 FT; E DIST OF 216.10 FT TO POB; N53°34'28"E DIST OF 50.20 FT; S36°25'32"E DIST OF 60.20 FT; S53°34'28"W DIST OF 50.20 FT; N36°25'32"W DIST OF 60.20 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0490698>

Parcel ID: 0491335

Parcel Number from Iron County: A-0002-0003-0007-BL

Description: BUILDING OWNED BY BRILOR HOLDINGS L L C : COM S1/4 COR SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN DIST 2116.01 FT; E DIST 257.71 FT TO POB; N53°34'28"E DIST 50.20 FT; S36°25'32"E DIST 60.20 FT; S53°34'28"W DIST 50.20 FT; N36°25'32"W DIST OF 60.20 FT TO POB .

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0491335>

Parcel ID: 0490819

Parcel Number from Iron County: A-0002-0003-0006-BL

Description: BUILDING OWNED BY ROSS A WILLIAMS: COM AT S1/4 COR SEC 12,T34S,R9W, SLM; N00°04'11"W ALG CNTR SEC LN DIST OF 2059.52 FT; E DIST OF 299.33 FT TO POB; N53°34'28"E DIST OF 50.20 FT; S36°25'32"E DIST OF 60.20 FT; S53°34'28"W DIST OF 50.20 FT; N36°25'32"W DIST OF 60.20 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0490819>

Parcel ID: 0492108

Parcel Number from Iron County: A-0002-0003-0009-BL

Description: BLDG OWNED BY MATTHEW THOMAS JAKUS, CARLYN JOY BEDWELL, JAKUS BEDWELL TRUST; AIRPORT HANGER SPACE 10-C DESC AS FOLLOW: COM AT S1/4 COR SEC 12,T34S,R9W, SLM; N00°04'16"W ALG N-S CNTR SEC LN 2031.87 FT; DEPART SD LN & N53°22'55"E 117.66 FT TO POB; N53°22'55"E ALG SD LN 60.00 FT; S36°37'05"E 70.00 FT; S53°22'55"W 60.00 FT; N36°37'05"W 70.00 FT TO POB; SUBJ TO & TOG W/ PART OF 10.00 FT WIDE GAS EASE DESC REC BK 1151/1294.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0492108>

Parcel ID: 0495744

Parcel Number from Iron County: A-0002-0003-0010-OBL

Description: BLDG OWNED BY DAVID A/GERALDINE S NORWOOD LIVING TRUST. COM AT S 1/4 COR SEC 12,T34S,R9W, SLM; N00°04'16" W ALG THE N-S SEC LN 2031.87 FT; DEPART SD LN RUN N53°22'55" E, 57.66 FT TO POB; N53°22'25"E ALG SD LN 60.00 FT; S36°37'05"E, 70.00 FT; S53°22'55"W, 60.00 FT; N36°37'05"W, 70.00 FT TO POB. SUBJ TO & TOG W/ 0.00 FT WIDE GAS EASE DESC REC BK 1454/880

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0495744>



Parcel ID: 0475910

Parcel Number from Iron County: A-0002-0002-0001-BL

Description: BUILDING OWNED BY DAVID R & ELLEN J COATES FAMILY TRUST, DAVID R COATES TRUSTEE: COM AT S1/4 COR OF SEC 12, T34S, R9W, SLM; N00°04'16"W ALG N-S CNTR SEC LN 1885.96 FT; N89°55'44"E 18.11 FT TO POB; N53°22'55"E 250.00 FT; S36°37'05"E 50.00 FT; S53°22'55"W 250.00 FT; N36°37'05"W 50.00 FT TO POB.

Source: <https://eagleweb.ironcounty.net/eaglesoftware/taxweb/account.jsp?accountNum=0475910>

AMENDMENT #3 LEGAL DESCRIPTION

Enoch Research Industrial Park North Legal Description

Beginning at the Sout West corner of Section 36, Township 34 South, Range 11 West Salt Lake City Base and Meridian thence; thence S 01° 05' 52" W, a distance of 1645.55 feet; thence N 88° 50' 18" W, a distance of 1319.20 feet; thence N 02° 02' 40" E, a distance of 1111.44 feet; thence N 88° 47' 58" W, a distance of 1334.38 feet; thence S 02° 20' 08" W, a distance of 2184.65 feet; thence S 88° 50' 22" E, a distance of 1345.31 feet; thence S 02° 03' 27" W, a distance of 253.68 feet; thence S 88° 49' 37" E, a distance of 1334.10 feet; thence S 01° 16' 30" W, a distance of 2653.55 feet; thence N 87° 50' 44" W, a distance of 47.14 feet; thence S 01° 03' 17" W, a distance of 77.55 feet; thence S 89° 00' 58" E, a distance of 34.82 feet; thence S 01° 08' 49" W, a distance of 1302.89 feet; thence S 89° 03' 34" E, a distance of 2661.56 feet; thence N 00° 44' 42" E, a distance of 403.96 feet; thence N 89° 15' 29" W, a distance of 132.71 feet; thence N 00° 34' 57" E, a distance of 226.02 feet; thence S 89° 35' 56" E, a distance of 133.31 feet; thence N 01° 03' 07" E, a distance of 2023.46 feet; thence N 89° 24' 36" W, a distance of 1337.68 feet; thence N 01° 27' 50" E, a distance of 4355.68 feet; thence N 88° 54' 14" W, a distance of 1317.40 feet to the point of beginning. Containing 398.39 acres more or less.

Containing the following parcels.

A-1007-0000-0000, A-1008-0000-0000, A-0962-0001-0001, A-0963-0006-0000, D-0487-0001-0000, A-0962-0003-0000, 496133, A-0961-0025-0000, A-0961-0017-0000, A-0961-0026-0000, A-0961-0024-0000, A-0963-0007-0000, A-0963-0005-0000, A-0963-0008-0000, A-0963-0013-0000, A-0963-0014-0000, A-0963-0015-0000, 00499461, A-0962-0004-0000, A-0962-0009-0000, A-0962-0001-0000, A-0962-0002-0000, A-0963-0010-0000, A-0963-0012-0000, A-0962-0007-0000, A-0962-0006-0000, A-0962-0005-0000, A-1010-0471-0000, 498215, A-1010-0473-0000, A-1010-0469-0000, 498218, A-0961-0031-00RD, A-0962-0010-0000, A-0963-0016-0000, A-0963-0017-0000, A-0962-0011-0000, E-0144-0006-0000, A-0962-0012-0000, A-0962-0013-0000, A-0963-0019-0000, A-0961-0036-0000, A-0963-0003-0000, A-0961-00RD-0000, A-0961-0035-0000, A-1010-0476-0000, A-0961-0030-0000, A-1010-0474-0000, A-0961-0027-0000, A-0961-0038-0000, A-1010-0468-0000, A-0961-0041-0000, A-0961-0042-0000, A-0961-0043-0000

Enoch Research Industrial Park South Legal Description

Beginning at the South West corner of Section 12 Township 35 South, Range 11 West Salt Lake City Base and Meridian; thence N 01° 01' 24" E, a distance of 426.04 feet; thence S 88° 38' 23" E, a distance of 33.31 feet to the Point of Beginning; thence S 88° 38' 33" E, a distance of 309.22 feet; thence S 01° 21' 30" W, a distance of 105.03 feet; thence S 88° 44' 53" E, a distance of 331.77 feet; thence S 01° 24' 39" W, a distance of 286.37 feet; thence S 88° 43' 33" E, a distance of 35.94 feet; thence N 00° 27' 44" E, a distance of 201.11 feet; thence S 88° 38' 20" E, a distance of 224.83 feet; thence S 01° 25' 18" W, a distance of 200.21 feet; thence S 88° 30' 07" E, a distance of 78.15 feet; thence N 01° 24' 49" E, a distance of 345.28 feet; thence N 89° 58' 47" E, a distance of 332.88 feet; thence N 01° 36' 52" E, a distance of



941.80 feet; thence N 88° 39' 06" W, a distance of 681.65 feet; thence S 01° 27' 37" W, a distance of 61.68 feet; thence N 88° 58' 50" W, a distance of 636.84 feet; thence S 01° 00' 58" W, a distance of 138.52 feet; thence S 89° 40' 16" E, a distance of 2.00 feet; thence S 01° 08' 26" W, a distance of 66.58 feet; thence N 88° 57' 23" W, a distance of 1.86 feet; thence S 01° 01' 09" W, a distance of 634.40 feet to the Point of Beginning. Containing 29.45 acres more or less.

Containing the following parcels.

A-0796-0000-0000, A-0796-0002-0000, A-0793-0004-0000, A-0905-0001-0000, A-0905-0000-0000, A-0905-0002-0000, A-0905-0001-00RD, A-0905-0003-0000, A-0794-0005-0000, A-0794-0006-0000

AMENDMENT #4 LEGAL DESCRIPTION

No change

AMENDMENT #5 LEGAL DESCRIPTION JUNIPER ZONE

COMMENCING at the South West Corner of Section 16, Township 34 South, Range 13 West, Salt Lake Base and Meridian; thence N 01°16'38.78" E a distance of 2,634.20 feet; thence N 89°00'23.89" W a distance of 10.29 feet to the POINT OF BEGINNING; thence N 89°00'26.70" W a distance of 2,662.06 feet; thence N 01°21'36.83" E a distance of 11,274.63 feet; thence N 30°06'08.04" W a distance of 2,394.50 feet; thence S 89°04'25.76" E a distance of 3,908.22 feet; thence S 01°20'39.87" W a distance of 13,329.62 feet to the POINT OF BEGINNING. Contains 847.33 acres, more or less.

Contains Parcels E-0577-0578-0000, E-0598-0000-0000, E-0592-0595-0000

CEDAR CITY

A PARCEL OF LAND LOCATED IN TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN, IRON COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 21, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN; THENCE NORTH 00°20'46" EAST A DISTANCE OF 264.26 FEET; THENCE NORTH 88°53'39" WEST A DISTANCE OF 743.15 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 47°03'29" WEST A DISTANCE OF 117.42 FEET; THENCE NORTH 28°21'13" WEST A DISTANCE OF 434.78 FEET; THENCE NORTH 13°03'32" WEST A DISTANCE OF 349.56 FEET; THENCE NORTH 02°55'53" WEST A DISTANCE OF 286.13 FEET; THENCE NORTH 08°29'59" WEST A DISTANCE OF 589.77 FEET; THENCE NORTH 64°51'40" WEST A DISTANCE OF 101.66 FEET; THENCE NORTH 00°07'07" WEST A DISTANCE OF 54.52 FEET; THENCE NORTH 64°50'03" WEST A DISTANCE OF 524.17 FEET; THENCE NORTH 57°12'26" EAST A DISTANCE OF 286.58 FEET; THENCE NORTH 20°38'35" EAST A DISTANCE OF 264.86 FEET; THENCE SOUTH 89°27'50" EAST A DISTANCE OF 138.85 FEET; THENCE NORTH 00°23'18" WEST A DISTANCE OF 309.03 FEET; THENCE NORTH 74°57'22" WEST A DISTANCE OF 491.58 FEET; THENCE NORTH 72°47'04" WEST A DISTANCE OF 39.56 FEET; THENCE NORTH 70°12'48" WEST A DISTANCE OF 29.99 FEET; THENCE NORTH 66°34'43" WEST A DISTANCE OF 43.80 FEET; THENCE NORTH 63°50'46" WEST A DISTANCE OF 31.40 FEET; THENCE NORTH 59°47'13" WEST A DISTANCE OF 51.84 FEET; THENCE NORTH 56°44'26" WEST A DISTANCE OF 30.40 FEET; THENCE NORTH 53°29'34" WEST A DISTANCE OF 40.82 FEET; THENCE NORTH 50°01'06" WEST A DISTANCE OF 41.59 FEET; THENCE NORTH 45°01'16" WEST A DISTANCE OF 320.60 FEET; THENCE NORTH 46°14'27" WEST A DISTANCE OF 524.59 FEET; THENCE NORTH 49°48'08"



WEST A DISTANCE OF 56.04 FEET; THENCE NORTH 54°14'49" WEST A DISTANCE OF 41.32 FEET; THENCE NORTH 58°52'32" WEST A DISTANCE OF 60.83 FEET; THENCE NORTH 63°42'36" WEST A DISTANCE OF 47.30 FEET; THENCE NORTH 67°34'01" WEST A DISTANCE OF 198.64 FEET; THENCE NORTH 67°27'48" WEST A DISTANCE OF 327.33 FEET; THENCE NORTH 67°27'49" WEST A DISTANCE OF 48.88 FEET; THENCE NORTH 65°36'54" WEST A DISTANCE OF 40.69 FEET; THENCE NORTH 61°55'06" WEST A DISTANCE OF 37.26 FEET; THENCE NORTH 58°32'42" WEST A DISTANCE OF 39.18 FEET; THENCE NORTH 54°55'27" WEST A DISTANCE OF 45.62 FEET; THENCE NORTH 50°49'42" WEST A DISTANCE OF 40.69 FEET; THENCE NORTH 47°07'52" WEST A DISTANCE OF 35.87 FEET; THENCE NORTH 43°54'52" WEST A DISTANCE OF 46.76 FEET; THENCE NORTH 39°44'15" WEST A DISTANCE OF 36.20 FEET; THENCE NORTH 36°24'29" WEST A DISTANCE OF 45.17 FEET; THENCE NORTH 31°46'14" WEST A DISTANCE OF 48.16 FEET; THENCE NORTH 28°38'53" WEST A DISTANCE OF 33.21 FEET; THENCE NORTH 25°03'24" WEST A DISTANCE OF 236.02 FEET; THENCE NORTH 30°45'51" WEST A DISTANCE OF 53.94 FEET; THENCE NORTH 34°52'46" WEST A DISTANCE OF 47.67 FEET; THENCE NORTH 38°30'34" WEST A DISTANCE OF 38.77 FEET; THENCE NORTH 42°21'35" WEST A DISTANCE OF 51.25 FEET; THENCE NORTH 46°39'40" WEST A DISTANCE OF 55.83 FEET; THENCE NORTH 52°37'22" WEST A DISTANCE OF 285.49 FEET; THENCE NORTH 54°43'43" WEST A DISTANCE OF 47.78 FEET; THENCE NORTH 58°41'57" WEST A DISTANCE OF 34.25 FEET; THENCE NORTH 61°25'52" WEST A DISTANCE OF 433.52 FEET; THENCE NORTH 66°38'31" WEST A DISTANCE OF 52.40 FEET; THENCE NORTH 71°42'11" WEST A DISTANCE OF 103.94 FEET; THENCE NORTH 72°35'59" WEST A DISTANCE OF 164.96 FEET; THENCE NORTH 67°49'20" WEST A DISTANCE OF 43.40 FEET; THENCE NORTH 63°11'33" WEST A DISTANCE OF 63.34 FEET; THENCE NORTH 58°36'39" WEST A DISTANCE OF 48.54 FEET; THENCE NORTH 54°05'05" WEST A DISTANCE OF 44.30 FEET; THENCE NORTH 51°05'21" WEST A DISTANCE OF 33.35 FEET; THENCE NORTH 47°40'16" WEST A DISTANCE OF 38.83 FEET; THENCE NORTH 43°36'29" WEST A DISTANCE OF 47.84 FEET; THENCE NORTH 38°53'58" WEST A DISTANCE OF 68.60 FEET; THENCE NORTH 33°05'37" WEST A DISTANCE OF 52.77 FEET; THENCE NORTH 28°46'09" WEST A DISTANCE OF 52.80 FEET; THENCE NORTH 24°55'52" WEST A DISTANCE OF 31.24 FEET; THENCE NORTH 23°44'33" WEST A DISTANCE OF 18.46 FEET; THENCE NORTH 20°19'22" WEST A DISTANCE OF 38.83 FEET; THENCE SOUTH 89°51'46" EAST A DISTANCE OF 4.24 FEET; THENCE NORTH 16°29'45" WEST A DISTANCE OF 31.26 FEET; THENCE NORTH 13°53'16" WEST A DISTANCE OF 38.94 FEET; THENCE SOUTH 78°55'45" WEST A DISTANCE OF 22.74 FEET; THENCE SOUTH 09°09'58" EAST A DISTANCE OF 2.45 FEET; THENCE SOUTH 02°19'49" WEST A DISTANCE OF 3.16 FEET; THENCE SOUTH 12°59'05" WEST A DISTANCE OF 2.71 FEET; THENCE SOUTH 26°58'43" WEST A DISTANCE OF 4.68 FEET; THENCE SOUTH 43°15'49" WEST A DISTANCE OF 4.10 FEET; THENCE SOUTH 56°24'51" WEST A DISTANCE OF 2.45 FEET; THENCE SOUTH 70°40'15" WEST A DISTANCE OF 89.27 FEET; THENCE SOUTH 73°22'37" WEST A DISTANCE OF 26.29 FEET; THENCE SOUTH 78°32'34" WEST A DISTANCE OF 26.78 FEET; THENCE NORTH 89°06'11" WEST A DISTANCE OF 621.42 FEET; THENCE SOUTH 00°19'33" WEST A DISTANCE OF 84.62 FEET; THENCE SOUTH 48°26'51" WEST A DISTANCE OF 24.84 FEET; THENCE SOUTH 44°16'19" WEST A DISTANCE OF 26.67 FEET; THENCE SOUTH 40°20'51" WEST A DISTANCE OF 24.80 FEET; THENCE SOUTH 36°43'37" WEST A DISTANCE OF 23.03 FEET; THENCE SOUTH 32°48'59" WEST A DISTANCE OF 24.84 FEET; THENCE NORTH 89°40'30" WEST A DISTANCE OF 673.60 FEET; THENCE SOUTH 00°19'54" WEST A DISTANCE OF 266.03 FEET; THENCE SOUTH 88°43'35" EAST A DISTANCE OF 636.58 FEET; THENCE SOUTH 01°09'21" WEST A DISTANCE OF 265.99 FEET; THENCE NORTH 88°48'55" WEST A DISTANCE OF 439.05 FEET; THENCE SOUTH 12°24'26" EAST A DISTANCE OF 546.92 FEET; THENCE SOUTH 40°34'37" EAST A DISTANCE OF 1091.25 FEET; THENCE SOUTH 24°27'44" WEST A DISTANCE OF 482.52 FEET; THENCE SOUTH 58°23'16" EAST A DISTANCE OF 226.47 FEET; THENCE SOUTH 65°47'18" EAST A DISTANCE OF 399.06 FEET; THENCE NORTH 02°04'17" WEST A DISTANCE OF 246.53 FEET; THENCE NORTH 22°10'49" EAST A DISTANCE OF 162.74 FEET; THENCE NORTH 46°37'12" EAST A DISTANCE OF 172.39 FEET; THENCE NORTH 49°40'09" EAST A DISTANCE OF 550.59 FEET; THENCE



NORTH 39°18'52" WEST A DISTANCE OF 559.32 FEET; THENCE NORTH 46°28'09" EAST A DISTANCE OF 886.52 FEET; THENCE SOUTH 52°46'20" EAST A DISTANCE OF 567.34 FEET; THENCE SOUTH 43°08'55" EAST A DISTANCE OF 283.46 FEET; THENCE SOUTH 30°01'54" EAST A DISTANCE OF 605.45 FEET; THENCE SOUTH 75°24'24" EAST A DISTANCE OF 370.33 FEET; THENCE SOUTH 39°38'52" EAST A DISTANCE OF 734.90 FEET; THENCE SOUTH 10°21'24" EAST A DISTANCE OF 530.03 FEET; THENCE SOUTH 29°59'37" WEST A DISTANCE OF 865.10 FEET; THENCE SOUTH 37°18'10" EAST A DISTANCE OF 2411.69 FEET; THENCE SOUTH 11°37'33" WEST A DISTANCE OF 95.60 FEET; THENCE SOUTH 75°55'48" EAST A DISTANCE OF 315.20 FEET; THENCE SOUTH 73°35'51" EAST A DISTANCE OF 19.17 FEET; THENCE SOUTH 78°10'12" EAST A DISTANCE OF 26.02 FEET; THENCE SOUTH 85°12'28" EAST A DISTANCE OF 53.40 FEET; THENCE NORTH 88°06'50" EAST A DISTANCE OF 24.62 FEET; THENCE NORTH 83°31'29" EAST A DISTANCE OF 25.76 FEET; THENCE NORTH 78°59'49" EAST A DISTANCE OF 26.66 FEET; THENCE NORTH 74°15'20" EAST A DISTANCE OF 26.29 FEET; THENCE NORTH 69°45'16" EAST A DISTANCE OF 25.64 FEET; THENCE NORTH 65°04'13" EAST A DISTANCE OF 27.40 FEET; THENCE NORTH 60°19'52" EAST A DISTANCE OF 27.37 FEET; THENCE NORTH 46°11'14" EAST A DISTANCE OF 561.32 FEET TO THE POINT OF BEGINNING.

