Airpark 137
Moses Lake, Washington
Adjacent to Grant County International Airport

“The future of most global commerce ties directly to aviation. From Amazon to manufacturing, getting product to market is key. Grant County International Airport is uniquely situated to take advantage of this future. Long runways and great weather make it ideal as a cargo hub, distribution center or manufacturing base with shipping to global markets. The availability of a property with both land and ‘through the fence’ direct access to the airport is a very special opportunity.”

- Phil Condit Former Chairman & CEO of The Boeing Company
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I. Executive Summary

Airpark 137 consists of three parcels totaling 137 acres in Moses Lake, Washington. It is contiguous to the Grant County International Airport and includes a 30+ year “Through the Fence” runway agreement providing access to a direct taxiway to one of America’s longest runways. The property is strategically located in an area recently designated by the U.S. Treasury and the Internal Revenue Service as an Opportunity Zone (see Section III). All or part of the property can be included in a Foreign-Trade Zone at the request of the purchaser.

The nearby Technology Park and Commerce Park properties (see Section IX) are offered separately and comprise all of the remaining property in the Opportunity Zone. Airpark 137 and Technology Park are zoned Heavy Industrial and they share the same property characteristics of Airpark 137, except direct access to the airport and a “Through the Fence” Agreement. Commerce Park is zoned Light Industrial and is also within the Opportunity Zone. Below are additional features of Airpark 137:

- Global Large Employer Environmental Impact Study Pre-Approved
- Aerospace Overlay Zoning in Place
- Ready to Build - Fast Permitting
- Low Cost Hydropower
- Industrial Grade Utilities - Separate Industrial Wastewater / High Total Dissolved Solids Treatment Available
- Tax and Workforce Incentives Available
- $30 Million Rail Extension Coming 2019

Please contact the following individuals regarding Airpark 137:

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Dan Gottesman Dan.Gottesman@evusa.com  1-206-898-2505  Private Office Advisor
Jim Warjone Jim.Warjone@evusa.com  1-206-295-0629  License Partner

A prospective purchaser’s sole and exclusive rights with respect to this prospective transaction, the Property, or information provided herein or in connection with the sale of the Property shall be limited to those expressly provided in an executed Purchase Agreement and shall be subject to the terms thereof. In no event shall a prospective purchaser have any other claims against Seller or Advisor or any of their affiliates or any of their respective officers, directors, shareholders, owners, employees or agents, for any damages, liability, or causes of action relating to this solicitation process or the marketing or sale of the Property. Prospective purchasers are not to construe the contents of this document or any prior or subsequent communications from the Seller or Advisor or their affiliates or any of their officers, directors, shareholders, owners, employees or agents as legal, tax or other advice. Prior to submitting an offer, prospective purchasers should consult with their own business advisors, legal counsel and tax professionals to determine the consequences of an investment in the Property and arrive at an independent evaluation of such investment.
II. Overview and Parcel Information
II. Overview and Parcel Information

Airpark 137 is comprised of 137 acres (3 contiguous parcels) at the south end of the Grant County International Airport.

Owned by the Port of Moses Lake, Grant County International Airport is one of the largest airfields in the United States. Formerly owned by the Federal Government and used by the Strategic Air Command, it was historically an important military area of operation.

The Airpark 137 buyer will have an opportunity to join companies like Mitsubishi, General Dynamics, Boeing, Genie Industries and many others to work with the Port of Grant County to heavily influence the course and location of future infrastructure investments.

Linking Opportunity Zone tax advantages and new market tax credits, economical electrical power from the PUD, already in place robust infrastructure, and extremely accommodating City/County/Port permitting agencies should make the return on investment from these properties very attractive to an aviation or industrial investor.

Parcel information from Grant County Assessor’s Office provided on following pages.
### Location Information

| Census Tract: | 108.00 | Neighborhood Code: | 250902-250902 |

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## Location Information

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III. Opportunity Zone
III. Opportunity Zone

Effective October 19, 2018, the Treasury Department and the Internal Revenue Service issued proposed regulations and other published guidance for the new Opportunity Zone tax incentives. Airpark 137 is located entirely within the Opportunity Zone designated in Grant County, Washington.