CONTAINING 208.25 ACRES, MORE OR LESS.

Contains the following parcels.

Parcel ID: B-1709-0012-0000

S 16 T 36S R 11W BEG AT SE COR OF SEC 17, T36S, R11W, SLM; ALG S'LY SEC LN OF SEC 16; N88°34'02"E 539.13 FT TO PT ON W'LY R/W LN OF CROSS HOLLOW RD; DEPART SD SEC LN & ALG SD R/W LN N73°56'03"W 126.10 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD R/W LN & ALG ARC OF SD CURV 624.31 FT W/ RADIUS OF 654.00 FT & CNTRL ANGLE OF 54°41'40"; S89°54'06"E 4.24 FT TO NON-TANG CURV TO RT (RADIUS PT BEAR N70°38'12"E); ALG ARC OF SD CURV 65.66 FT W/ RADIUS OF 650.00 FT & CNTRL ANGLE OF 05°47'16"; DEPART SD R/W S77°08'09"W 20.00 FT TO PT ON EXIST 20 FT P.U.E. & NON-TANG CURV TO RT (RADIUS PT BEAR S76°26'44"W); SD CURV BE PROPOSED R/W P.U.E.; DEPART SD EXIST P.U.E. & ALG ARC OF SD CURV 22.07 FT W/ RADIUS OF 15.00 FT & CNTRL ANGLE OF 84°18'10"; CONT ALG SD PROPOSED R/W P.U.E. S70°44'54"W 86.28 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD PROPOSED P.U.E. & ALG ARC OF SD CURV 53.55 FT W/ RADIUS OF 297.00 FT & CNTRL ANGLE OF 10°19'52"; DEPART SD PROPOSED R/W P.U.E. S89°54'06"W 622.13 FT, SD LN IS ALG A PART OF S LN OF CEDAR CITY POND PARCEL; S00°16'46"W 84.57 FT TO PT ON W'LY LN OF PROPOSED R/W P.U.E. & PT ON NON-TANG CURV TO LEFT (RADIUS PT BEAR S39°38'39"E); ALG ARC OF SD CURV & R/W P.U.E. LN 124.13 FT W/ RADIUS OF 364.00 FT & CNTRL ANGLE OF 19°32'19"; N89°43'14"W 673.15 FT; S00°16'47"W 276.84 FT TO PT ON S SEC LN OF SEC 17; ALG SD SEC LN S89°43'14"E 1572.95 FT TO POB. (LOC SEC 16 & 17, T36S, R11W, SLM)

B-1460-0006-0000

S 16 T 36S R 11W BEG AT SE COR OF SEC 17, T36S, R11W, SLM; ALG S'LY SEC LN OF SEC 16; N88°34'02"E 539.13 FT TO PT ON W'LY R/W LN OF CROSS HOLLOW RD; DEPART SD SEC LN & ALG SD R/W LN N73°56'03"W 126.10 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD R/W LN & ALG ARC OF SD CURV 624.31 FT W/ RADIUS OF 654.00 FT & CNTRL ANGLE OF 54°41'40"; S89°54'06"E 4.24 FT TO NON-TANG CURV TO RT (RADIUS PT BEAR N70°38'12"E); ALG ARC OF SD CURV 65.66 FT W/ RADIUS OF 650.00 FT & CNTRL ANGLE OF 05°47'16"; DEPART SD R/W S77°08'09"W 20.00 FT TO PT ON EXIST 20 FT P.U.E. & NON-TANG CURV TO RT (RADIUS PT BEAR S76°26'44"W); SD CURV BE PROPOSED R/W P.U.E.; DEPART SD EXIST P.U.E. & ALG ARC OF SD CURV 22.07 FT W/ RADIUS OF



15.00 FT & CNTRL ANGLE OF 84°18'10"; CONT ALG SD PROPOSED R/W P.U.E. S70°44'54"W 86.28 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD PROPOSED P.U.E. & ALG ARC OF SD CURV 53.55 FT W/ RADIUS OF 297.00 FT & CNTRL ANGLE OF 10°19'52"; DEPART SD PROPOSED R/W P.U.E. S89°54'06"W 622.13 FT, SD LN IS ALG A PART OF S LN OF CEDAR CITY POND PARCEL; S00°16'46"W 84.57 FT TO PT ON W'LY LN OF PROPOSED R/W P.U.E. & PT ON NON-TANG CURV TO LEFT (RADIUS PT BEAR S39°38'39"E); ALG ARC OF SD CURV & R/W P.U.E. LN 124.13 FT W/ RADIUS OF 364.00 FT & CNTRL ANGLE OF 19°32'19"; N89°43'14"W 673.15 FT; S00°16'47"W 276.84 FT TO PT ON S SEC LN OF SEC 17; ALG SD SEC LN S89°43'14"E 1572.95 FT TO POB. (LOC SEC 16 & 17, T36S, R11W, SLM)

B-1709-0006-0000

S 20 T 36S R 11W BEG AT PT N89°57'44"W 1708.33 FT ALG SEC LN FR E1/4 COR SEC 29, T36S, R11W, SLM, SD PT BE SW COR SADDLEBACK RIDGE SUBD, PHASE 8; ALG SD SEC LN N89°57'44"W 960.30 FT CNTR 1/4 COR SD SEC 29; N89°58'00"W 1337.85 FT TO 1/16TH COR; N00°01'25"E 2650.10 FT TO 1/16TH SEC COR; N00°31'43"W 2665.14 FT TO 1/16TH COR; N00°31'38"W 2659.56 FT TO 1/16TH COR; S89°43'08"E 1314.11 FT TO N1/4 COR SEC 20; ALG SEC LN S89°43'14"E 1478.03 FT; S00°16'46"W 56.29 FT; N89°43'14"W 238.71 FT; S00°16'46"W 208.71 FT; S89°43'14"E 438.71 FT; N00°16'46"E 265.00 FT TO SEC LN; ALG SD SEC LN S89°43'14"E 950.29 FT NW COR SEC 21; ALG SEC LN N88°34'02"E 539.12 FT TO SLY LN CROSS HOLLOW RD; ALG SD S'LY LN S73°56'03"E 72.50 FT TO PT OF CURV TO RT W/ RADIUS OF 546.00 FT & CNTRL ANGLE 11°33'38"; ALG ARC SD CURV 110.16 FT; S62°22'25"E 400.15 FT TO PT OF CURV TO RT W/ RADIUS 546.00 FT & CNTRL ANGL 8°27'51; ALG ARC OF SD CURVE 80.66 FT; S53°54'34"E 253.10 FT TO A PT OF CURV RT W/ RADIUS 669.50 FT & CNTRL ANGL 28°14'8"; ALG ARC SD CURV 329.97 FT; S25°40'16"E 170.92 FT PT OF CURV TO LEFT W/ RADIUS OF 630.50 FT & CNTRL ANGLE 42°49'26"; ALG ARC SD CURV 471.25 FT; S68°29'42"E, 534.97 FT PT OF CURV TO RT W/ RADIUS 619.50 FT & CNTRL ANGLE 21°07'44"; ALG ARC OF SD CURV 228.45 FT; S47°21'58"E 469.84 FT; N42°38'02"E 4.00 FT; S47°21'58"E 371.83 FT PT OF CURV TO LEFT W/ RADIUS 676.50 FT & CNTRL ANGLE 28°39'17"; ALG ARC OF SD CURV 338.33 FT; S76°01'15"E 478.83 FT TO 1/16TH SEC LN; LEAVE SD S LN CROSS HOLLOW RD & ALG SD 1/16TH SEC LN S01°22'30"E 309.70 FT TO 1/16TH COR; ALG 1/16TH SEC LN S89°27'51"W 187.39 FT; S19°36'51"W 236.92 FT; S56°10'42"W 286.69 FT; S65°53'24"E 569.56 FT; S01°22'20"E 60.93 FT; S65°53'24"E 104.79 FT; S09°31'43"E 590.00 FT; S03°57'37"E 286.24 FT; S14°05'16"E 349.70 FT; S29°22'56"E 434.95 FT; S44°18'21"W 520.65 FT TO SEC LN; S89°51'05"W 100.00 FT TO 1/16TH SEC COR; ALG 1/16TH SEC LN S00°06'33"W 181.44 FT TO NLY LN IRON HORSE RD & PT NON-TANG CURV TO RT W/ RADIUS 316.75 FT & CNTRL ANGLE 270.11 (RADIUS PT BEAR N15°08'38"W); ALG SD NLY LN & ARC SD CURV 150.31 FT; CONT ALG SD N'LY LN FOLLOW 9 COURSE; N77°57'15"W 355.71 FT TO PT CURV LEFT W/ RADIUS 533.00 FT & CNTRL ANGLE 56°12'59"; ALG ARC OF SAID CURV 522.96 FT; S45°49'46"W 418.60 FT PT OF CURV TO RT W/ RADIUS 500.76 FT & CNTRL ANGLE 74°59'57"; ALG ARC SD CURV 655.48 FT; N59°10'17"W 320.66 FT PT OF CURV TO RT W/ RADIUS 1567.24 FT & CNTRL ANGLE 16°57'58"; ALG ARC SD CURV 464.08 FT; N42°12'19"W 245.53 FT PT OF CURV TO LEFT W/ RADIUS 698.76 FT & CNTRL ANGLE 33°00'46"; ALG ARC SD CURV 402.61 FT; N75°13'05"W 104.52 FT; DEPART SD N'LY LN IRON HORSE RD S14°46'55"W 66.00 FT; S35°58'44"W 32.18 FT TO NW COR LOT 704, SADDLEBACK RIDGE PHASE 7; ALG BNDRY SADDLEBACK PHASES 6 & 7 FOLLOW 10 COURSE; S15°51'34"W 138.95 FT; S08°14'18"W 468.97 FT; N86°12'20"W 343.09 FT; S59°22'15"W 628.15 FT; S24°27'24"E 27.87 FT; S60°01'41"W 54.08 FT; S67°40'07"W 121.49 FT; S65°32'36"W 45.00 FT; S24°27'24"E 49.39 FT; S69°43'24"W 141.66 FT BNDRY SADDLEBACK RIDGE PHASE 9; ALG SD BNDRY FOLLOW 9 COURSE; N20°16'36"W 203.69 FT; S69°43'24"W 430.00 FT; S20°16'36"E 74.78 FT; S69°43'24"W 125.00 FT; S20°16'36"E 360.00 FT; S69°43'24"W 170.00 FT; S69°20'16"W 125.15 FT; S00°36'00"E 120.00 FT; S20°57'49"W 46.76 FT BNDRY SADDLEBACK RIDGE PHASE 8; ALG BNDRY FOLLOW 4 COURSE; S38°44'11"W 85.67 FT; S40°02'31"W 304.50 FT; S28°58'49"W 393.23 FT; S10°34'54"W 416.76 FT POB; LESS & EXCPT CEDAR



CITY WTR TANK PARCEL B-1708-2 DESC AS FOLLOW: BEG AT PT S10°09'20"E 276.45 FT ALG SEC LN & N90°00'00"W 3321.35 FT FR E1/4 COR SEC 21,T36S,R11W, SLM; S 200.00 FT; W 200.00 FT; N 200.00 FT; E 200.00 FT TO POB.

B-1763-0001-0000

S 16 T 36S R 11W BEG AT SE COR OF SEC 17,T36S,R11W, SLM; ALG S'LY SEC LN OF SEC 16; N88°34'02"E 539.13 FT TO PT ON W'LY R/W LN OF CROSS HOLLOW RD; DEPART SD SEC LN & ALG SD R/W LN N73°56'03"W 126.10 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD R/W LN & ALG ARC OF SD CURV 624.31 FT W/ RADIUS OF 654.00 FT & CNTRL ANGLE OF 54°41'40"; S89°54'06"E 4.24 FT TO NON-TANG CURV TO RT (RADIUS PT BEAR N70°38'12"E); ALG ARC OF SD CURV 65.66 FT W/ RADIUS OF 650.00 FT & CNTRL ANGLE OF 05°47'16"; DEPART SD R/W S77°08'09"W 20.00 FT TO PT ON EXIST 20 FT P.U.E. & NON-TANG CURV TO RT (RADIUS PT BEAR S76°26'44"W); SD CURV BE PROPOSED R/W P.U.E.; DEPART SD EXIST P.U.E. & ALG ARC OF SD CURV 22.07 FT W/ RADIUS OF 15.00 FT & CNTRL ANGLE OF 84°18'10"; CONT ALG SD PROPOSED R/W P.U.E. S70°44'54"W 86.28 FT TO PT OF CURV OF TANG CURV TO RT; CONT ALG SD PROPOSED P.U.E. & ALG ARC OF SD CURV 53.55 FT W/ RADIUS OF 297.00 FT & CNTRL ANGLE OF 10°19'52"; DEPART SD PROPOSED R/W P.U.E. S89°54'06"W 622.13 FT, SD LN IS ALG A PART OF S LN OF CEDAR CITY POND PARCEL; S00°16'46"W 84.57 FT TO PT ON W'LY LN OF PROPOSED R/W P.U.E. & PT ON NON-TANG CURV TO LEFT (RADIUS PT BEAR S39°38'39"E); ALG ARC OF SD CURV & R/W P.U.E. LN 124.13 FT W/ RADIUS OF 364.00 FT & CNTRL ANGLE OF 19°32'19"; N89°43'14"W 673.15 FT; S00°16'47"W 276.84 FT TO PT ON S SEC LN OF SEC 17; ALG SD SEC LN S89°43'14"E 1572.95 FT TO POB. (LOC SEC 16 & 17,T36S,R11W, SLM)

Parowan

A PARCEL OF LAND LOCATED IN TOWNSHIP 34 SOUTH, RANGE 9 WEST, SALT LAKE MERIDIAN, IRON COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 01, TOWNSHIP 34 SOUTH, RANGE 9 WEST, SALT LAKE MERIDIAN; THENCE NORTH 89°24'44" WEST A DISTANCE OF 61.78 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 00°38'17" WEST A DISTANCE OF 869.93 FEET; THENCE SOUTH 55°02'57" WEST A DISTANCE OF 1272.91 FEET; THENCE SOUTH 54°10'37" WEST A DISTANCE OF 956.79 FEET; THENCE SOUTH 51°59'03" WEST A DISTANCE OF 758.97 FEET; THENCE NORTH 89°20'41" WEST A DISTANCE OF 199.06 FEET; THENCE NORTH 01°20'12" EAST A DISTANCE OF 1339.99 FEET; THENCE NORTH 01°30'40" EAST A DISTANCE OF 231.60 FEET; THENCE NORTH 38°51'06" EAST A DISTANCE OF 1136.16 FEET; THENCE NORTH 38°51'04" EAST A DISTANCE OF 241.96 FEET; THENCE SOUTH 89°25'14" EAST A DISTANCE OF 692.38 FEET; THENCE SOUTH 89°25'28" EAST A DISTANCE OF 1035.14 FEET TO THE POINT OF BEGINNING.

CONTAINING 96.61 ACRES, MORE OR LESS.