“Opportunity Zones, created by the 2017 Tax Cuts and Jobs Act, were designed to spur investment in distressed communities throughout the country through tax benefits. Under a nomination process completed in June, 8,761 communities in all 50 states, the District of Columbia and five U.S. territories were designated as qualified Opportunity Zones. Opportunity Zones retain their designation for 10 years. Investors may defer tax on almost any capital gain up to Dec. 31, 2026 by making an appropriate investment in a zone, making an election after December 21, 2017, and meeting other requirements. The proposed regulations clarify that almost all capital gains qualify for deferral. In the case of a capital gain experienced by a partnership, the rules allow either a partnership or its partners to elect deferral. Similar rules apply to other pass-through entities, such as S-corporations and their shareholders, and estates and trusts and their beneficiaries.

Generally, to qualify for deferral, the amount of a capital gain to be deferred must be invested in a Qualified Opportunity Fund (QOF), which must be an entity treated as a partnership or corporation for Federal tax purposes and organized in any of the 50 states, D.C. or five U.S. territories for the purpose of investing in qualified opportunity zone property.

The QOF must hold at least 90 percent of its assets in qualified Opportunity Zone property (investment standard). Investors who hold their QOF investment for at least 10 years may qualify to increase their basis to the fair market value of the investment on the date it is sold.
The proposed regulations also provide that if at least 70 percent of the tangible business property owned or leased by a trade or business is qualified opportunity zone business property, the requirement that “substantially all” of such tangible business property is qualified opportunity zone business property can be satisfied if other requirements are met. If the tangible property is a building, the proposed regulations provide that “substantial improvement” is measured based only on the basis of the building (not of the underlying land).

In addition to the proposed regulations, Treasury and the IRS issued an additional piece of guidance to aid taxpayers in participating in the qualified Opportunity Zone incentive. Rev. Rul. 2018-29 provides guidance for taxpayers on the “original use” requirement for land purchased after 2017 in qualified opportunity zones. They also released Form 8996, which investment vehicles will use to self-certify as QOFs.

More information on Opportunity Zones, including answers to frequently asked questions, is on the Tax Reform page of IRS.gov.

SOURCE: Treasury Department & the Internal Revenue Service

See next page for article from The Wall Street Journal dated October 19, 2018 by Richard Rubin:
"New ‘Opportunity Zone’ Tax-Break Rules Offer Flexibility to Developers"
New ‘Opportunity Zone’ Tax-Break Rules Offer Flexibility to Developers

The Treasury Department’s program, with bipartisan roots, was a small piece of last year’s tax law and has been attracting intense attention from real-estate developers and fund managers PHOTO: MANDEL NGAN/AGENCE FRANCE-PRESSE/GETTY IMAGES

By Richard Rubin
Updated Oct. 19, 2018 4:52 p.m. ET
WASHINGTON—The Trump administration, trying to accelerate tax-advantaged investment in low-income areas, offered generous definitions and rules Friday in a long-awaited package of regulations.

The Treasury Department designed the rules for the Opportunity Zone program to give businesses enough flexibility and certainty to start making major investments, senior department officials said. The program was a small piece of last year’s tax law and has been attracting intense attention from real-estate developers and fund managers who have been soliciting wealthy investors holding unrealized capital gains.

“This will be a turning point,” said Michael Novogradac, a San Francisco accountant who advises fund managers and investors on tax incentives. “This will free up a lot of capital that’s been waiting. And it provides sufficient clarity for many more investments to go forward.”

Earlier this year, after getting recommendations from governors, the Treasury designated nearly 9,000 census tracts as opportunity zones, spread across urban and rural areas and including almost all of Puerto Rico. Nearly 35 million Americans live in the zones, which have higher poverty and unemployment rates than the rest of the country, according to the Treasury. Developers have been planning projects that would qualify for the incentive, including a Marriott hotel in Arizona, affordable housing in Los Angeles and a 22-story office building and hotel in New York’s Washington Heights neighborhood.
Investors in the zones get two benefits. First, they can roll capital gains from an unrelated investment into a zone and defer those capital-gains taxes until the end of 2026. Those taxes can be reduced by as much as 15% if investors hold on to their zone investments long enough.

Second, taxes on capital gains from investments in zones can be avoided if the investments are held for at least 10 years. All told, the program is projected to reduce federal revenue by $9.4 billion between 2018 and 2022, according to the Joint Committee on Taxation, though the long-run cost could be smaller as deferred taxes are paid. Treasury Secretary Steven Mnuchin has said the zones could attract $100 billion in investment.

In the regulations released Friday, the Treasury created a 70-30 rule that measures whether a given business counts as having “substantially all” of its assets in an opportunity zone. Under that rule, as long as 70% of a business’s tangible property is in a zone, the business doesn’t lose its ability to qualify for the tax break.

For example, a restaurant chain with four locations inside zones and one outside could get the break. A senior Treasury official described that rule as a “pretty favorable standard.” The Treasury had considered and rejected a 90-10 rule.

“They gave us a bright line and they drew the line in a place that’s workable day to day,” said David Levy, a tax partner at Skadden, Arps, Slate, Meagher & Flom LLP.

Because 10% of an opportunity fund’s assets can already be invested outside a zone, according to the tax law, applying a 70-30 rule to the remaining 90% means that as little as 63% of a fund could be invested inside a zone, according to the regulations.

The rules also provided relief to real-estate developers, who had been concerned about the law’s requirement that capital gains generally must be reinvested into the zones within six months after the prior investment is sold. That was a potential problem for projects that take time to develop.

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The Treasury’s proposed rules give businesses an additional 30 months to hold that working capital, as long as they have a plan for a qualifying project in a zone, the Treasury officials said. Those plans don’t have to be filed with the government but must be available for an Internal Revenue Service audit, the officials said.

The Treasury also created a rule that defined how much improvement must be made to a building before it can qualify as a new investment. By excluding land value from that calculation, the rules enable more projects in high-cost urban areas, said Steve Glickman, founder of Develop LLC, who advises opportunity zone fund managers.

“The rules seem to provide the most favorable interpretation of the law and seem especially to be targeted to making the program more attractive to real-estate investors,” said Adam Looney, a senior fellow at the Brookings Institution who was a Treasury Department official in the Obama administration.

The program has bipartisan roots, and Congress deliberately created an open-ended program with few restrictions, with the idea of relying on market forces and the new tax incentive to guide development. It’s easily used for real estate, but operating businesses can also take advantage, and private-equity firms are eyeing the incentive.

That openness is also a potential pitfall. The law doesn’t require detailed tracking of investments, hiring of area residents or sharp limits on what types of projects qualify, raising the prospect that the program could benefit wealthy investors and raise rents without helping the low-income people it’s supposed to assist.

“It has the potential to transform the neighborhoods that have been targeted. I think it’s a little uncertain whether that’s going to be good for the people who live in those neighborhoods,” Mr. Looney said. “We’re about to embark upon a tremendous social experiment.”

Mayors in cities like Louisville, Ky., and Newark, N.J., and foundations across the country have been trying to use incentives and local regulations to shape projects to ensure that residents of the zones benefit, as money flows into their neighborhoods.
IV. “Through the Fence” Agreement
IV. “Through the Fence” Agreement

An existing "Through the Fence" Agreement secures direct access to one of the longest commercial runways in the world, leveraging the advantages and strategic location of Airpark 137. The property is well-positioned for aerospace manufacturing, air cargo operations, distribution and fulfillment, and aviation maintenance.

Terms:
Access from the property to the threshold of the 13,500 ft. main runway is via a dedicated taxiway pursuant to the terms of a "Through the Fence" Agreement with the Port of Moses Lake (the operating entity of the Grant County International Airport). The Agreement administers access to airport runways, taxiways, and fueling aprons. It was renewed in 2016, expires in 2026 and has three ten (10) year extensions.

Fees:
Under the terms of the "Through the Fence" Agreement, a fee is assessed to the property for access to airport facilities. Fees are not assessed until the property is developed and are scalable based on the total acreage developed.