Includes the following Parcel IDs

A-2073-0000-0000, A-2072-0000-0000, A-0002-0020-0000



Appendix B: Maps & Imagery of the Project Area

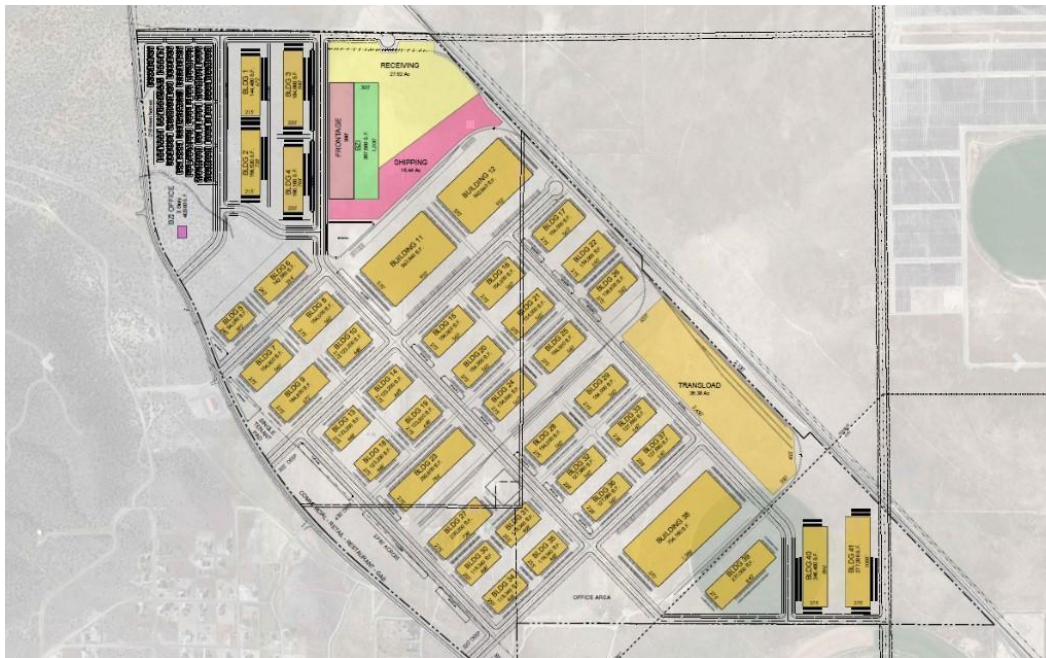
BZI INNOVATION PARK IMAGERY



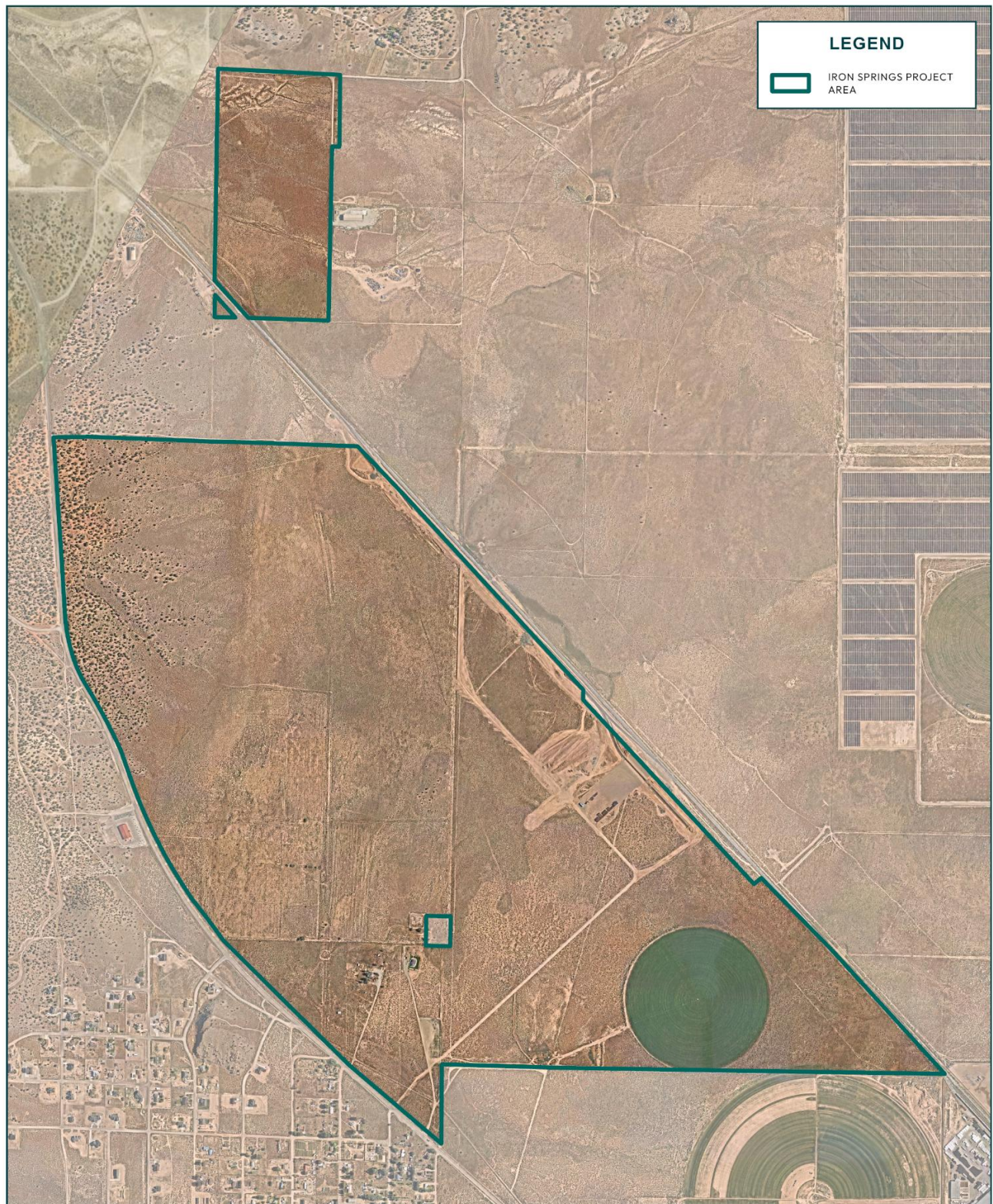
BZI INNOVATION PARK SITE PLAN RENDERING - NORTH VIEW



BZI INNOVATION PARK SITE PLAN RENDERING - SOUTH VIEW



AMENDMENT #1 MAPS & IMAGERY

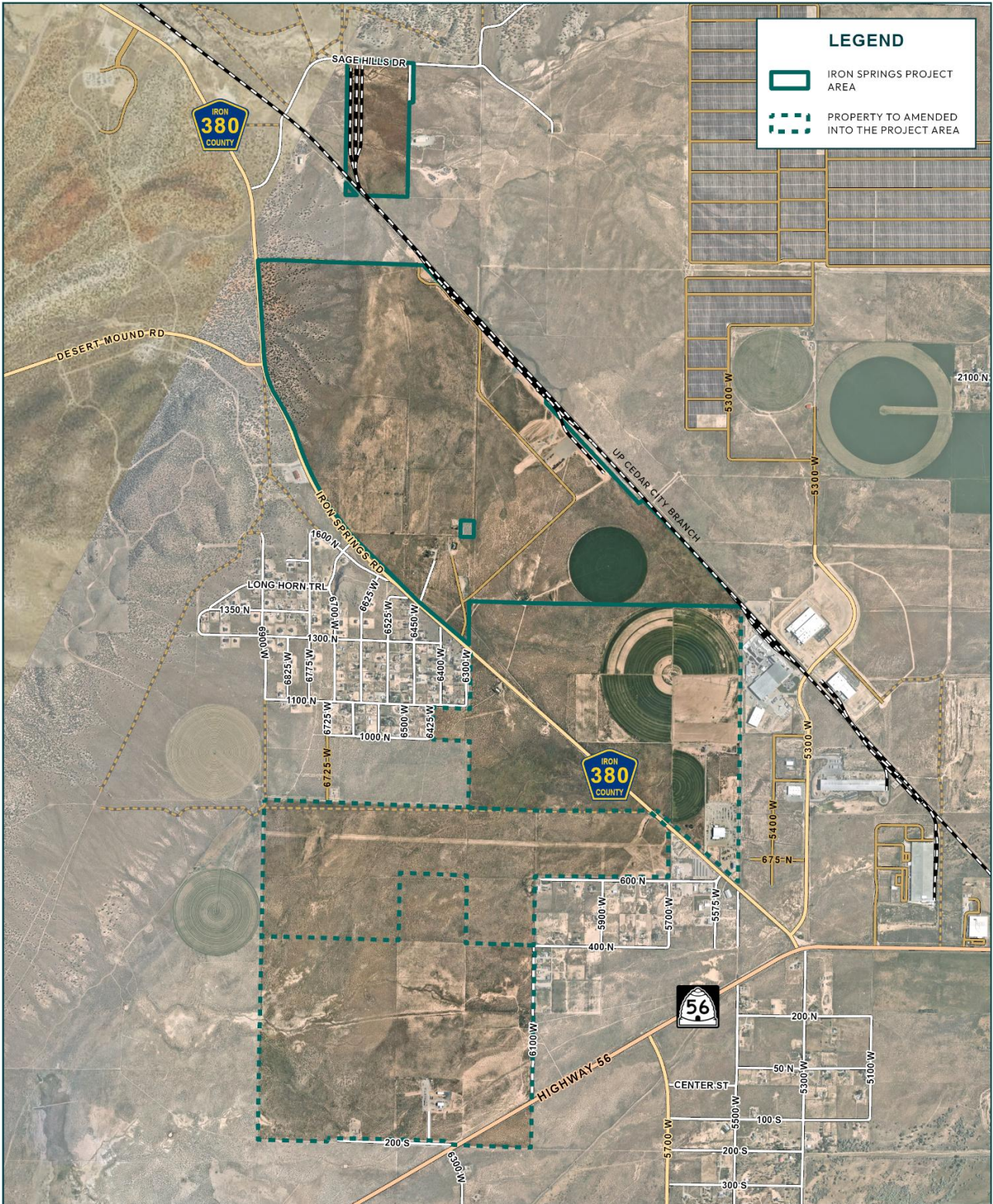


IRON SPRINGS PROJECT AREA: AMENDMENT ONE

Iron County, Utah



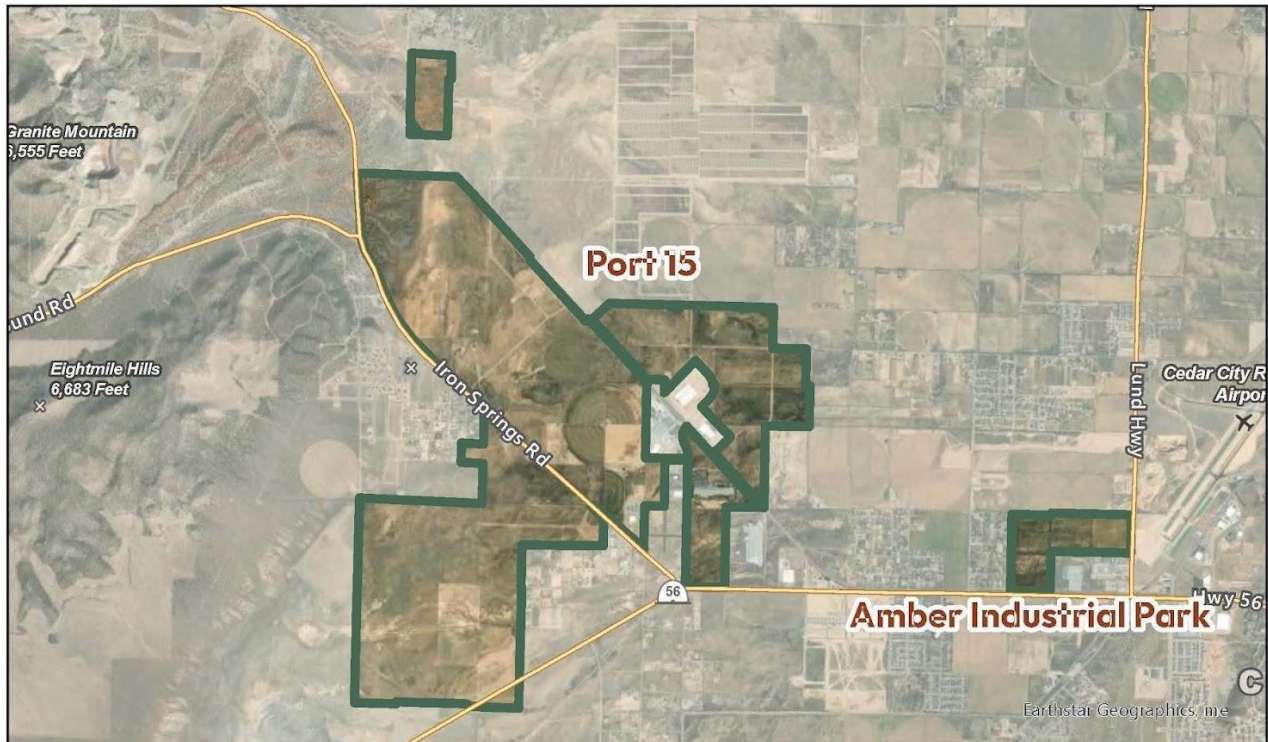
0 0.25 0.5 0.75 1 Miles





Iron Springs Project Area

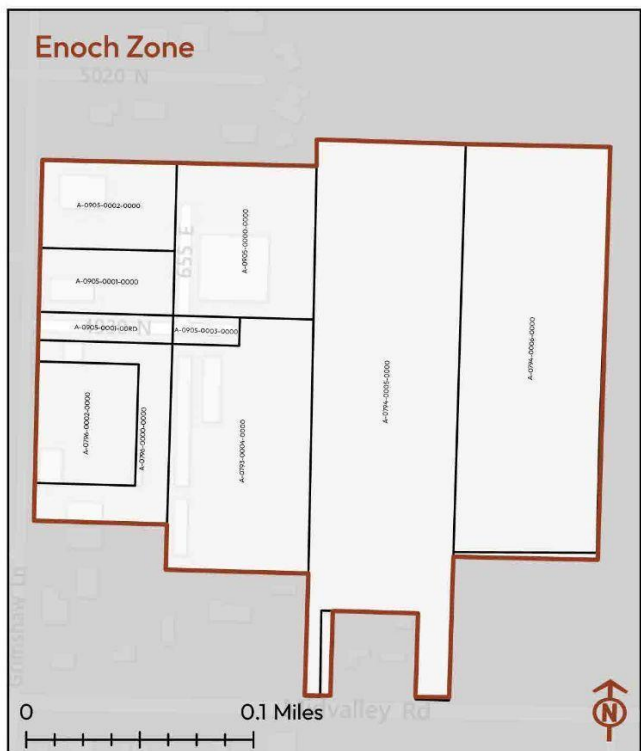
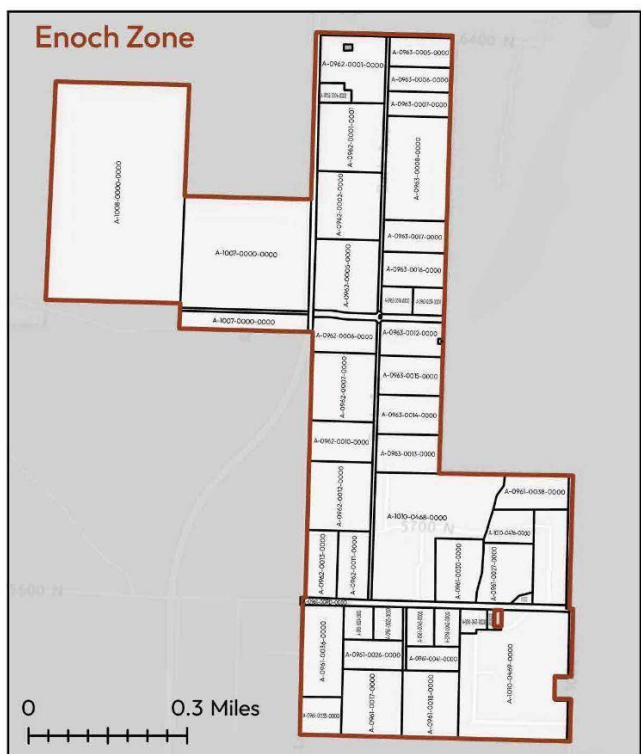
September 2025 | Iron County