Regulation and Protocol:
Users must comply with Federal Aviation Administration (FAA) and Port of Moses Lake regulations and protocols regarding site and airfield security, safety, and maintenance. The agreement outlines prohibited uses as well as the requirement for ongoing approval from the FAA.

Use:
Use is not restricted to aviation.

A copy of the "Through the Fence" agreement will be provided upon request.
V. Foreign-Trade Zones
V. Foreign-Trade Zones

Grant County can designate part of all of a facility to be in a Foreign-Trade Zone. This designation is currently being used by SGL Group (successor to the previously dedicated carbon fiber plant for BMW) and it is available to others in the Airpark 137 area.

Foreign-Trade Zones (FTZs) are secure areas under U.S. Customs and Border Protection (CBP) supervision that are generally considered outside CBP territory upon activation. Located in or near CBP ports of entry, they are the United States’ version of what are known internationally as free-trade zones.

Authority for establishing these facilities is granted by the Foreign-Trade Zones Board under the Foreign-Trade Zones Act of 1934, as amended (19U.S.C. 81a-81u). The Foreign-Trade Zones Act is administered through two sets of regulations, the FTZ Regulations (15 CFR Part 400) and CBP Regulations (19 CFR Part 146).

Foreign and domestic merchandise may be moved into zones for operations, not otherwise prohibited by law, including storage, exhibition, assembly, manufacturing, and processing. All zone activity is subject to public interest review. Foreign-trade zone sites are subject to the laws and regulations of the United States as well as those of the states and communities in which they are located.

Under zone procedures, the usual formal CBP entry procedures and payments of duties are not required on the foreign merchandise unless and until it enters CBP territory for domestic consumption, at which point the importer generally has the choice of paying duties at the rate of either the original foreign materials or the finished product. Domestic goods moved into the zone for export may be considered exported upon admission to the zone for purposes of excise tax rebates and drawback.
Qualified public or private corporations that may operate the facilities themselves or contract for the operation sponsors foreign-trade zones. The operations are conducted on a public utility basis, with published rates. A typical general-purpose zone provides leasable storage/distribution space to users in general warehouse-type buildings with access to various modes of transportation. Many zone projects include an industrial park site with lots on which zone users can construct their own facilities.

Subzones are normally private plant sites authorized by the Board and sponsored by a grantee for operations that usually cannot be accommodated within an existing general-purpose zone.

Advantages of Using a Foreign-Trade Zone

- CBP duty and federal excise tax, if applicable, are paid when the merchandise is transferred from the zone for consumption.

- While in the zone, merchandise is not subject to U.S. duty or excise tax. Certain tangible personal property is generally exempt from state and local ad valorem taxes.

- Goods may be exported from the zone free of duty and excise tax.

- CBP security requirements provide protection against theft.

- Merchandise may remain in a zone indefinitely, whether or not subject to duty.

The rate of duty and tax on the merchandise admitted to a zone may change as a result of operations conducted within the zone. Therefore, the zone user who plans to enter the merchandise for consumption to CBP territory may normally elect to pay either the duty rate applicable on the foreign material placed in the zone or the duty rate applicable on the finished article transferred from the zone whichever is to his advantage.

Merchandise imported under bond may be admitted to a FTZ for the purpose of satisfying a legal requirement of exporting the merchandise. For instance, merchandise may be admitted into a zone to satisfy any exportation requirement of the Tariff Act of 1930, or an exportation requirement of any other Federal law (and many state laws) insofar as the agency charged with its enforcement deems it so.

VI. Grant County International Airport
VI. Grant County International Airport

The Grant County International Airport is one of the largest airfields in the United States and is capable of accepting the largest aircraft in the world. The airport enjoys 350 days of excellent VFR weather and is regularly utilized by military and commercial flights. The airport is a facility favored by military and commercial flight test programs. It has abundant capacity to accommodate much more given its five runways and onsite FAA control tower for commercial, military, and general aviation use.

World Class Runways
Grant County International has 240 acres of ramp space and 1 million sqft. of adjacent industrial park. Both commercial and military aviation can find expansive space to accommodate aircraft on the five runways, the longest of which is 13,503’ x 200’ feet long, without the congestion found at other facilities.