0 0.75 1.5 3 Miles

Iron County Parcels | February 2026

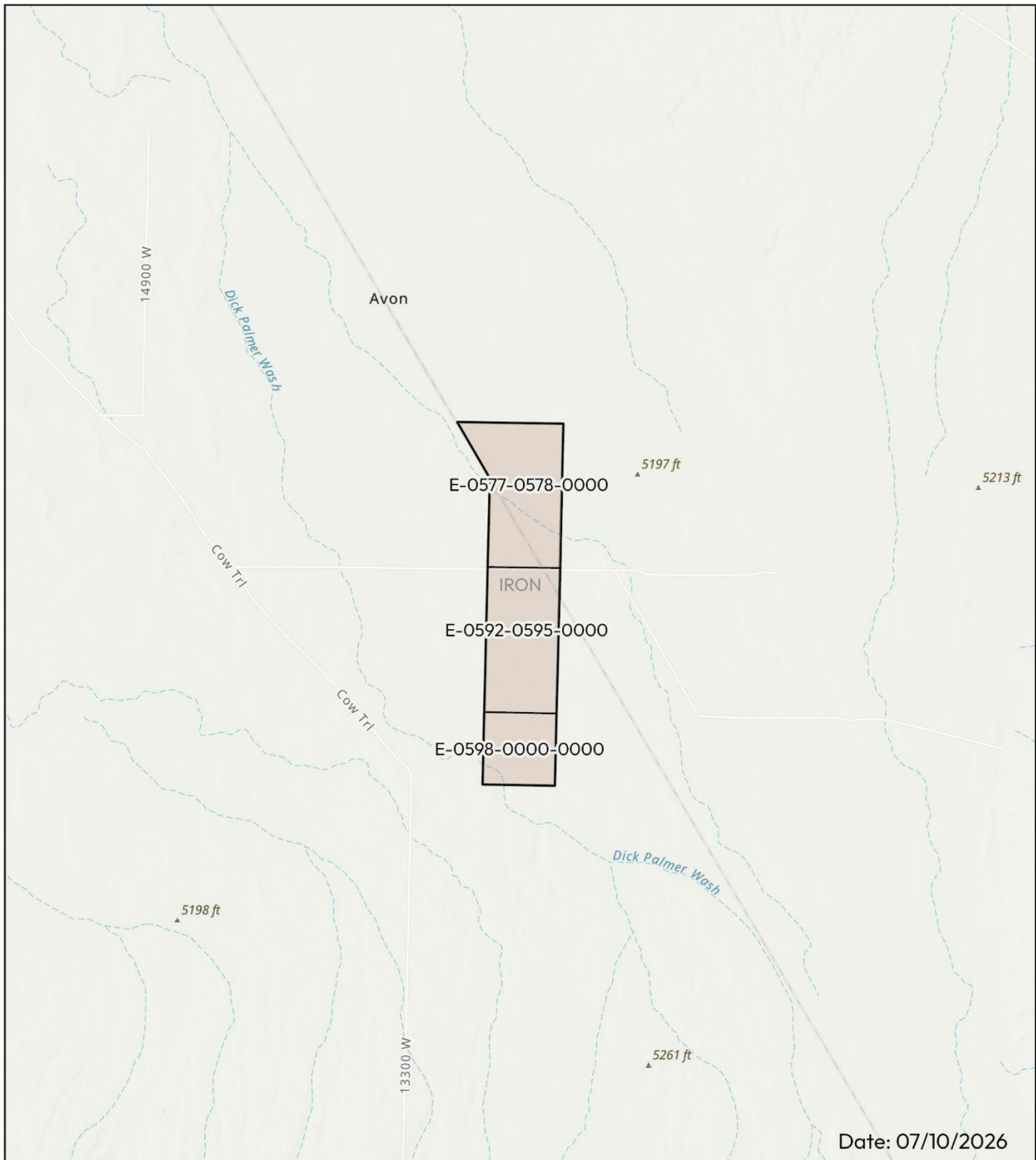






Iron Springs Project Area

Amendment #5



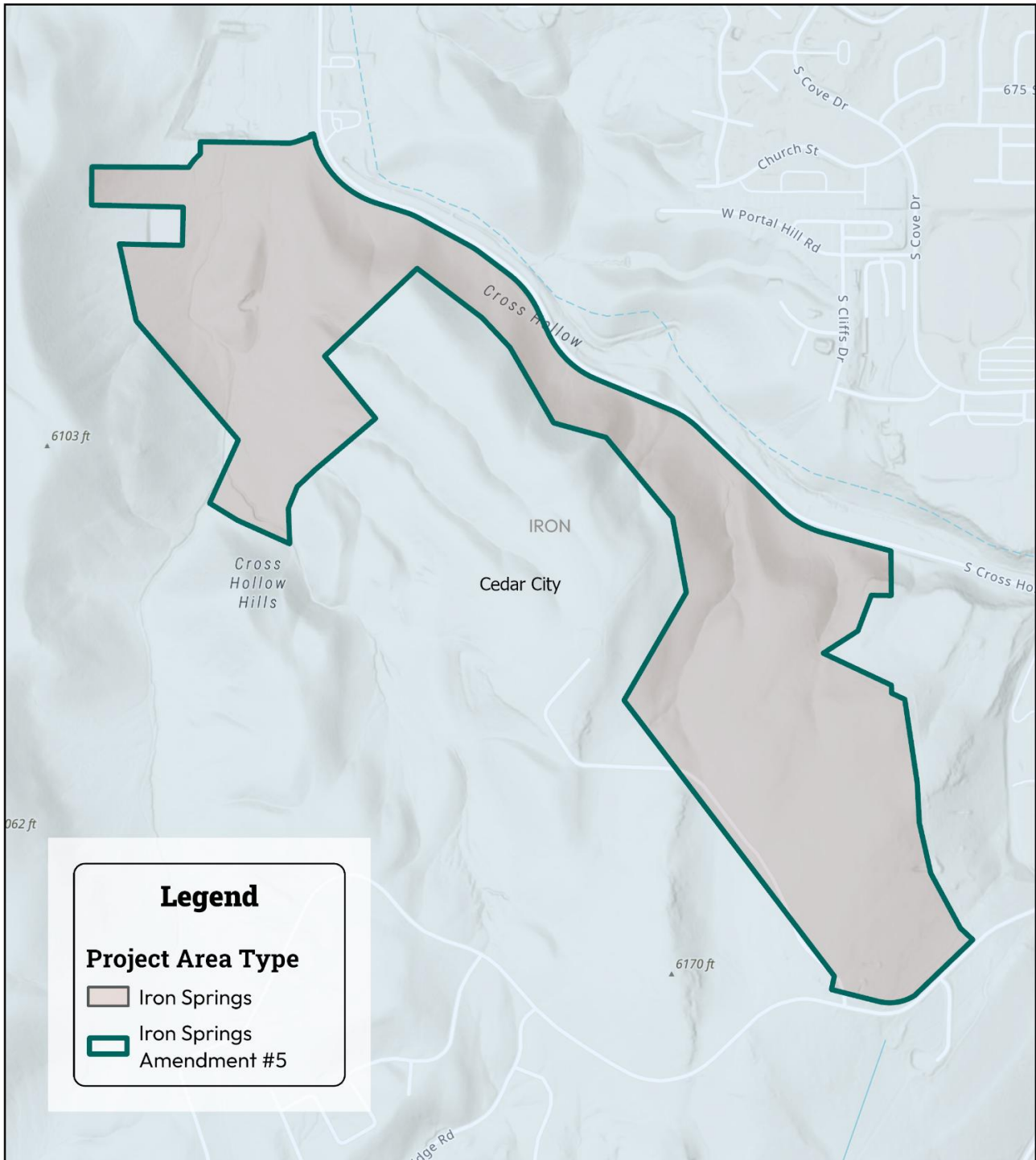
0 1 2 Miles

Juniper Zone





Iron Springs Project Area Amendment #5



0 0.13 0.25 Miles

Amended Parcels
Cedar City

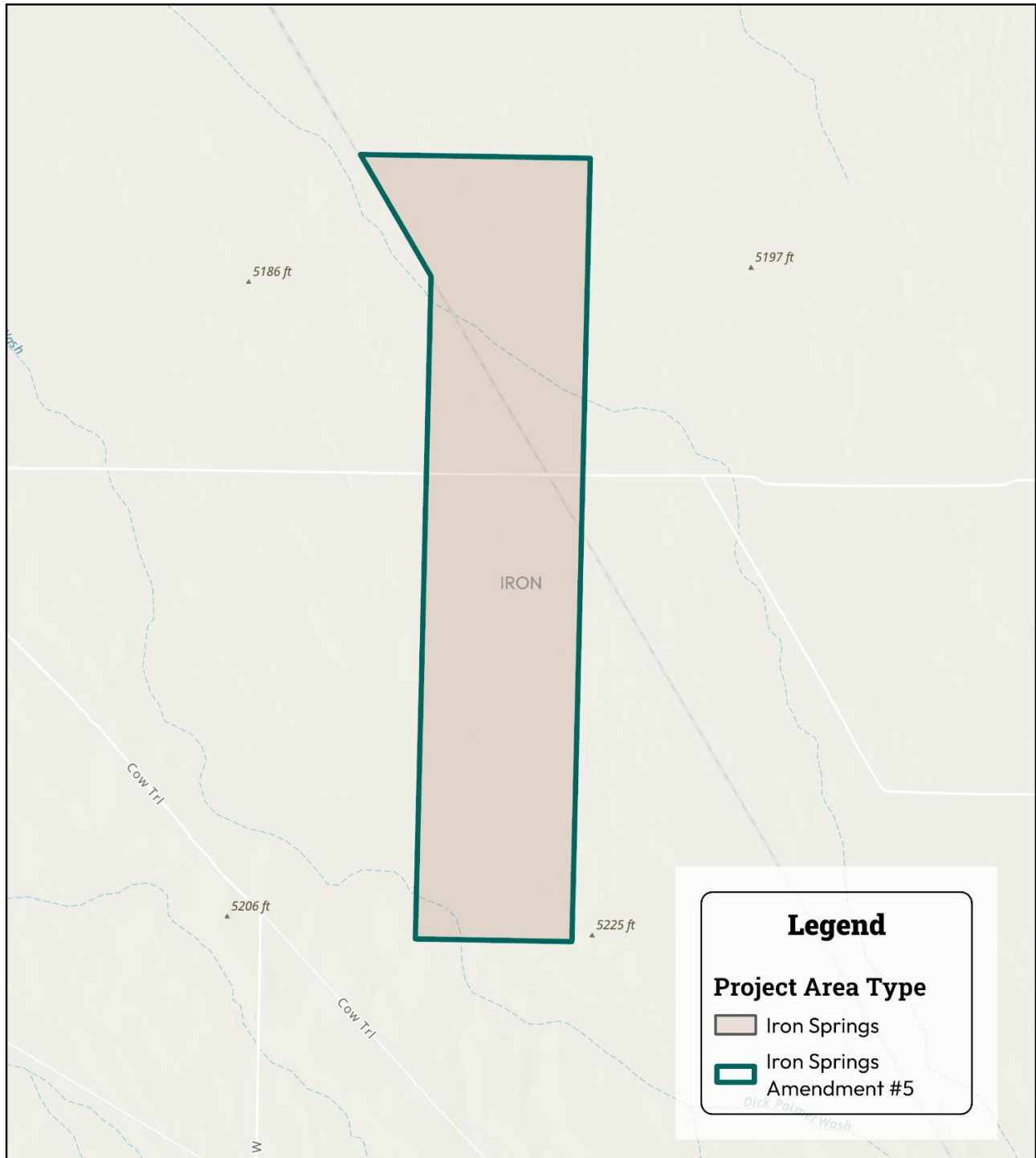


Date Generated: 09/08/2026





Iron Springs Project Area Amendment #5



0 0.5 1 Miles

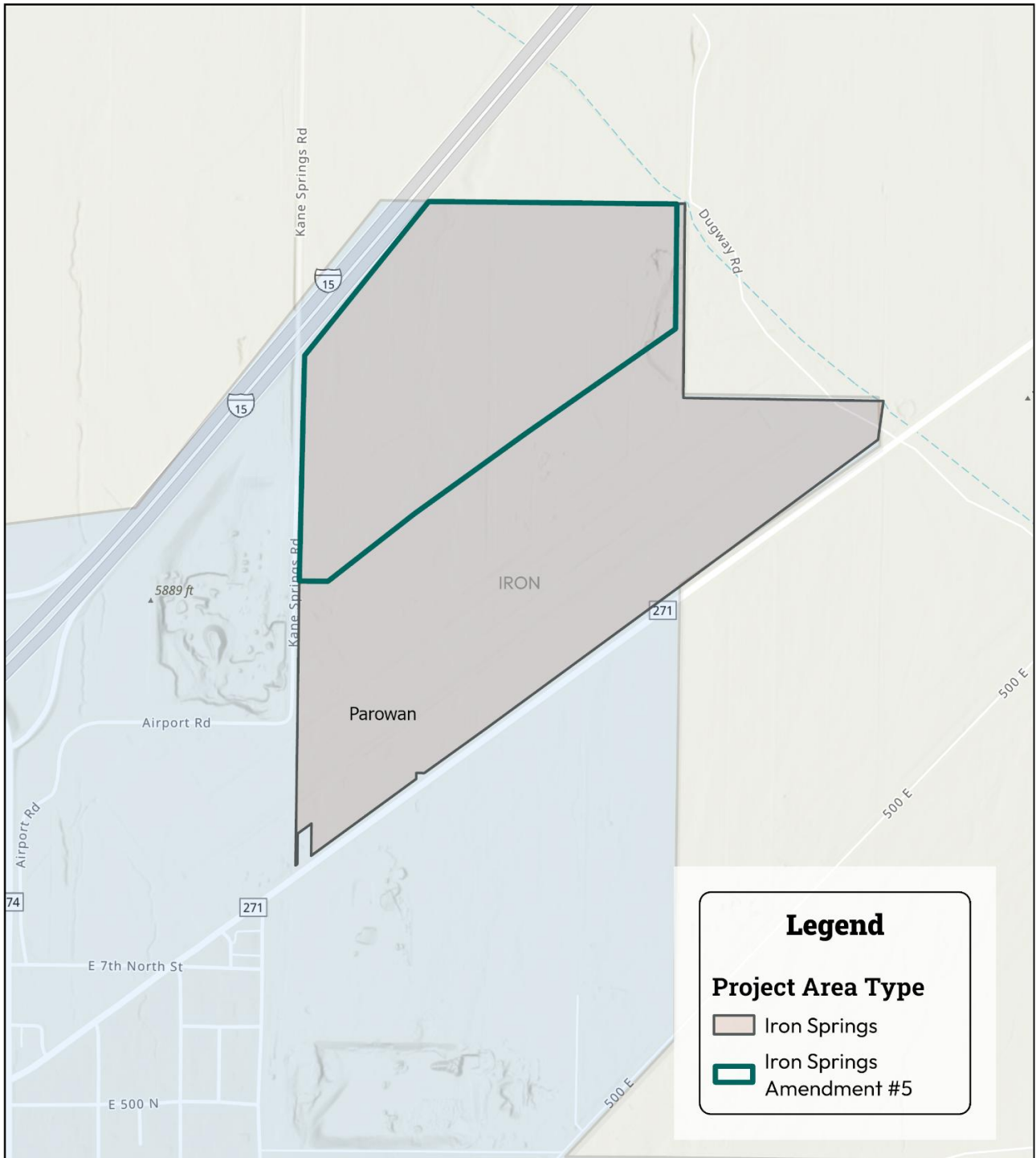
Amended Parcels
Iron Springs



Date Generated: 09/08/2026



Iron Springs Project Area Amendment #5



Appendix C: Legislative Body Written Consent

IRON COUNTY RESOLUTION 2023-4

IRON COUNTY RESOLUTION 2023-4

A RESOLUTION SUPPORTING THE CREATION OF A UTAH INLAND PORT AUTHORITY PROJECT AREA IN IRON COUNTY

Whereas Iron County (the “**County**”) is a political subdivision of the State of Utah, and the Board of Iron County Commissioners (the “**Board**”) is a public entity with authority to make resolutions with respect to the County; and

Whereas The County desires the Utah Inland Port Authority (the “**Port Authority**”) Board to create a Project Area (“**Project Area**”) to help fund the development of a regional economic development opportunity; and

Whereas The Project Area fits the County’s economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents. This project will bring new primary employment opportunities to the County and it will provide railroad access to local and regional companies that are currently not able to access the rail. Additionally, this project will fit the County’s general plan and the zoning for this area; and

Whereas After several years of planning, it is evident that the Port Authority’s Project Area is the tool needed to optimize development. The Project Area will enable the Site to better serve the rest of the County and the surrounding region. Companies located from throughout Iron, Washington, Beaver, Kane and Garfield Counties would gain access to rail service, helping these businesses succeed in the southwest area of Utah; and

Whereas The general public will benefit from the creation of this Project Area through the creation of new primary employment opportunities; through expanded rail service opportunities; through improved movement of materials in and out of southwestern Utah; and by better utilizing our community’s railroad infrastructure, eliminating much of the truck traffic and maximizing our transportation resources regionally.

NOW THEREFORE, BE IT RESOLVED by the board of Iron County Commissioners as follows that the Board hereby: (1) consents to the creation of a Utah Inland Port Authority Project Area in Iron County in accordance with Utah Code Annotated § 11-58-501 *et. Seq.*

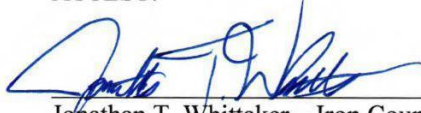


RESOLVED, ADOPTED, AND ORDERED this 27 day of February, 2023.

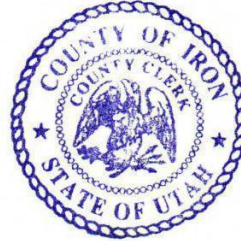
BOARD OF COUNTY COMMISSIONERS
IRON COUNTY, UTAH

By: 
Paul Cozzens - Chairman

ATTEST:


Jonathan T. Whittaker – Iron County Clerk

Michael P. Bleak	<u> Aye </u>
Paul Cozzens	<u> Aye </u>
Marilyn Wood	<u> Aye </u>



IRON COUNTY RESOLUTION 2024-6

A RESOLUTION SUPPORTING THE AMENDMENT OF PROPERTY INTO THE IRON SPRINGS INLAND PORT PROJECT AREA IN IRON COUNTY

Whereas Iron County (the "**County**") is a political subdivision of the State of Utah, and the Board of Iron County Commissioners (the "**Board**") is a public entity with authority to make resolutions with respect to the County; and

Whereas The County has, by resolution 2023-4, requested that the Utah Inland Port Authority (the "**Port Authority**") Board to create the Iron Springs Inland Port Project Area ("**Project Area**") in Iron County to help fund the development of a regional economic development opportunity; and

Whereas The Iron Springs Inland Port Project Area was created by the Port Authority on April 4, 2023;

Whereas The County desires to include additional property in the Project Area, which fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

Whereas The general public will benefit from the amendment of additional property into the Project Area through the creation of new primary employment opportunities and investment in the county,

NOW THEREFORE, BE IT RESOLVED by the board of Iron County Commissioners as follows that the Board hereby: (1) consents to the amendment of additional property into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated § 11-58-501 *et. Seq.*

RESOLVED, ADOPTED, AND ORDERED this 13th day of May, 2024.

ATTEST:

BOARD OF COUNTY COMMISSIONERS


Jonathan T. Whittaker, Clerk


Michael P. Bleak, Chair

VOTING:

Michael P. Bleak
Paul Cozzens
Marilyn Wood

☒ Aye
☒ Aye
☒ Aye



RESOLUTION NO. 2025-03

A RESOLUTION OF THE PAROWAN CITY COUNCIL CONSENTING TO THE INCLUSION OF CERTAIN LANDS LOCATED WITHIN PAROWAN CITY INTO THE IRON SPRINGS PROJECT AREA OF THE UTAH INLAND PORT AUTHORITY

WHEREAS, the Utah Inland Port Authority (“UIPA”) is a political subdivision of the State of Utah created to pursue logistics infrastructure, regional economic development, and sustainable transportation solutions; and

WHEREAS, the Iron Springs Project Area, established by the UIPA, was created to promote industrial development, job creation, and investment in southwestern Utah through strategic infrastructure and land use planning; and

WHEREAS, Parowan City recognizes the economic and regional benefits of participating in the Iron Springs Project Area, including increased opportunities for commerce, employment, and efficient transportation; and

WHEREAS, Parowan City and UIPA is proposing an expansion of the Iron Springs Project Area to include additional parcels of land located within Parowan City’s boundaries; and

WHEREAS, Utah Code § 11-58-501 requires municipal consent for lands within a city to be included in a UIPA project area; and

WHEREAS, Parowan City supports the inclusion of certain lands within its jurisdiction to be added to the Iron Springs Project Area for the purpose of fostering sustainable economic development in coordination with UIPA;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF PAROWAN, UTAH, AS FOLLOWS:

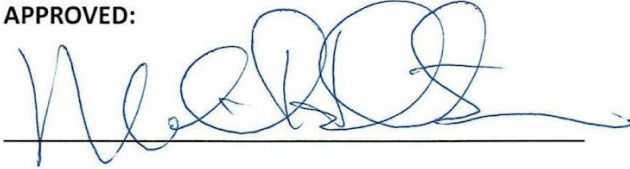
1. **Consent to Inclusion:** The Parowan City Council hereby consents to and requests the inclusion of land within Parowan City to be annexed into the Iron Springs Project Area, as proposed by the Utah Inland Port Authority;
2. **Collaboration:** Parowan City commits to working with UIPA staff to ensure compliance with statutory requirements and to coordinate infrastructure and planning considerations associated with the expansion.



3. **Effective Date:** This Resolution shall become effective immediately upon passage by the City Council.

PASSED AND ADOPTED by the Parowan City Council this 24th day of April, 2025.

APPROVED:

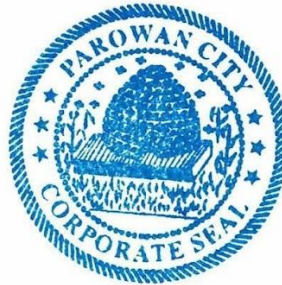


Mollie Halterman, Parowan City Mayor

ATTEST:



Callie Bassett, Parowan City Recorder



VOTE:

	AYE	NAY
David Burton	☒	___
John Dean	☒	___
Sharon Downey	☒	___
David Harris	☒	___
Rochell Topham	☒	___

CEDAR CITY RESOLUTION 2025-0730_

A RESOLUTION SUPPORTING THE DRAFTING OF AN AMENDED PROJECT AREA
PLAN TO ADD PROPERTY INTO THE IRON SPRINGS INLAND PORT PROJECT AREA
IN IRON COUNTY

Whereas, Cedar City (the "**City**") is a political subdivision of the State of Utah, and the Cedar City Council (the "**Council**") is a public entity with authority to make resolutions with respect to the City; and

Whereas, Iron County Utah has, by resolution 2023-4, requested that the Utah Inland Port Authority (the "**Port Authority**") Board create the Iron Springs Inland Port Project Area ("**Project Area**") in Iron County to help fund the development of a regional economic development opportunity; and

Whereas, the Iron Springs Inland Port Project Area was created by the Port Authority on April 4, 2023;

Whereas, the City desires to include additional property in the Project Area, which fits the City's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

Whereas, the general public will benefit from the amendment of property located in Cedar City into the Project Area through the creation of new primary employment opportunities and investment in the city,

NOW THEREFORE, BE IT RESOLVED by the Cedar City Council as follows, that the Council hereby: (1) requests that the Port Authority commence work on drafting an expanded project area plan to include property located in Cedar City into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated§ 11-58-501 *et. Seq.*; and (2) consents to the inclusion of any of the areas shown on the map included herein as Exhibit A.

Council Vote:

Phillips - Aye
Melling - Aye
Riddle - Aye
Cox - Nay
Wilkey - Aye

This resolution shall take effect immediately upon passage.

Dated this 14 day of September 2025.

[SEAL]
ATTEST:



Renon Savage
Renon Savage, Recorder

Garth O. Green
Garth O. Green, Mayor

**ENOCH CITY CORPORATION
RESOLUTION NO. 2026-02-04-A**

**A RESOLUTION SUPPORTING THE DRAFTING OF AN AMENDED PROJECT
AREA PLAN TO ADD PROPERTY INTO THE IRON SPRINGS INLAND PORT
PROJECT AREA IN IRON COUNTY**

WHEREAS, Enoch County (the “**City**”) is a political subdivision of the State of Utah, and the Enoch City Council (the “**Council**”) is a public entity with authority to make resolutions with respect to the County; and

WHEREAS, The County desires the Utah Inland Port Authority (the “**Port Authority**”) Board to create a Project Area (“**Project Area**”) to help fund the development of a Project Area in our City; and

WHEREAS, Iron County Utah has, by resolution 2023-4, requested that the Utah Inland Port Authority (the “**Port Authority**”) Board create the Iron Springs Inland Port Project Area (“**Project Area**”) in Iron County to help fund the development of a regional economic development opportunity; and

WHEREAS, the Iron Springs Inland Port Project Area was created by the Port Authority on April 4, 2023; and

WHEREAS, the City desires to include additional property in the Project Area, which fits the City's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

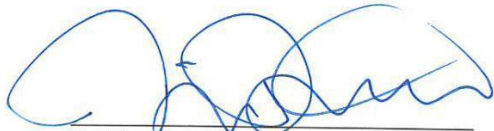
Whereas, the general public will benefit from the amendment of property located in Enoch City into the Project Area through the creation of new primary employment opportunities and investment in the city.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Enoch City, Utah as follows, that the Council hereby: (1) requests that the Port Authority commence work on drafting an expanded project area plan to include property located in Enoch City into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated §11-58-501 *et. Seq.*; and (2) consents to the inclusion of any of the areas shown on the map included herein as Exhibit A. This Resolution was made, voted upon, and passed by the Enoch City Council at a regular City Council meeting held on the 4th day of February 2026.



DATED this 4th day of February, 2026

ENOCH CITY CORPORATION


Jim Rushton, Mayor

VOTING:

David Harris
Shawn Stoor
Debra Ley
Kimberlee Trower
Jacob Miner

Yea ☒ Nay ☐
Yea ☐ Nay ☐ -absent
Yea ☐ Nay ☒
Yea ☒ Nay ☐
Yea ☒ Nay ☐

ATTEST:


Lindsay Hildebrand, City Recorder

SEAL:



IRON COUNTY RESOLUTION 2026-4

A RESOLUTION SUPPORTING THE AMENDMENT OF PROPERTY INTO THE IRON SPRINGS INLAND PORT PROJECT AREA IN IRON COUNTY, SUBJECT TO CONDITIONS

Whereas, Iron County (the "County") is a political subdivision of the State of Utah, and the Board of Iron County Commissioners (the "Board") is a public entity with authority to make resolutions with respect to the County; and

Whereas, the County has, by resolution 2023-4, requested that the Utah Inland Port Authority (the "Port Authority" or "UIPA") Board create the Iron Springs Utah Inland Port Project Area ("Project Area") in Iron County to help fund the development of a regional economic development opportunity; and

Whereas, The Board created the Iron Springs Inland Port Project Area on April 4, 2023; and

Whereas, The County desires to include additional property in the Project Area, which fits the County's economic development vision by encouraging the retention and expansion of existing companies and the recruitment of new companies to create employment opportunities for our residents; and

Whereas, the general public will benefit from the amendment of additional property into the Project Area through the creation of new primary employment opportunities and investment in the county; and

Whereas, the development proposed within the additional property is known to the County and to the Port Authority as "Project Juniper," and the developer of Project Juniper is E3 Platforms, Inc. (the "Developer"); and

Whereas, the Developer, County and UIPA have all met multiple times and made oral representations regarding ongoing concerns of the County and its residents as they relate to water, energy, infrastructure, taxes and other ancillary issues, and, while this Resolution does not detail each of those concerns and considerations, the County intends that the concerns and discussions attach to this Resolution as part of the conditions contained herein, whether explicitly detailed now or in future agreements; and



Whereas, the County's consent to the amendment of additional property into the Project Area is given in reliance upon, and is expressly conditioned upon, the satisfaction of concerns and the meeting of certain conditions relating to the structure, governance, duration, and administration of the public financing contemplated for Project Juniper, which conditions the County has set forth on the Schedule of Conditions attached hereto; and

Whereas, the Board finds that the conditions set forth on the attached Schedule of Conditions are necessary and appropriate to protect the interests of the County, its residents, and the traditional taxing entities of the County, and are intended to fully address the concerns of the County and the Board at a later date, and to the Board's satisfaction; and

Whereas, the Board finds it necessary to establish that any Public Infrastructure and Improvements as defined in Utah Code § 11-58-102 undertaken in connection with Project Juniper and other developments within the amended Iron Springs Inland Port Project Area should be structured, reviewed, and completed with the professionals representing and protecting the interests of the County.