Open Airspace
The FAA tower directs large dedicated flight zones for commercial, military, and unmanned aerial vehicle use at Grant County International Airport. Airport landing fees are $1.10 per 1,000 lbs and are assessed on aircraft over 12,500 lbs.

- Class D Airspace
- ASR-9 Radar
- Tower controls 5-mile radius and up to 3,000 ft
- TRACON controls 40 miles and up to 10,000 ft
- Spaceport

**Fixed Base Operations**
Million Air is an FBO equipped to supply Jet-A fuel for commercial, military and personal aircraft. Million Air previously assisted in the testing of Boeing’s 747-800. Million Air provides a full range of ground support services including flight test support.

www.millionair.com/MWH.aspx
509-762-2222 or Toll Free: 877.762.0222

Columbia Pacific is equipped to provide aircraft maintenance, fueling and de-fueling, loading and unloading, as well as flight testing.
www.columbiapacificaviation.com 509.762.1016

**U.S. Customs Office**
The United States Customs and Border Protection office located within the Grant County International Airport is available 24 hours to clear international flights arriving at Grant County International Airport.

For additional information or to schedule appointments:

U.S. Customs and Border Protection 7810 Andrews St N.E. Moses Lake, WA 98837
Office: 509.762.2667
E-mail: matthew.lacelle@dhs.gov Website: www.cbp.gov

VII. Grant County
VII. Grant County — A Growth Opportunity

Information in this section sourced from seller, Grant County Economic Development website, and Grant County PUD website.

Grant County provides plentiful growth opportunities and a booming economy for those currently living and working in the area. The County’s popularity is growing with further economic opportunities on the horizon.

As profiled, among the major draws are:

- Booming agricultural industry
- Low-cost electricity
- High-speed fiber optic network managed by Grant County PUD
- Manufacturing opportunities and easy access to transportation.

According to the U.S. Census Bureau, Grant County has an average of 33 persons per square mile as compared to just over 100 persons per square mile across Washington state (Source: United States Census Bureau, 2010 census).
Location

Moses Lake:
Conveniently situated about 2.5 hours from Seattle on I-90, Moses Lake lies 3 miles north of I-90 (two exits benefit this property) and 2 hours from Spokane. The close proximity to Seattle provides businesses with access to the Port of Seattle and Port of Tacoma for import and export cargo and allows for cost-effective daily round trips to the Puget Sound and beyond from Seattle, Portland, Spokane to Vancouver BC. It also provides access to several rail loading facilities and the nearby Columbia River for movement of containers or bulk commodities anywhere in the United States making Moses Lake ideally located for commerce from air, rail, ground, and water transportation.

Industry
Moses Lake is at the center of the aerospace industry, agriculture, food processing, data center, manufacturing, and healthcare industries - providing more than 40,000 jobs to the area with a total covered payroll in Grant County of more than $1.5 Billion dollars with an annual wage of $38,895.

Lower Cost of Energy
Grant County PUD operates two hydroelectric dams on the Columbia River providing low cost, readily available electricity to residents and business. Residents pay an average of 4.2 cents per kilowatt hour compared to the national average of 11.8 cents per kwh, with industrial rates lower still.

Education
Big Bend Community College, a 2-year institution, enrolls more than 4,000 students and annually graduates more than 1,300 students with associate and technical degrees. It offers 43 associate degrees and 16 certificate programs in academic transfer and vocational fields.

Columbia Basin Technical Skills Center (CBTEC) Vocational School offers programs in specific areas for High School aged students to get training in occupational career pathways to pursue after graduation.
Transportation

The area offers highly efficient transportation and transit opportunities from ports to motor carriers, customs and more.

Access to Area via Major Highways
- I-90
- US Highway 2
- State Highways: 17, 24, 26, 28, 155, 170, 171, 243, 262, 281, 282, 283

Distance to the 5 Nearest Metro Areas
- Tri-Cities, WA: 71 Miles
- Spokane, WA: 105 Miles
- Seattle, WA :178 Miles
- Portland, OR: 280 Miles
- Vancouver, BC: 304 Miles

Airport
Grant County International Airport is just 3 miles from Moses Lake City Center. The airport has 2 runways of 13,500 and 10,000 feet.