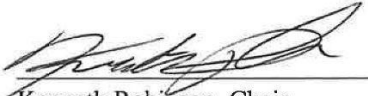
NOW THEREFORE, BE IT RESOLVED by the Board of Iron County Commissioners as follows:

1. The Board hereby consents to the amendment of additional property into the Iron Springs Inland Port Project Area in Iron County in accordance with Utah Code Annotated § 11-58-501 et seq.
2. The consent granted in Paragraph 1 is expressly subject to, and conditioned upon, the satisfaction of each of the conditions set forth on the **Schedule of Conditions** attached hereto and incorporated herein by this reference (the "Conditions").
3. The Conditions are continuing in nature and shall survive the adoption of this Resolution and the amendment of the additional property into the Project Area. Nothing in this Resolution shall be construed as a waiver of any Condition, and no waiver of any Condition shall be effective unless made in writing and approved by the Board.
4. County staff are directed to transmit a certified copy of this Resolution, together with the attached Schedule of Conditions, to the Utah Inland Port Authority and to the Developer.
5. This Resolution shall take effect immediately upon adoption.

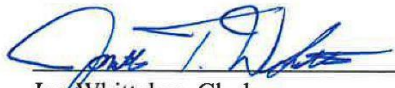
RESOLVED, ADOPTED, AND ORDERED this 14th day of September, 2026.



IRON COUNTY COMMISSION


Kenneth Robinson, Chair

ATTEST:


Jon Whittaker, Clerk



VOTING:

Kenneth Robinson
Michael P. Bleak
Paul Cozzens

AYE
AYE
AYE

SCHEDULE OF CONDITIONS to Iron County Resolution 2026-4

The County's consent to the amendment of additional property into the Iron Springs Inland Port Project Area is expressly conditioned upon the following. Capitalized terms used but not defined herein have the meanings given to them in the Resolution to which this Schedule is attached.

1. **Tax Sharing Agreement - allocation to public infrastructure.** The County understands that the Developer intends to request the creation of a UIPA-sponsored public infrastructure district (the "PID"), and that the PID intends to enter into a tax sharing agreement (the "TSA") with UIPA addressing the allocation of tax differential derived within Project Juniper. UIPA shall require that the TSA associated with the Project Juniper PID include the PID and the County as contract counterparties ensuring the County may address appropriate allocation of tax differential including the term, amount, pledged of any tax differential towards PID financing, asset ownership, and other items the County may interpret as critical to the development of public infrastructure serving the PID, as agreed by all parties. Further, the parties may review and propose substantive revision, edits or additions in conjunction with advisors, consultants or outside counsel as desired.
2. **Development Agreement.** Developer understands and agrees that any entitlements — including zoning changes, land use permissions, building permissions, and financing obligations through the PID — will be subject to fulfillment of and compliance with the conditions contained in this Resolution and more fully memorialized in a Development Agreement between Developer and the County, as reasonably interpreted by the Iron County Planning Commission (the "Planning Commission") and Iron County Board of Commissioners (the "County Commission") including such other requirements and conditions as may be reasonably required in the independent proceedings of the Planning Commission and/or County Commission.
3. **Review Costs Borne by Developer.** County and the Developer agree that the TSA and Development Agreement as described in the foregoing conditions should be reviewed by outside counsel for the County. County may use advisors, consultants and outside counsel of their choosing for the purpose of reviewing these documents. Developer agrees to bear the cost of such review, up to and not exceeding, two hundred thousand (\$200,000) dollars. County will submit invoices as costs are incurred and Developer will pay said invoices within thirty (30) days of receipt. If payment is not received from Developer then UIPA agrees to withhold any tax differential from Developer until funds are received in full, including any late penalties or fees incurred by the County.



4. **Review Costs Borne by PID.** Any PID created or approved in connection with the Project Area, and any financing proposed or undertaken by such PID, shall be subject to review by the County. The County may engage legal counsel, municipal advisors, consultants, and other professionals of its choosing to review and advise the County regarding the formation, governance, operations, financing plans, issuance of bonds or other indebtedness, use of proceeds, repayment sources, and other financial activities of the PID. The PID agrees to bear the cost of any such review, up to and not exceeding, one hundred thousand (\$100,000) dollars. The County may submit invoices to the PID as such costs are incurred, and the PID shall pay each invoice within thirty (30) days following receipt. The County's right to review and engage its own advisors shall apply to each financing, refinancing, restructuring, amendment, or other material financial transaction undertaken or proposed by the PID.



Appendix D: Project Area Budget Summary

Model Summary	
Differential Tax Revenue Allocation	
Project Area Share	75%
Other Taxing Entities Share	25%
Duration (Years)	25
Base Year Taxable Revenues	\$ 504,525
Tax Differential to Project Area	\$ 2,118,300,000
Tax Differential to Other Taxing Entities	\$ 1,049,200,000
Total Tax Differential	\$ 3,167,500,000
Less: Admin Expenses	\$ 105,900,000
Total Remaining Differential for Projects	\$ 2,012,400,000

Taxing Entities	
CENTRAL IRON COUNTY WATER CONSERVANCY DISTRICT	0.000398
COUNTY ASSESSING & COLLECTING LEVY	0.000296
ENOCH	0.001284
IRON	0.000889
IRON COUNTY SCHOOL DISTRICT	0.003866
MULTICOUNTY ASSESSING & COLLECTING LEVY	0.000015



Appendix E: Environmental Review

INTRODUCTION

For the Utah Inland Port Authority (UIPA) Board to adopt a Project Area Plan, an environmental review for the Project Area must be completed. This report provides an overview of environmental considerations to ensure compliance with all federal, state, and local requirements related to future opportunities associated with the development and optimization of the project area. The Utah Inland Port Authority, in conjunction with development parties and government stakeholders, will review these environmental considerations before work, which could pose adverse impacts, may commence in the project area.

SUMMARY OF ENVIRONMENTAL CONSIDERATIONS

While there are no land-areas of federally recognized tribes located in the project area, the [Cedar and Indian Peaks Bands](#) of the Paiute Indian Tribe of Utah are located in proximity of a portion of the project site. The [Paiute Indian Tribe of Utah](#) Headquarters are located at 440 North Paiute Drive, Cedar City, UT 84721.

The Utah Prairie Dog is a threatened species that may be present in the project area and may be adversely impacted. While no critical habitat has been designated for this species, portions of the project area may contain suitable habitat for the Utah Prairie Dog.

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. The California Condor is an endangered species that may be present in the project area. Final critical habitats for each of these species have been designated and published in the [Federal Register](#); however, these critical habitats do not exist within or overlap with any portions of the project area.

Monarch Butterflies are listed as proposed threatened species and may exist in the project area. Suckley's Cuckoo Bumble Bees are listed as a proposed endangered species and may exist in the project area. Critical habitats have not been designated for Suckley's Cuckoo Bumble Bees. Final critical habitat for Monarch Butterflies has been designated and published in the [Federal Register](#); however, this critical habitat does not exist within or overlap with any portions of the project area.

Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical habitat for Ute ladies'-tresses has not been designated.

There are 25 migratory bird species that occur on the [US Fish and Wildlife Service \(USFWS\) Birds of Conservation Concern \(BCC\)](#) list that may warrant special attention in the project area with breeding seasons ranging between December 1st and September 15th.

According to the National Wetlands Inventory (NWI), wetlands are located within portions of the project area. Wetlands designated in the NWI may have changed since the date of the imagery and/or field work used for their characterization. Updated qualified wetland delineation studies shall be the final determination for existing wetlands.

The project area is not located on either a 100-year or 500-year floodplain, rather in an area of minimal flooding. Portions of the project area contain flood hazard areas, according to FEMA's National Flood Hazard Layer (NFHL) Viewer.

Iron County is currently in attainment for all criteria pollutants.



PROJECT DESCRIPTION

The Iron Springs Inland Port project area (Figures in [Appendix B](#)) includes multiple noncontiguous areas located in Iron County, Utah.

PAST AND PRESENT LAND USES

Public land records—including historical city directories, fire insurance maps, topographic maps, and aerial imagery—can be accessed online and reviewed to help determine previous ownership and identify any structure(s) on the property/adjacent properties, or indications of environmental contamination.

Aerial imagery accessed online indicates that the project area is mostly undeveloped except for two residences, located at 1356 Iron Springs Road and 1324 Iron Springs Road.

A visual site inspection should be conducted to observe the property, any structure(s) on the property and adjacent properties to identify indications of environmental contamination that may have resulted from activities that took place on the site or from activities at neighboring properties.

Past and present landowners, operators, and/or occupants of the property, along with any knowledgeable local government officials should be interviewed to gather information around past and present land uses of the property.

It is the responsibility of each landowner to assess past and present land uses for indications of environmental contamination on their respective properties.

GEOTECHNICAL RESOURCES

In order to characterize subsurface conditions and provide design parameters needed to proceed with site development, geotechnical constraints must be identified for the project area.

Potential geotechnical constraints may include:

- anticipated foundation system
- anticipated excavation equipment
- pavement
- anticipated seismic site class
- anticipated frost depth
- bedrock constraints
- blasting anticipated
- groundwater constraints
- dewatering anticipated
- corrosive soils
- karst constraints
- sinkholes
- seismic liquefaction
- settlement monitoring likely required
- fill anticipated on-site
- site usage

Field explorations via soil borings and/or test pits are recommended to determine the geotechnical constraints for the project area. It is the responsibility of each landowner to assess geotechnical constraints on their respective properties.

GEOLOGY AND SOILS

Geological constraints of a project area that should be considered include:



- soil grade,
- soil composition,
- soil permeability and compressibility,
- soil stability,
- soil load-bearing capacity,
- soil corrosivity,
- soil shrink-swell potential,
- soil settlement potential, and
- soil liquefaction potential.

It is the responsibility of each landowner to assess geological constraints on their respective properties.

The United State Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) maintains the [Web Soil Survey](#) (WSS) which provides soil data and information produced by the [National Cooperative Soil Survey](#), a nationwide partnership dedicated to soils since 1899. The WSS provides soil maps and data for more than 95% of the nation's counties and is updated and maintained online as the single authoritative source of soil survey information. WSS data can be used for planning purposes and to assess an area's soil health.

The USDA NRCS defines [soil health](#) as “the continued capacity of soil to function as a vital living ecosystem that sustains plants, animals, and humans. Healthy soil gives us clean air and water, bountiful crops and forests, productive grazing lands, diverse wildlife, and beautiful landscapes”. Soil health research has identified the following principles to manage soil and improve soil function:

- Maximize presence of living roots
- Minimize disturbance
- Maximize soil cover
- Maximize biodiversity

It is the responsibility of each landowner to assess soil health and constraints on their respective properties. Figures 1-1 through 1-5 display the WSS map for the project area. Map units are defined below. Figures 1-3, 1-4, and 1-5 display the WSS maps for the amended areas in this project area amendment.