Carriers serving the airport are charters and FedEx. There is also an approved capital expansion plan in place.

Ports
- Nearest Port: 71 Miles away: Container Barge Terminal / Pasco, WA
- Columbia River is nearest river with a channel depth of 15 ft, turning basin of 225 ft, bargeing facilities, containerized facilities. The port is served by Burlington Northern Santa Fe Main Line and State Highway 395.

Customs
The Customs port of entry is located at the Port of Moses Lake/Grant County International Airport.

Foreign-Trade Zones
Foreign-Trade Zone number 23 is adjacent to Grant County International Airport.
Infrastructure: Continuous Investment
Attracting Businesses

Infrastructure, both electric and fiber is provided by Grant County PUD, serving 42,000 customers in Grant County. This highly reliable infrastructure, both power and communication, has made Grant County one of the premier areas for light industrial and large-scale IT projects such as server farms.

Source: Grant County PUD
Lifestyle

Moses Lake is surrounded by nature on all sides making it a year-round adventure for residents. Boaters and kayakers use the Lake and Potholes Reservoir all summer long. Lake Chelan is also a short distance away.

There are more than 50 golf courses within one hour and more than 100 within 2 hours of Moses Lake offering top public and private golf courses.

The Gorge Amphitheater is 20 minutes away and is one of the most scenic concert venues in the world offering top acts from Dave Matthews Band to Luke Bryan to Def Leppard.

Mission Ridge and Snoqualmie Pass are within 90 minutes for the enjoyment of all winter activities including skiing, snowboarding and snowmobiling. There are more than 100 lakes and fishing areas for the avid outdoorsman to hike, fish, hunt and explore in central Washington.

Moses Lake has a multitude of public parks, ball fields, a BMX track, an ice rink and the Surf ‘n Slide Waterpark.

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*SOURCE: Sperling’s Best Places*
## Grant County Demographics

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<td>AeroTEC &amp; Mitsubishi Aircraft Corporation</td>
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<td>Industrial Chemicals</td>
<td>Headquarters &amp; Manufacturing</td>
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<td>Warden</td>
<td>Frozen French Fries</td>
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<td>J.R. Simplot Co.</td>
<td>Moses Lake</td>
<td>Frozen French Fries &amp; Dehydrated Potato Products</td>
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<td>RED Silicon</td>
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<td>Washington Potato Co.</td>
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<td>Dehydrated Potato Flake Processing</td>
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<td>D &amp; L Foundry, Inc.</td>
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<td>Manhole Cover Manufacturing</td>
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<td>Lineage Logistics</td>
<td>Quincy</td>
<td>Cold Storage</td>
<td>Warehousing &amp; Storage</td>
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<td>Microsoft</td>
<td>Quincy</td>
<td>Data Center</td>
<td>Branch Data Center</td>
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<td>Royal City</td>
<td>Stone &amp; Brick Processing</td>
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<td>Royal City</td>
<td>Fruit Processing</td>
<td>Headquarters &amp; Operations</td>
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<td>Basic American Foods</td>
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<td>Dehydrated Potato Processing</td>
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<td>Chemi-Con Materials</td>
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<td>Electrolytic Aluminum Foil</td>
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<td>Amway/Nutrilite</td>
<td>Quincy</td>
<td>Botanical Extraction</td>
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<td>Western Polymer</td>
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<td>Potato Starch Processing</td>
<td>Headquarters &amp; Manufacturing</td>
<td>31121</td>
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<td>Aviation Technical Services &amp; Greenpoint Technologies</td>
<td>Moses Lake</td>
<td>Aerospace Maintenance &amp; Repair</td>
<td>Branch Facility &amp; Operations</td>
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</tr>
</tbody>
</table>

*SOURCE: Grant County Economic Development Council*
Manufacturing & Foreign-Trade Zone

The foreign-trade zone, international airport, low industrial power rates, a high-speed fiber optic network, low tax rate, and a highly trained workforce makes Grant County an attractive area for manufacturing.

Chemical Manufacturers
- Akzo Nobel Pulp & Performance Chemicals – Sodium Chlorate
- General Dynamics – Chemicals/Propellant Inflation Systems
- Takata - Automotive - Airbag Propellant and Components
- Moses Lake Industries (Tama Chemicals)
- Chemicals for Semiconductor Wafer Fabrication
- REC Silicon – Polysilicon and Silane Gas

Steel and Iron Manufacturing
- D & L Foundry – Ironwork
- Far West Steel – Steel Fabrication
- LaserFab – Metal Fabrication
- Moses Lake Steel – Steel Products
- Specialty Welding – Fabrication

Other Manufacturing
- Automated Ag - Agricultural Equipment
- Chemi-Con Materials – Electrolytic Aluminum Foil
- El Dorado Stone – Architectural Stone Veneer
- Genie Industries – Aerial Work Platforms

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Foreign-Trade Zone
Port of Moses Lake's Foreign-Trade Zone (FTZ #203) allows companies within Grant County to store goods duty-free, delay tax and customs payments, and lower inventory costs. A United States Customs and Border Protection office is located on site.
Data Centers

The Grant County area offers ease of access and a moderate climate. Additionally, dramatically low electricity costs, just 3.42 cents per kWh, render the area tailor made for data centers.

Fiber Optics
In terms of fiber optics, Grant County is covered by the largest names in network fiber and broadband infrastructure, including:

- Zayo Group
- Level 3 Network
- NTI
- Verizon
- CenturyLink
- NOANET

Many companies that own and operate data centers have chosen to locate in Grant County to take advantage of the nation’s lowest electric rates and the diverse fiber optic networks. In fact, 1.5 million square feet of the area is currently utilized by data centers owned by:

- Microsoft
- Intuit
- NTT Data
- Vantage
- Yahoo!
- Dell
- Apple
- Sabey Corporation
Aerospace Incentives

Incentives are available to manufacturers and processors for hire of commercial airplanes or component parts of commercial airplanes, non-manufacturers engaged in the business of aerospace product development, FAR repair stations making retail sales, and aerospace tooling manufacturers.

- A 40% reduction in the State Business Occupation tax (taxing rate decreases from a rate of $4,840 per $1 million to $2,904 per $1 million).
- An exemption of the 7.9% sales and use tax when purchasing computer hardware.
- A State Business and Occupation tax credit equal to the property tax paid on new buildings, the land upon which buildings are located, and the increased value of renovated buildings.
- A State Business Occupation tax credit equal to 1.5% of qualified pre-production development expenditures used in manufacturing commercial airplanes or component parts of commercial airplanes.
VIII. Employers in the Area
VIII. Employers in the Immediate Area

Key

- Yellow = Undeveloped
- White = Occupied
IX. Additional Opportunity Zone Properties Available
Additional Technology Park Parcels Available for Purchase from Owner

- 482 Acres (incl Airpark 137)
- Parcel Sizes – 7 to 125 Acres
- Global Large Employer EIS Pre-Approved
- Foreign Trade Zone #203 Active
- Heavy Industrial Low-Cost Hydropower

- $30 Million Heavy Rail Extension Coming 2019
- Ready to Build Sites – Fast Permitting
- Tax and Workforce Incentives Available
- Industrial Grade Utilities – Separate Industrial Wastewater / High Total Dissolved Solids Treatment Available
Additional Commercial Properties
Available for Purchase in Commerce Park

- 300 +/- Total Acres
- Parcel Sizes 1 – 60 ACRES
- Commercial Binding Site Plan Allows Flexible Lot Configuration
- Zoning – Light Industrial General Commercial
- Street Lighting

- 5-Lane Commercial Arterial with Curb, Sidewalk and Gutters
- Rail Available
- 115 KVA Power Fronts Site
- Multiple Long-ul Fiber Carrier
- City of Moses Lake Utilities
The Engel & Völkers story
Our origins as a global leader

Engel & Völkers’ was founded in 1977. We began as a specialty boutique agency providing high-end real estate services to wealthy European investors in search of assistance from experts who were highly professional and discreet. We proved our competence and passion early on and quickly earned a reputation for our unparalleled level of service, highly valued network and strong market leadership. Our successes led to greater demand for our specialized premium-level services. With a brand gaining in recognition and reputation, we established a system that allowed us to expand without sacrificing our higher standards of quality. In 1988, we launched our own lifestyle, design and architecture magazine, GG. Through this publication we defined our brand and continue to showcase the premier properties we represent. In the same year, we also established the Engel & Völkers Academy to maintain our standard of quality among the growing numbers of expert real estate advisors who chose to represent our brand.