Iron Springs Project Area

Soil Survey Analysis | February 2026 | Iron County

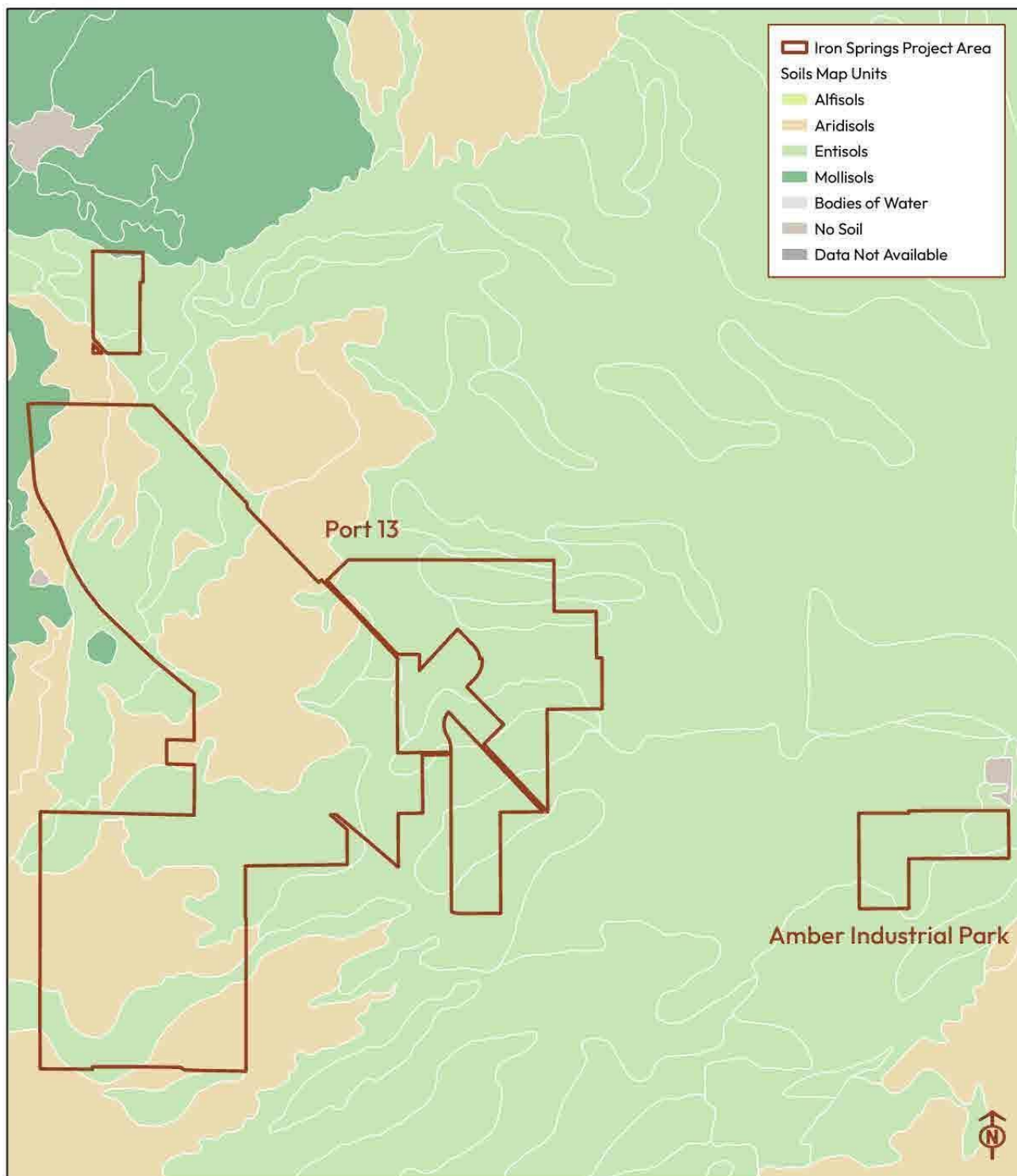


FIGURE 1-1: PORT 13 AND AMBER INDUSTRIAL PARK WEB SOIL SURVEY MAP



Iron Springs Project Area

Soil Survey Analysis | February 2026 | Iron County

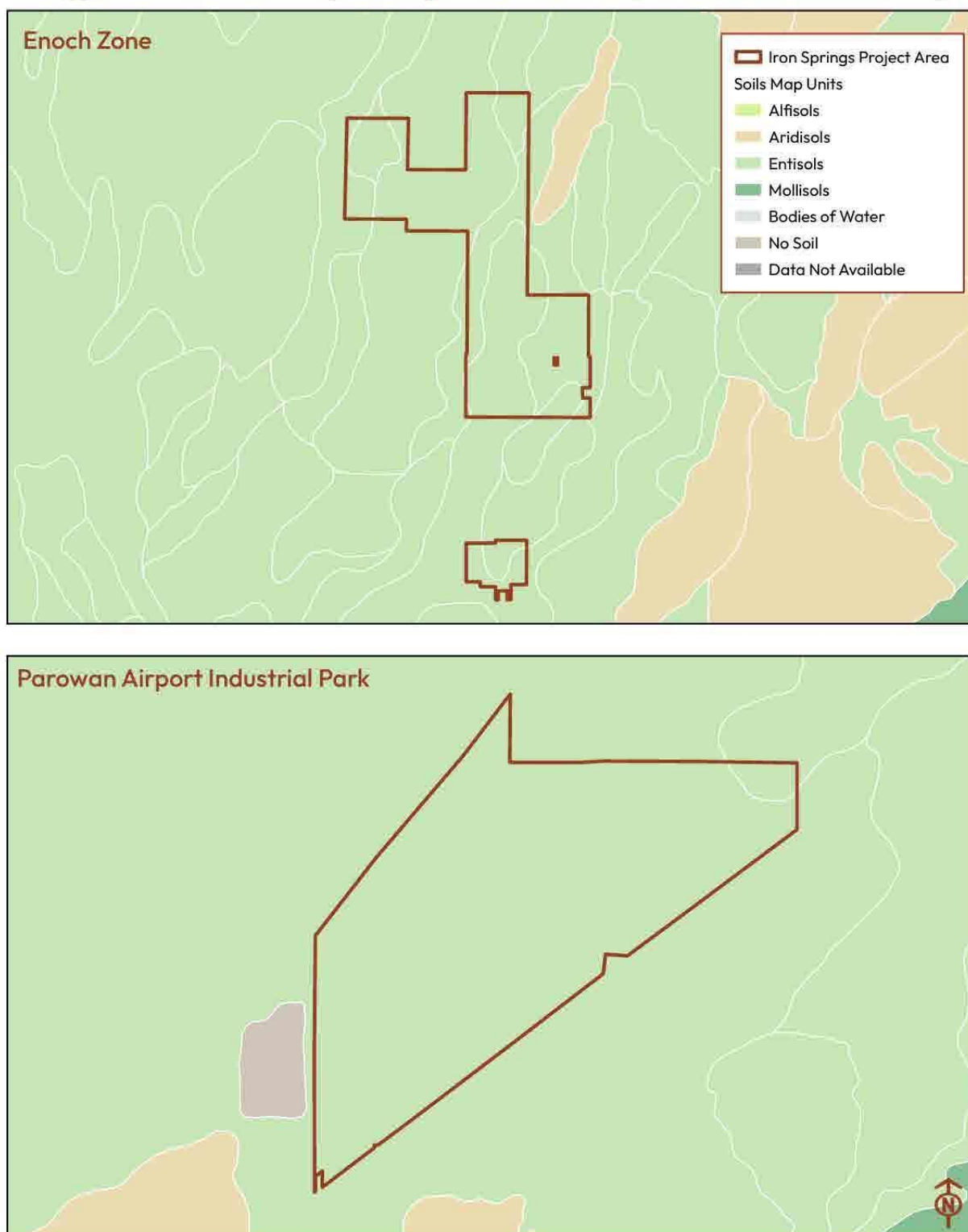


FIGURE 1-2: ENOCH ZONE AND PAROWAN AIRPORT INDUSTRIAL PARK WEB SOIL SURVEY MAPS



Iron Springs Project Area Amendment #5

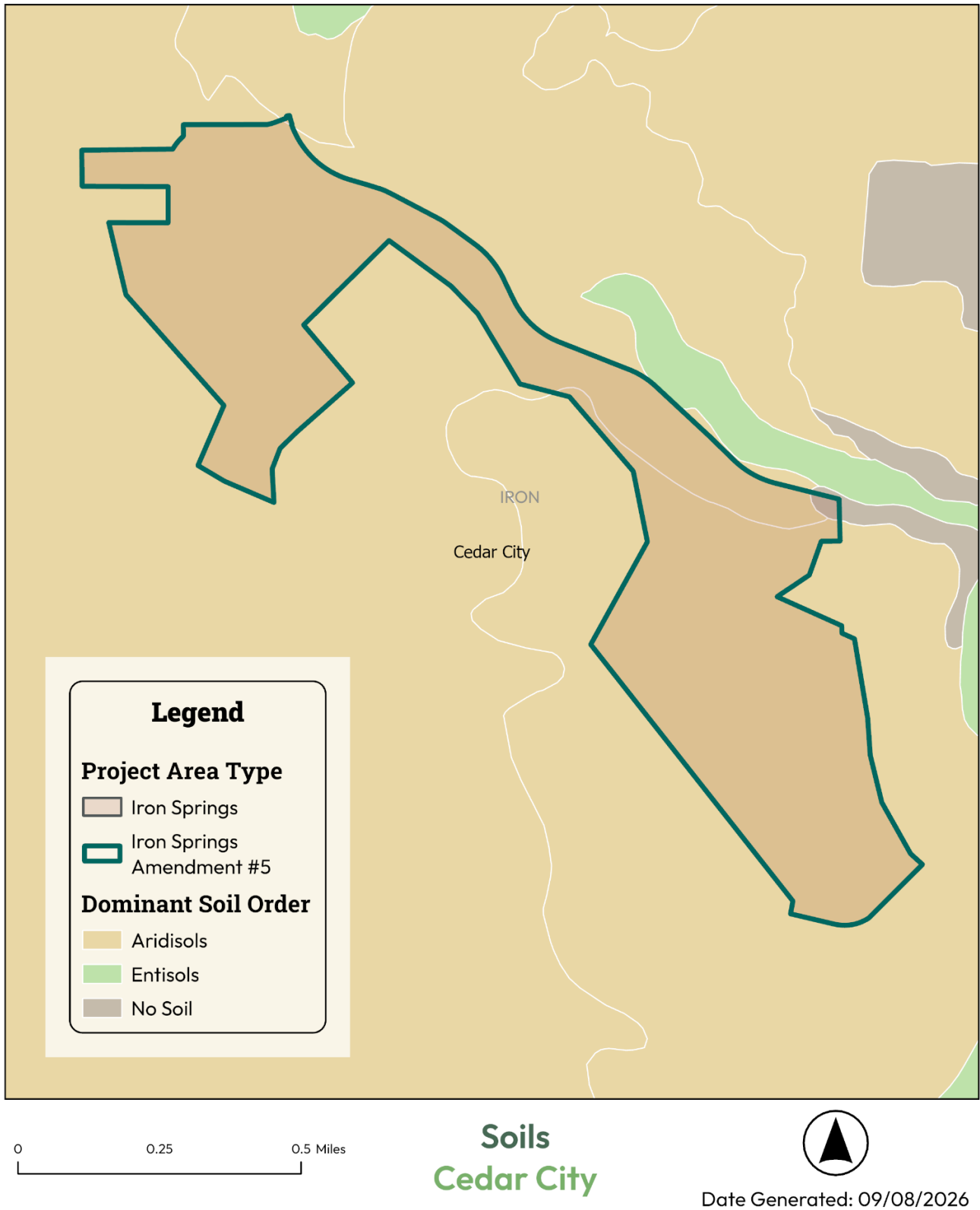


FIGURE 1-3: WEB SOIL SURVEY MAP FOR CEDAR CITY AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

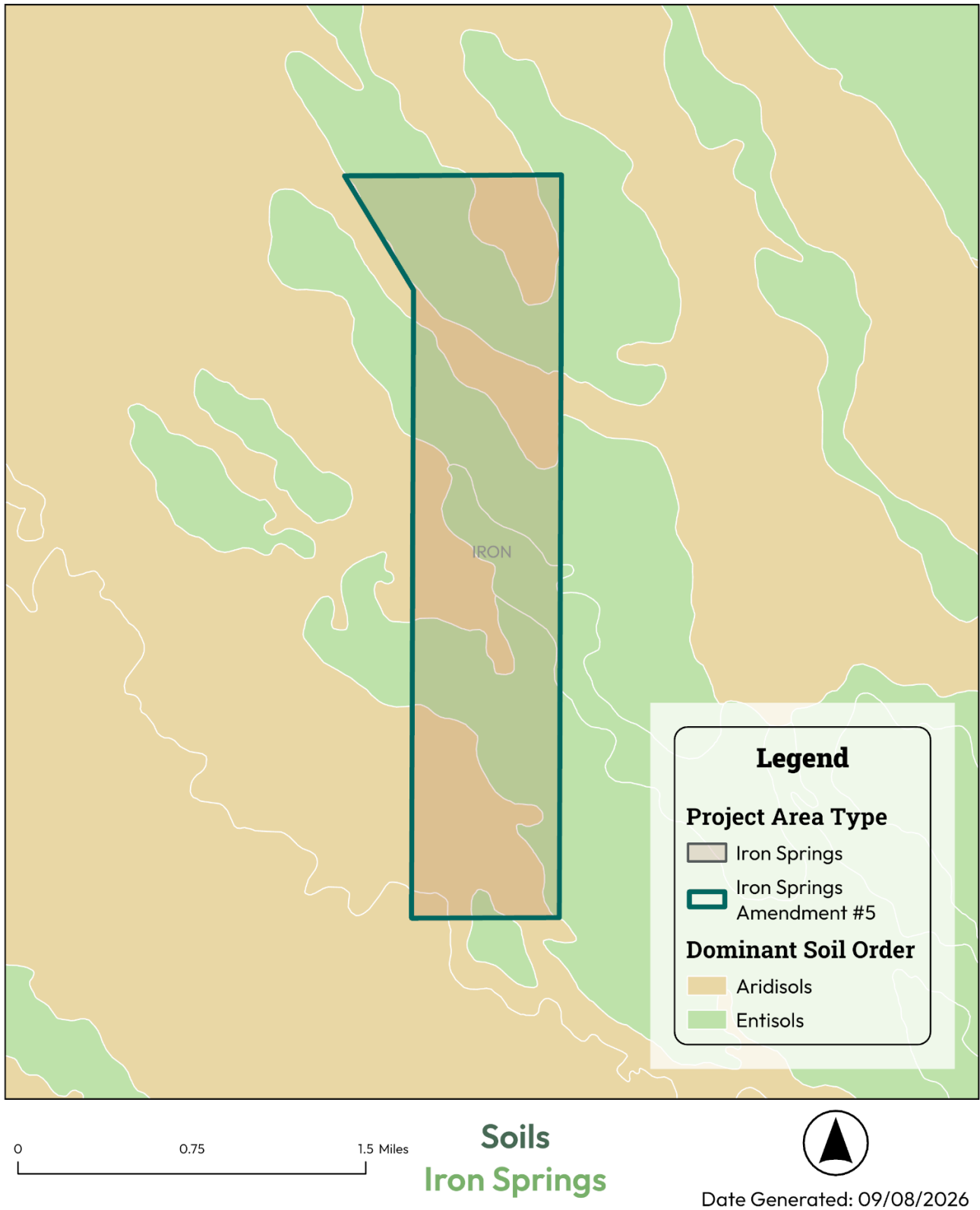


FIGURE 1-4: WEB SOIL SURVEY MAP FOR IRON SPRINGS AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

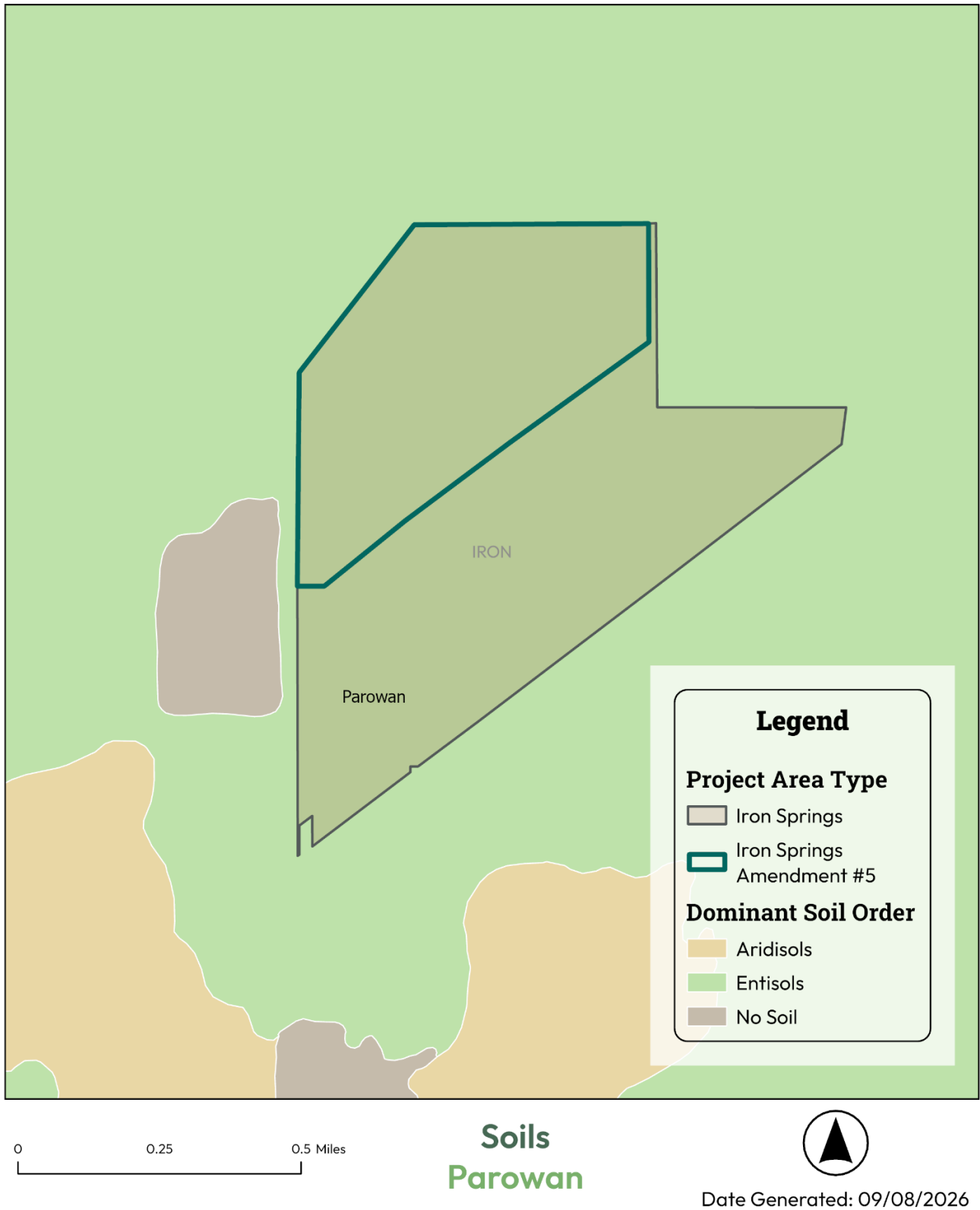


FIGURE 1-5: WEB SOIL SURVEY MAP FOR PAROWAN AREA AMENDMENT #5

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
309	Ashdown loam, 2 to 5 percent slopes	0	0.0%
319	Bamos-Rock outcrop complex, 2 to 25 percent slopes	2.5	0.1%
323	Berent loamy fine sand, 0 to 10 percent slopes	59.8	1.2%
334	Bullion silt loam, 0 to 2 percent slopes	347.7	7.2%
335	Bullion silt loam, 0 to 5 percent slopes	1,032.80	21.4%
343	Calcross silty clay loam, 0 to 1 percent slopes	269.2	5.6%
364	Denmark gravelly loam, 2 to 15 percent slopes	98.1	2.0%
406	Lucero gravelly sandy loam, 2 to 8 percent slopes	17.1	0.4%
417	Medburn sandy loam, 0 to 2 percent slopes	835.7	17.3%
419	Medburn sandy loam, saline-alkali, 0 to 2 percent slopes	16.2	0.3%
455	Quichipa silty clay loam, 0 to 2 percent slopes	59.2	1.2%
467	Rock outcrop	0.7	0.0%
471	Sanpete extremely cobbly loam, 8 to 25 percent slopes	109.1	2.3%
489	Taylorsflat loam, 0 to 2 percent slopes	6.6	0.1%
490	Taylorsflat loam, 2 to 5 percent slopes	131.1	2.7%
504	Wales loam, 0 to 2 percent slopes	415.7	8.6%
505	Wales loam, 2 to 5 percent slopes	79.8	1.7%
507	Wales sandy loam, 0 to 2 percent slopes	43.1	0.9%
509	Wales very fine sandy loam, 0 to 2 percent slopes	428.5	8.9%
515	Woodrow silty clay loam, 0 to 2 percent slopes	185.9	3.9%
516	Woodrow silty clay loam, saline, 0 to 2 percent slopes	265.3	5.5%
Total for Area of Interest		4819.4	100.0%

HYDROGEOLOGY AND HYDROLOGY

Groundwater constraints of the project area that should be considered include:

- depth to groundwater,
- groundwater flow direction, and
- contamination migration potential.

Field explorations via soil borings are recommended to determine and document groundwater depths, flow direction, and contamination migration potential. It is the responsibility of each landowner to assess hydrogeological and hydrological constraints on their respective properties.

HISTORICAL AND CULTURAL RESOURCES

The [National Register of Historical Places](#) lists cultural resources previously recorded on the official list of the Nation's historic places worthy of preservation. The nearest site listed on the National Register of Historic Places is located about 22 miles west of Cedar City and well outside of a 5-mile radius of the project area.

Additional previously recorded resources may be on-file at the Utah State Historic Preservation Office (SHPO). If additional information is needed from the Utah SHPO, a qualified cultural resource professional will need to be consulted. Utah SHPO provides [Archaeological Compliance Guidance](#) for projects that affect cultural resources listed on the NRHP.

It is the responsibility of each landowner to assess potential impacts to historical and cultural resources on their respective properties.

The table below lists cultural resources in Iron County that have been previously recorded on the official list of the Nation's historic places worthy of preservation.

Property Name	State	County	City	Street & Number
Caretaker's Cabin	UTAH	Iron	Cedar City	Off UT 14



Cedar City Historic District	UTAH	Iron	Cedar City	Roughly bounded by 100 W. and 300 W., College Ave. and 400 S.
Cedar City Railroad Depot	UTAH	Iron	Cedar City	220 N. Main St.
Old Irontown	UTAH	Iron	Cedar City	About 22 mi. W of Cedar City, 3 mi. S of UT 56
Old Main and Science Buildings	UTAH	Iron	Cedar City	Southern Utah State College campus
US Post Office-Cedar City Main	UTAH	Iron	Cedar City	10 N. Main
Visitor Center	UTAH	Iron	Cedar City	Off UT 14
Gold Spring	UTAH	Iron	Modena	Address Restricted
Modena Elementary School	UTAH	Iron	Modena	Off UT 56
Page, Daniel R. and Sophia G., House	UTAH	Iron	Page Ranch	Richie Flat at W. edge of Harmony Mountains
Ensign-Smith House	UTAH	Iron	Paragonah	96 N. Main St.
Long Flat Site	UTAH	Iron	Parowan	Address Restricted
Lyman, William and Julia, House	UTAH	Iron	Parowan	191 S. Main St.
Meeks-Green Farmstead	UTAH	Iron	Parowan	Approximately 40 N. 400 West
Parowan Gap Petroglyphs	UTAH	Iron	Parowan	Address Restricted
Parowan Meetinghouse	UTAH	Iron	Parowan	Center block of Main St., between Center and 100 South St.
Smith, Jesse N., House	UTAH	Iron	Parowan	45 W. 100 South
Evans Mound (42IN40)	UTAH	Iron	Summit	Address Restricted

TRIBAL LANDS

The U.S. Domestic Sovereign Nations: [Indian Lands of Federally-Recognized Tribes of the United States map](#) (commonly referred to as Indian lands) identifies tribal lands with the Bureau of Indian Affairs (BIA) Land Area Representation (LAR). It is the responsibility of each landowner to coordinate with respective tribal representatives in the event that their property exists on tribal lands.

While there are no land-areas of federally recognized tribes located in the project area, the [Cedar and Indian Peaks Bands](#) of the Paiute Indian Tribe of Utah are located approximately 8 miles south/southeast of the Port 15 portion of the project area. The [Paiute Indian Tribe of Utah](#) Headquarters are located at 440 North Paiute Drive, Cedar City, UT 84721.

NATURAL RESOURCES

The Endangered Species Act (ESA) provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found per [50 CFR 17](#).

The lead federal agencies for implementing ESA are:

- U.S. Fish and Wildlife Service (FWS)
 - The FWS maintains a worldwide list of endangered species. Species include birds, insects, fish, reptiles, mammals, crustaceans, flowers, grasses, and trees
- U.S. National Oceanic and Atmospheric Administration (NOAA) Fisheries Service

The [U.S. Fish & Wildlife Information for Planning and Consultation \(IPaC\) tool](#) identifies any listed species, critical habitat, migratory birds, or other natural and biological resources that may be impacted by a project. It is the responsibility of each landowner to assess potential impacts to threatened and endangered species on their respective properties.

The Utah Prairie Dog is a threatened species that may be present in the project area and may be adversely impacted. While no critical habitat has been designated for this species, portions of the project area may contain suitable habitat for the Utah Prairie Dog.



Clearance surveys for Utah Prairie Dogs are recommended to be conducted by a qualified biologist during the active season for Utah Prairie Dogs (approximately April 1 to August 31) of the year prior to the sale and/or development of properties within the project area.

The Yellow-billed Cuckoo is a threatened species that may be present in the project area. The California Condor is an endangered species that may be present in the project area. Final critical habitats for each of these species have been designated and published in the [Federal Register](#); however, these critical habitats do not exist within or overlap with any portions of the project area.

Monarch Butterflies are listed as proposed threatened species and may exist in the project area. Suckley's Cuckoo Bumble Bees are listed as a proposed endangered species and may exist in the project area. Critical habitats have not been designated for Suckley's Cuckoo Bumble Bees. Final critical habitat for Monarch Butterflies has been designated and published in the [Federal Register](#); however, this critical habitat does not exist within or overlap with any portions of the project area.

Ute ladies'-tresses are listed as a threatened plant species that may exist in the project area. Critical habitat for Ute ladies'-tresses has not been designated.

It is recommended to determine whether project area is likely to adversely affect threatened, endangered, proposed threatened, and proposed endangered species in the project area.

There are 25 migratory bird species that occur on the US Fish and Wildlife Service (USFWS) Birds of Conservation Concern (BCC) list or warrant special attention in the project area with breeding seasons ranging between December 1 and September 30. These migratory bird species of concern include the American Avocet, American White Pelican, Bald Eagle, Bendire's Thrasher, Black-chinned Sparrow, Broad-tailed Hummingbird, California Gull, Calliope Hummingbird, Cassin's Finch, Clark's Nutcracker, Evening Grosbeak, Fostern's Tern, Franklin's Gull, Golden Eagle, Lesser Yellowlegs, Lewis's Woodpecker, Marbled Godwit, Northern Harrier, Olive-sided Flycatcher, Pinyon Jay, Rufous Hummingbird, Sage Thrasher, Virginia's Warbler, Western Grebe, and Willet. It is recommended that construction activities are completed outside of the BCC breeding season (12/1 - 9/30).

WATER RESOURCES

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. It is the responsibility of each landowner to assess potential impacts to surface waters and comply with water quality regulations for their respective properties.

The Utah Division of Water Quality (DWQ) is the regulatory agency responsible for enforcing [Utah's Water Quality Laws and Rules](#), including [Utah Administrative Code – Title R317](#) and the [Utah Water Quality Act](#). The [Utah Water Quality Board](#) guides the development of water quality policy and regulation within the state. It is the responsibility of each landowner to comply with Utah's water quality laws and rules for their respective properties.

Impaired Water Bodies are bodies of water that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. [Section 303\(d\) of the CWA](#), requires states to identify waters where current pollution control technologies alone cannot meet the water quality standards set for that water body. The impaired waters are prioritized based on the severity of the pollution and the designated use of the waterbody. States must establish the total maximum daily load(s) (TMDL) of the pollutant(s) in the water body for impaired waters on their list.