In 1990, we opened our first international shop in Majorca, Spain. It marked the beginning of our worldwide expansion throughout Europe, Africa, Asia and the Americas. Today, there are more than 9,000 real estate advisors in over 30 countries spanning five continents. Though the Engel & Völkers firm has grown beyond a small boutique agency, you can still rely on us for the qualities that remain our keys to success - local market expertise, a highly valued network and an unparalleled level of service quality.
Competence, exclusivity and passion
The core values that define us

There is a single vision shared by the thousands of professionals who represent Engel & Völkers worldwide. It is to link together the aspirations of discerning individuals around the world, be it in a private or business context -- with total passion. To achieve this vision, we have established a set of core values. These values help to maintain our high level of service quality worldwide and reinforce the meaning of our brand for each and every Engel & Völkers advisor. Our training, marketing capabilities and international network ensure that our advisors can competently meet your real estate needs. They will develop a customized strategy and provide the specialized services that will work exclusively for you. And they will do it all with total passion.
About Engel & Völkers
Private Office

“Private Office represents our highest level of service and is reserved for our clients who expect expertise, experience and the utmost discretion in their real estate transactions,” said Constantin Von Dalwigk, Head of Private Office at its headquarters in Hamburg, Germany.

To join Private Office, advisors within the Engel & Völkers network must be nominated by their brokers and are selected based on their consistent, year-after-year production numbers, market expertise, notably high-quality service and passion as real estate professionals. Clients are also asked to comment on their service experience as part of this process. Nominees are then submitted to a North American selection committee who decide which candidates meet all requirements for final submission to the Head of Private Office in Hamburg, Germany.

As Private Office Advisors, the group gains access to marketing tools and opportunities developed specifically to work with the luxury brand’s highest net worth clients. They also work together as the preferred contacts for international referrals that require the highest levels of service and market expertise.

Sam Chapin

Sam has a passion for real estate. Since forming the Gottesman Chapin Group with Dan Gottesman in 2015, Sam & Dan have sold over $80,000,000 in luxury real estate, making them one of the region’s top-producing teams. His experience as a commercial owner and manager is a key benefit to his services as a broker. Sam has also practiced law for 25 years. He earned his bachelor’s degree from the University of Washington and his law degree from the University of North Carolina. More recently, Sam has been a law professor at the UW School of Law and has served as a pro tem judge in King County.

Dan Gottesman

Dan Gottesman, a graduate of the University of Washington, has spent the last 25 years as both a real estate broker and a developer. He has successfully worked with buyers and sellers in hundreds of high-end luxury property transactions. After forming the Gottesman Chapin Group with Sam Chapin in 2015, Dan & Sam have sold over $80,000,000 in luxury real estate, making them one of the region’s top producing teams. He currently owns and manages a large portfolio of residential and multi-family buildings. Dan's extensive background in residential and multi-family properties gives his customers extreme confidence when purchasing their next home or commercial property.
**Jim Warjone**

James (Jim) Warjone is the retired Chairman Emeritus of The Port Blakely Companies, a private company in the forestry, exporting and real estate industries for which he served for over 30 years. Port Blakely, under Jim’s leadership had a major positive influence on the development of forest management and real estate development regulations in Washington State and Washington D.C. He has extensive experience in permitting and developing master planned communities. He also served as the Chairman of the Greater Seattle Chamber of Commerce, the Chairman of the Washington Business Roundtable, and the Chairman of the Pacific Science Center in Seattle. Jim continues to serve on the boards of several private companies and is an Engel and Völkers Licensed Partner. Jim earned his B.S. in economics from Claremont Men’s College in 1965.