The Utah DWQ provides a [web-based mapping tool](#) that identifies designated beneficial uses of surface waters in Utah as well as their water quality conditions based on scientific assessments. If a waterbody is listed as impaired (as indicated in the “2010 Assessment” data field) and water quality restoration plans have been approved, the “TMDL Information” field and web link will appear, providing the plan to restore the waterbody to its designated beneficial use. The information provided on this web page is not the official record of impaired waters. The Utah [Water Quality Monitoring Program](#) provides details for assessing surface water resources and establishing their protections.

More information regarding impaired water bodies and their classification can be found in the Utah Division of Water Quality’s [Final 2022 Integrated Report on Water Quality](#).

Wetlands

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

An individual permit may be required if the project poses potentially significant impacts to the nearby wetland, or if fill from the project area would be discharged into the nearby wetland. Individual permits are reviewed by the U.S. Army Corps of Engineers, which evaluates applications under a public interest review, as well as the environmental criteria set forth in the [CWA Section 404\(b\)\(1\) Guidelines](#). [33 CFR 320](#) establishes general regulatory policies for wetlands.

The [National Wetlands Inventory \(NWI\)](#) was established by the United States Fish and Wildlife Service (USFWS) to conduct a nationwide inventory of U.S. wetlands to provide information on the distribution and type of wetlands to aid in conservation efforts. The NWI is not meant to be the final determination of existing wetlands. Wetlands or other mapped features in the NWI may have changed since the date of the imagery and/or field work used for characterization. Updated qualified wetland delineation studies shall be the final determination for existing wetlands. It is the responsibility of each landowner to assess potential impacts to wetlands and comply with wetland regulations for their respective properties.

According to the National Wetlands Inventory, Figures 2-1 through 2-5 display nationally characterized wetlands located in the project area. Figure 2-3, 2-4, and 2-5 display nationally characterized wetlands for the amended areas in this project area amendment.



Iron Springs Project Area

Wetlands Inventory | February 2026 | Iron County

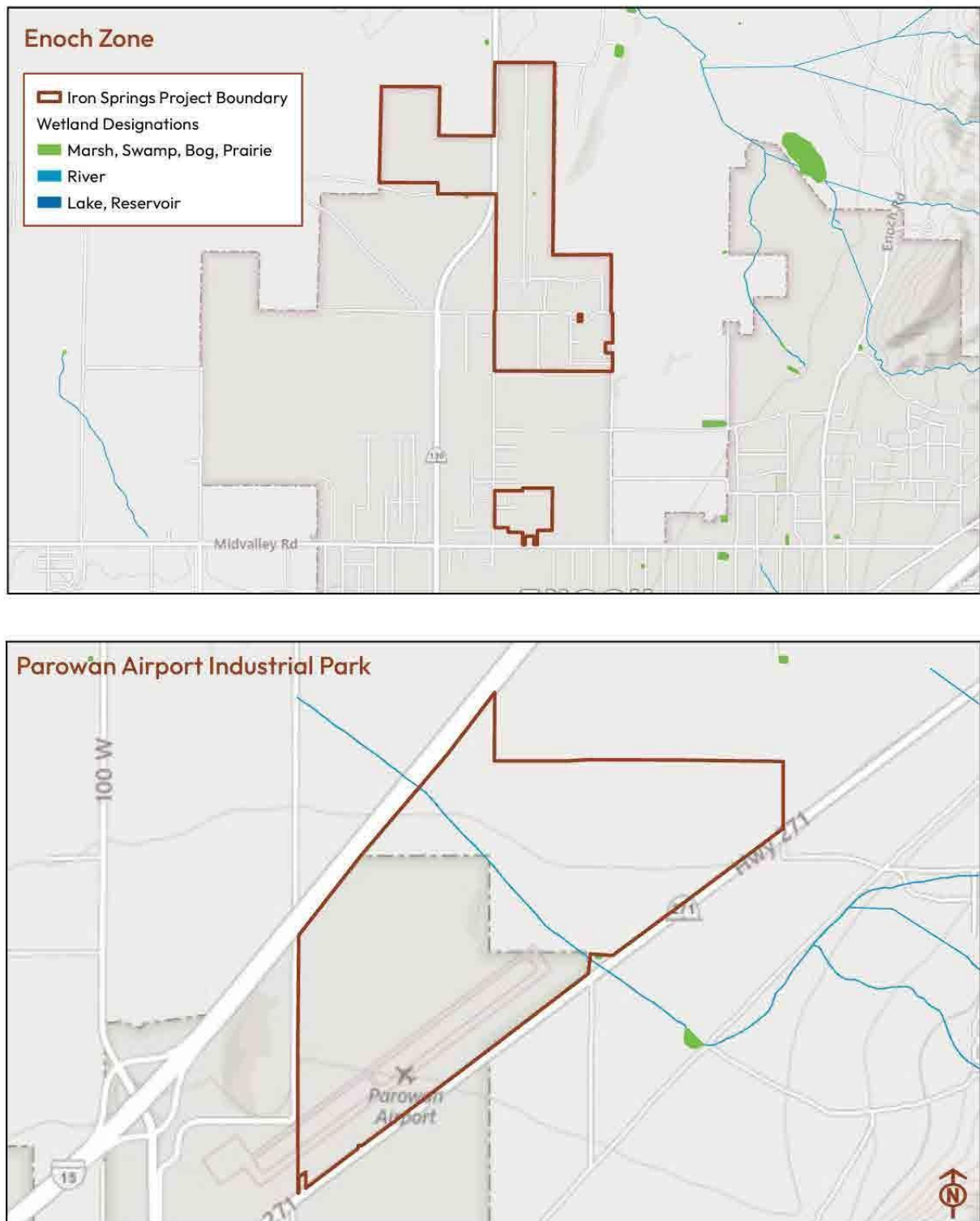


FIGURE 2-1: ENOCH ZONE AND PAROWAN AIRPORT INDUSTRIAL PARK WETLANDS INVENTORY MAP



Iron Springs Project Area

Wetlands Inventory | February 2026 | Iron County

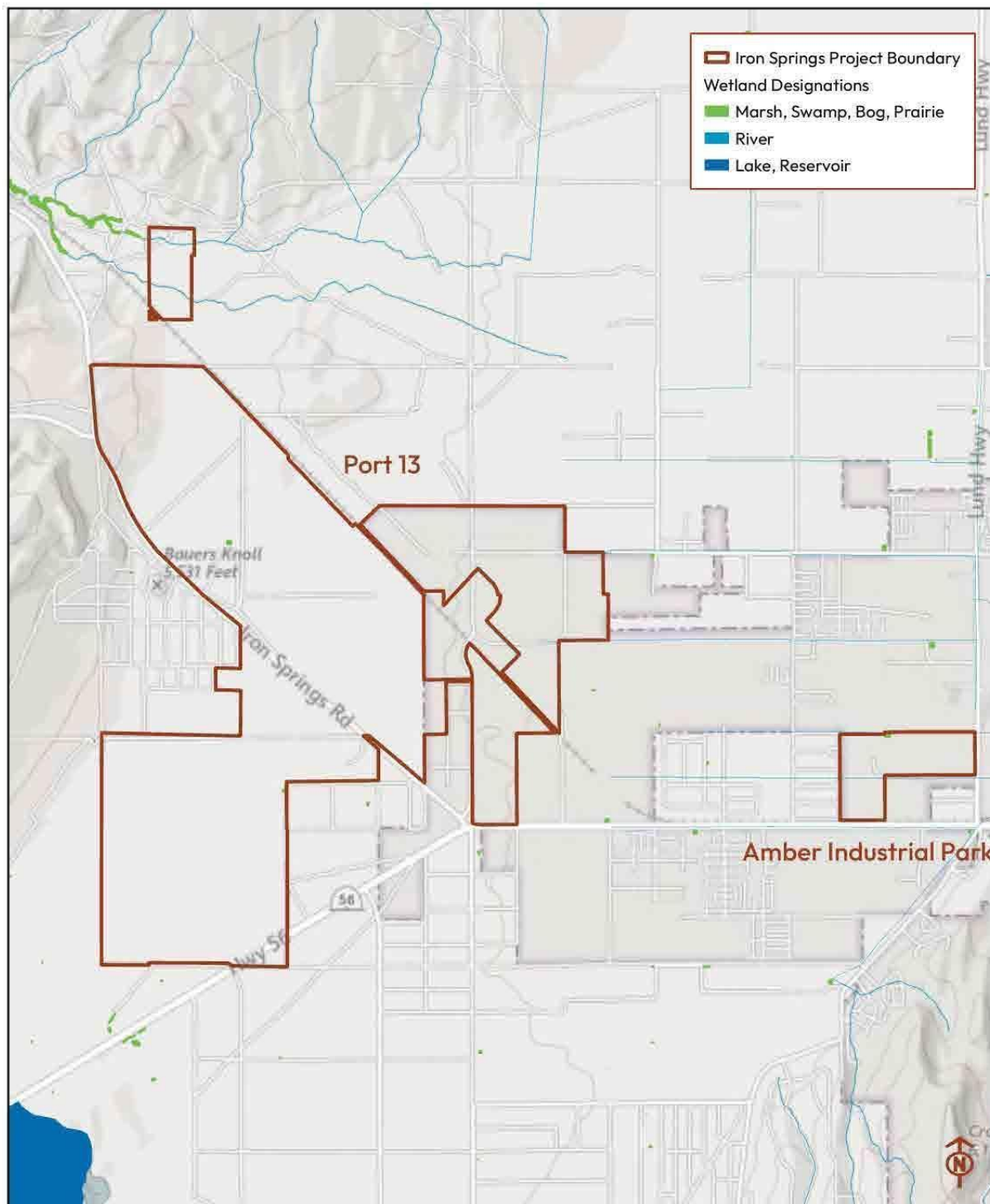


FIGURE 2-2: PORT 13 AND AMBER INDUSTRIAL PARK NATIONAL WETLANDS INVENTORY MAP



Iron Springs Project Area Amendment #5

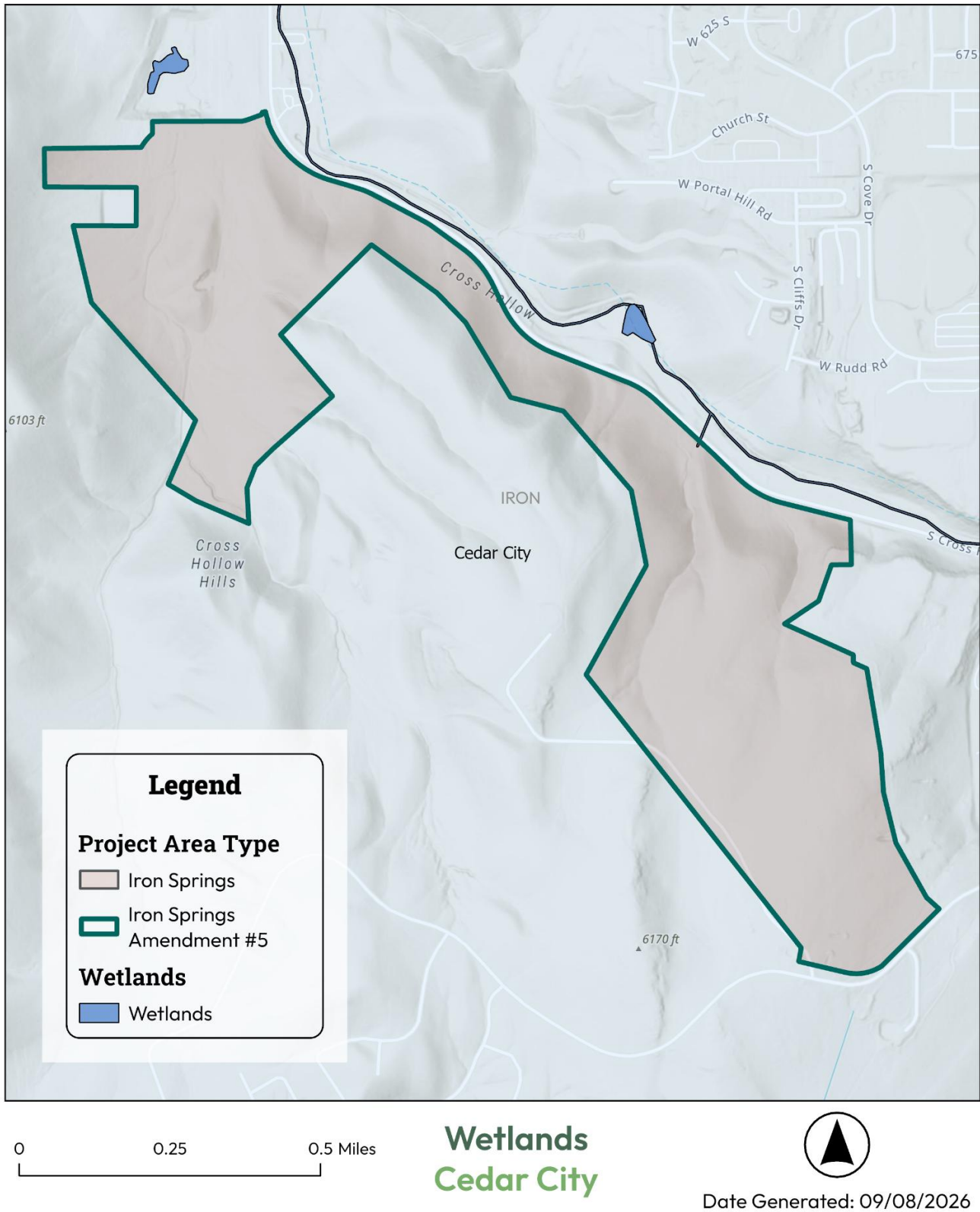


FIGURE 2-3: NATIONAL WETLANDS INVENTORY MAP FOR CEDAR CITY AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

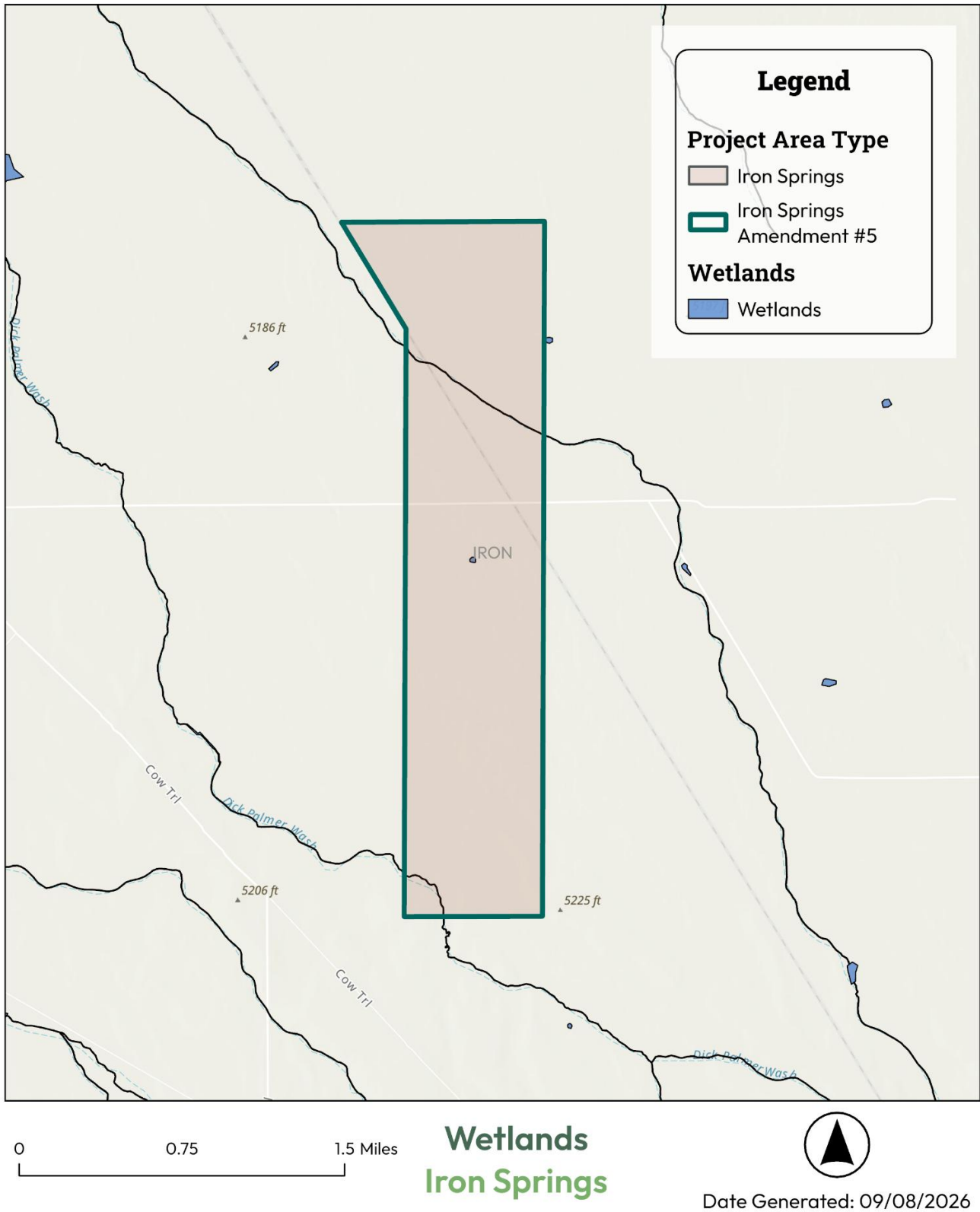


FIGURE 2-4: NATIONAL WETLANDS INVENTORY MAP FOR IRON SPRINGS AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

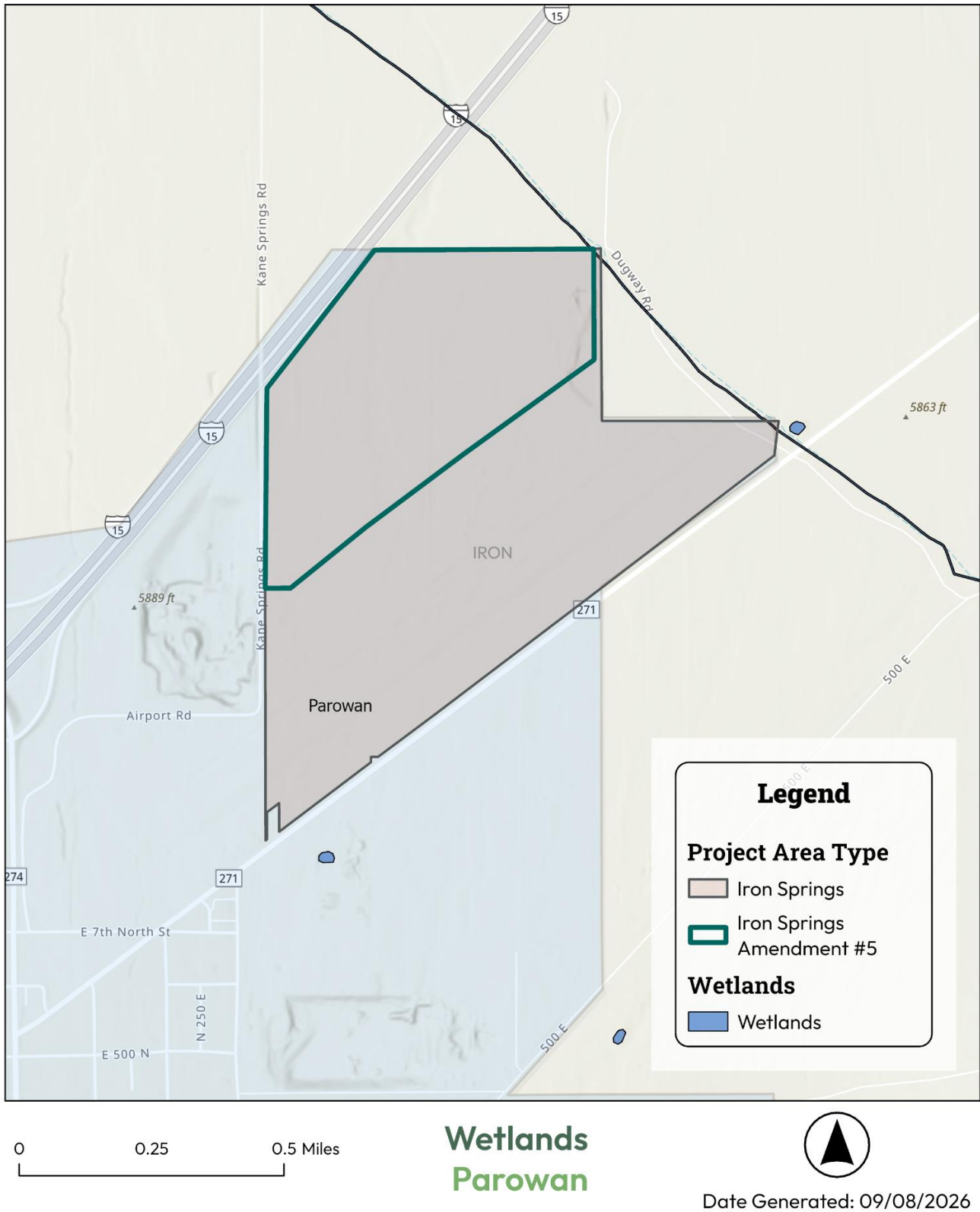


FIGURE 2-5: NATIONAL WETLANDS INVENTORY MAP FOR PAROWAN AREA AMENDMENT #5

Floodplains

Congress established the National Flood Insurance Program (NFIP) with the passage of the [National Flood Insurance Act of 1968](#). Since the inception of NFIP, [additional legislation](#) has been enacted. The NFIP goes through periodic [Congressional reauthorization](#) to renew the NFIP's statutory authority to operate.

Flood maps are one tool that communities use to know which areas have the highest risk of flooding. FEMA maintains and updates data through [flood maps](#) and [risk assessments](#).

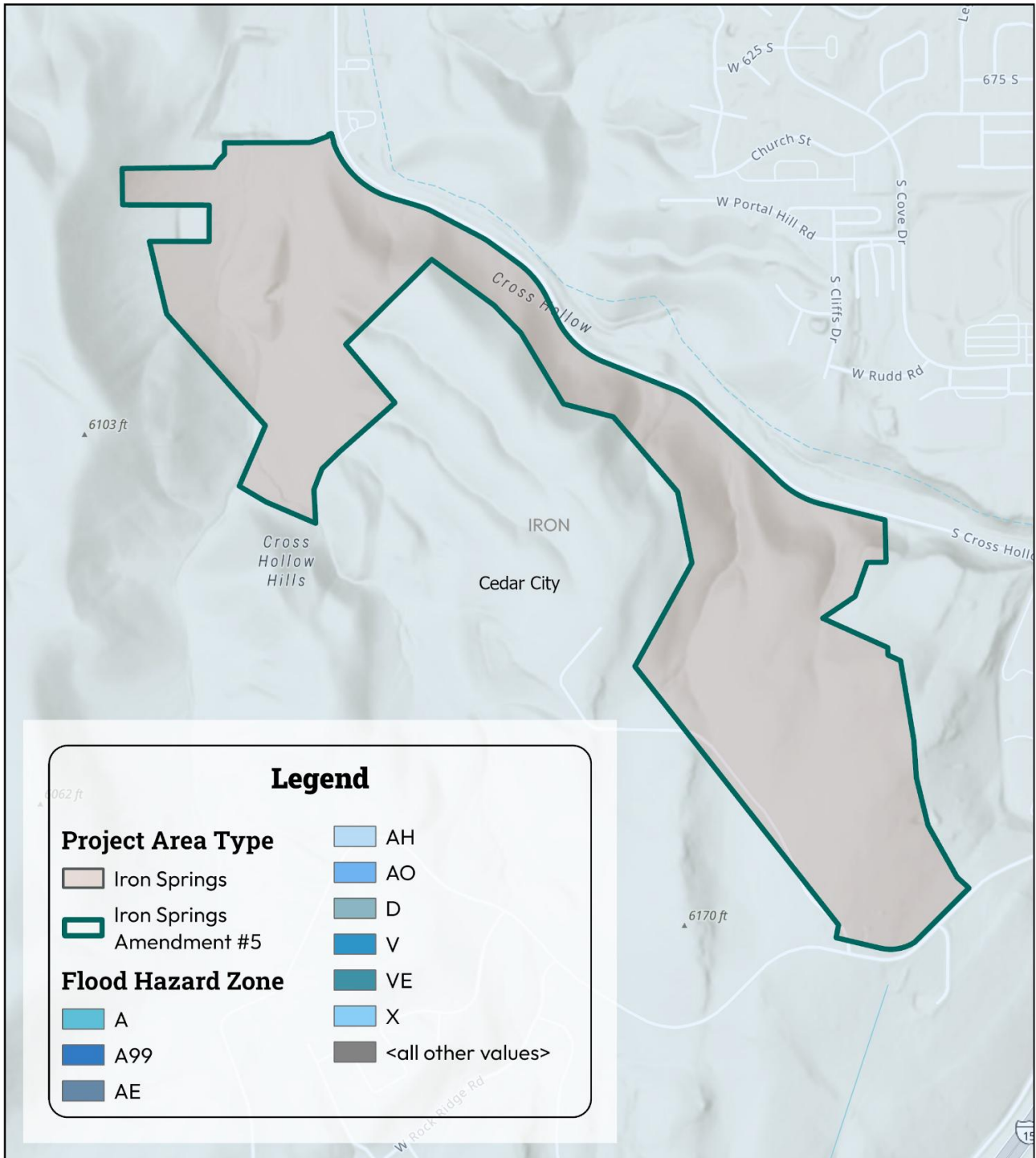
FEMA's [National Flood Hazard Layer](#) (NFHL) Viewer is a map tool that identifies flood hazard areas. It is the responsibility of each landowner to assess potential flood hazards and risk for their respective properties.

The project area is not located on either a 100-year or 500-year floodplain, rather in an area of minimal flooding. The flood hazard survey maps depicted in Figures 3-1, 3-2, and 3-3 are for the amended areas in this project area amendment.

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Iron Springs Project Area Amendment #5



0 0.25 0.5 Miles

Flood Hazards Cedar City



Date Generated: 09/08/2026

FIGURE 3-1: FLOOD HAZARD SURVEY MAP FOR CEDAR CITY AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

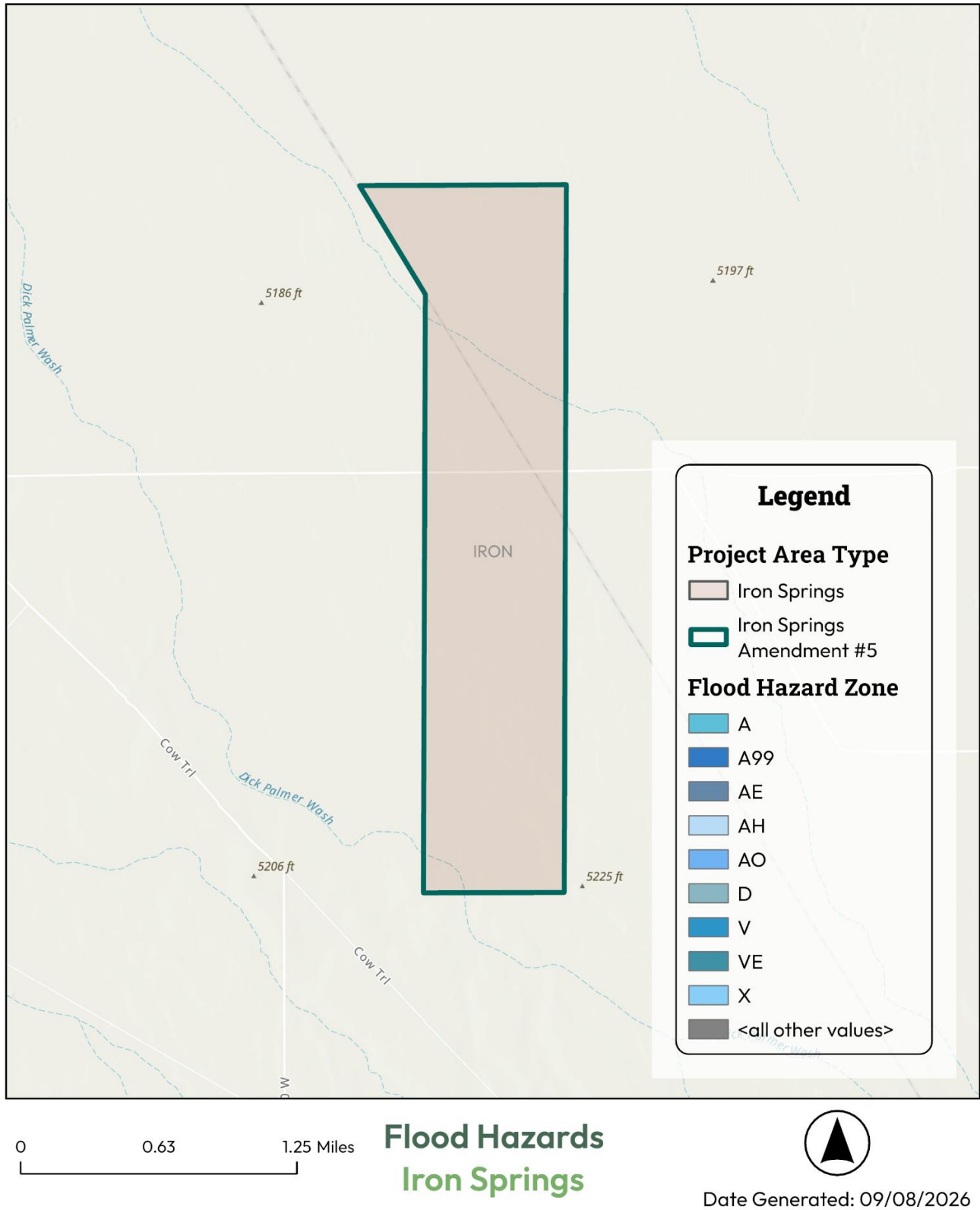


FIGURE 3-2: FLOOD HAZARD SURVEY MAP FOR IRON SPRINGS AREA AMENDMENT #5



Iron Springs Project Area Amendment #5

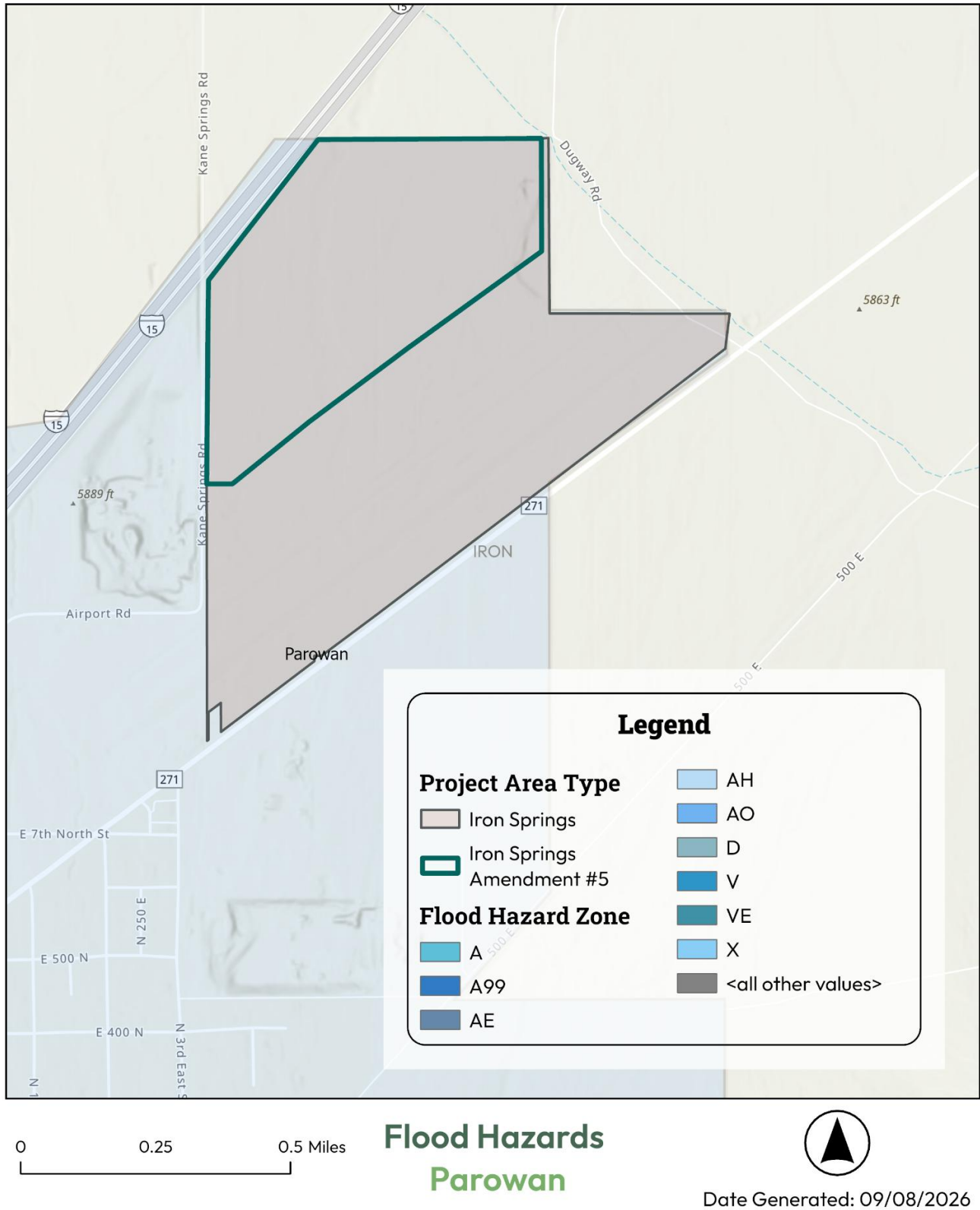


FIGURE 3-3: FLOOD HAZARD SURVEY MAP FOR PAROWAN AREA AMENDMENT #5

ENVIRONMENTAL QUALITY

It is the responsibility of each landowner to assess potential and historic sources of contamination and comply with regulations pertaining to contamination and hazardous materials for their respective properties.

PREVIOUSLY IDENTIFIED SOURCES OF CONTAMINATION

To determine whether previously identified sources of contamination are present at the project area, Federal, State, and local government records of sites or facilities where there has been a release of hazardous substances and which are likely to cause or contribute to a release or threatened release of hazardous substances on the property, including investigation reports for such sites or facilities; Federal, State, and local government environmental records, obtainable through a Freedom of Information Act request, of activities likely to cause or contribute to a release or threatened release of hazardous substances on the property, including landfill and other disposal location records, underground storage tank records, hazardous waste handler and generator records and spill reporting records; and such other Federal, State, and local government environmental records which report incidents or activities which are likely to cause or contribute to release or threatened release of hazardous substances on the property can be reviewed. These data sources include the following regulatory database lists and files, and the minimum search distances in miles, as well as other documentation (if available and applicable):

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), -.5 mile;
- National Priorities List (NPL), - 1.0 mile;
- Facility Index Listing (FINDS), - subject sites;
- Federal Agency Hazardous Waste Compliance Docket, - 1.0 mile;
- Federal RCRA TSD Facilities List, - 1.0 mile; and
- Federal RCRA Generators List, - Subject sites and adjoining properties.

For additional information regarding previously identified sources of contamination, it is recommended that property owners complete a Freedom of Information Act request for Federal, State, and local government environmental records.

Envirofacts

[Envirofacts](#) is a single point of access to select U.S. EPA environmental data. This website provides access to several EPA databases to provide information about environmental activities that may affect air, water, and land anywhere in the United States.

Envirofacts allows the search of multiple environmental databases for facility information, including toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates.

Facility information reports regarding toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status, and air emission estimates is publicly available and accessible on the [Envirofacts website](#).

Utah Environmental Interactive Map

The Utah Department of Environmental Quality (UDEQ) maintains an [Environmental Interactive Map](#) that contains information about drinking water, water quality, air quality, environmental response and remediation, waste management and radiation control, and environmental justice.

The information contained in this interactive map has been compiled from the DEQ database(s) and is provided as a service to the public. This interactive map is to be used to obtain only a summary of information regarding sites regulated by DEQ.



HAZARDOUS MATERIALS

Information gathered relating to past and present land use as well as previously identified sources of contamination can be used to evaluate if readily available evidence indicates whether the presence or likely presence of hazardous materials on or under the property surface exist and attempt to determine if existing conditions may violate known, applicable environmental regulations.

The range of contaminants considered should be consistent with the scope of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and should include petroleum products. The EPA maintains a [List of Lists](#), which serves as a consolidated chemical list and includes chemicals subject to reporting requirements under the Emergency Planning and Community Right-to-Know Act (EPCRA), also known as Title III of the Superfund Amendments and Reauthorization Act of 1986 (SARA), the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and section 112(r) of the Clean Air Act (CAA).

WASTE GENERATION, STORAGE, AND DISPOSAL

To determine whether hazardous or non-hazardous waste generation, storage, and disposal activities currently exist, it is necessary to conduct a visual site inspection of the property, associated facilities, improvements on the real property, and of immediately adjacent properties from the property. The site inspection should include an investigation of any chemical use, storage, treatment and disposal practices on the property. Review of Federal, State, and local government environmental records, including landfill and other disposal location records, may determine whether hazardous or non-hazardous waste generation, storage, and disposal activities existed previously on the property.

ABOVEGROUND AND UNDERGROUND STORAGE TANKS (ASTS AND USTS)

Aboveground Storage Tanks are typically regulated by local fire departments. Cleanup of petroleum spills may be handled through [Utah State's Underground Tank Program](#). Additionally, permitting of tanks may be required through the [State's air quality program](#).

AIR QUALITY

Prior to the initiation of construction or modification of an installation that might reasonably be expected to be a source of air pollution, the owner or operator of such source must submit to the Executive Secretary of the [Utah Air Quality Board](#) a notice of intent (NOI) to construct for an air quality approval order (AO).

A New Source Review AO is required if:

- emissions of criteria pollutants (ozone, particulate matter [PM], carbon monoxide [CO], lead, sulfur dioxide [SO_x], and nitrogen dioxide [NO_x]) are five tons per year or greater, or
- hazardous air pollutant (HAP) emissions are greater than 500 pounds per year for an individual HAP or 2000 pounds per year for all HAPs combined.

It is the responsibility of each landowner to assess potential sources of air pollution and comply with regulations pertaining to air quality for their respective properties.

Iron County is currently in attainment for all criteria pollutants.

REFERENCES

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Appendix F: Recordings & Trigger Resolution Log

Resolution # Title	UIPA Board or Executive Director Approval Date	Trigger Resolution / Year One	County Recording Date	Notes
2023-03 Project Area Plan & Budget Creation	UIPA Board: April 4, 2023	N/A	May 15, 2025	Base Tax Year: 2022 Recorded with Iron County
2024-13 Project Area Plan & Budget Amendment #1	UIPA Board: August 1, 2024	N/A	May 15, 2025	Recorded with Iron County
2025-40 Trigger Resolution for Iron Springs	UIPA Board: August 25, 2025	2026	September 3, 2025	• Tax ID No.: E-0174-0031-00AM; Tax Account No.: 0503303; • File No.: 16664-00001 Tax ID No.: E-0179-0009-0000 and E-0182-0001-0000; Tax Account No.: 0498312
2025-46 Project Area Plan & Budget Amendment #2	UIPA Board: November 6, 2025	N/A	December 18, 2025	Recorded with Iron County • ID: 00842077 • Bk 1740 Pg 1510
2026-15 Project Area Plan & Budget Amendment #3	UIPA Board: March 16, 2026	N/A	March 30, 2026	Recorded with Iron County • Ent 00846158 • Bk 1752 Pg 854
26-01 Trigger Designation Order for Amended Trigger for Iron Springs Project Area	Executive Director: May 18, 2026	2026	May 21, 2026	Recorded with Iron County • Ent 848714 • Bk 1759 Pg 1612

