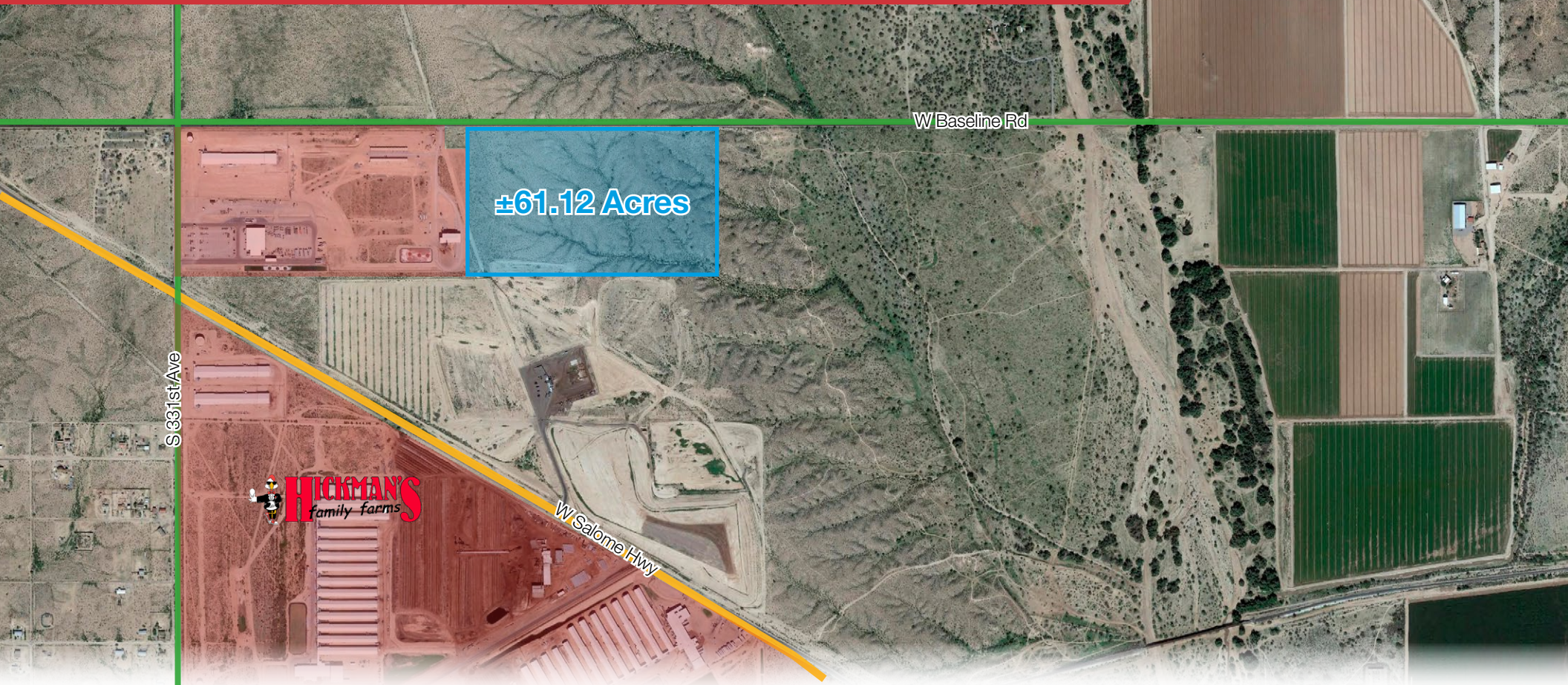


Planned Industrial Park



32200 W Baseline Rd,
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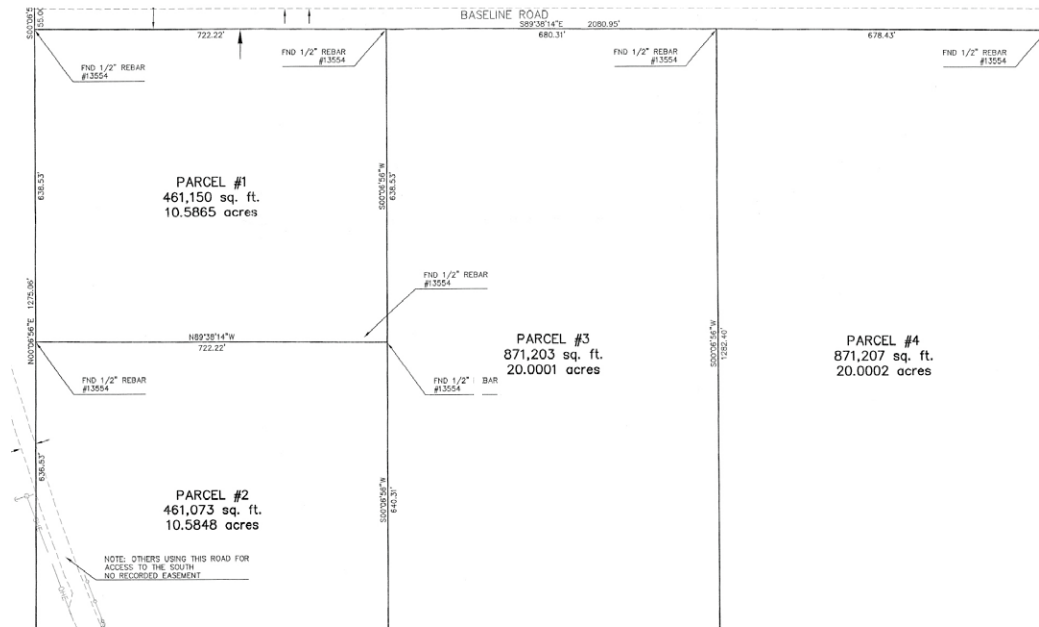
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Planned Industrial Park

Property & Location Highlights

- Excellent future development land surrounded by multiple projects
- 59.64 AC (2,597,918 SF) Future Industrial land for sale
- Located on Baseline Rd, east and south of Wickenburg Rd
- Zoning: RU-43
- Water available (Global Water)
- Electric next door (APS)
- (Future industrial concept drawing available)
- Extensive frontage on Baseline Rd
- Surrounded by existing development underway



59.64 Acres for Sale – \$130,950.00 per Acre (\$3.00 PSF)

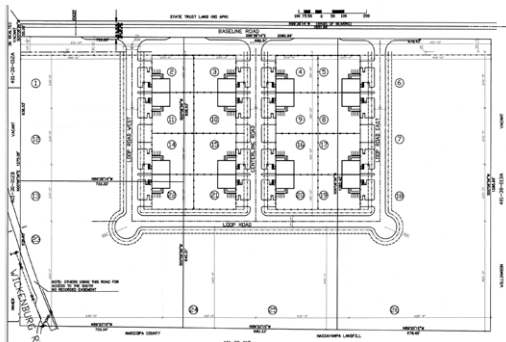
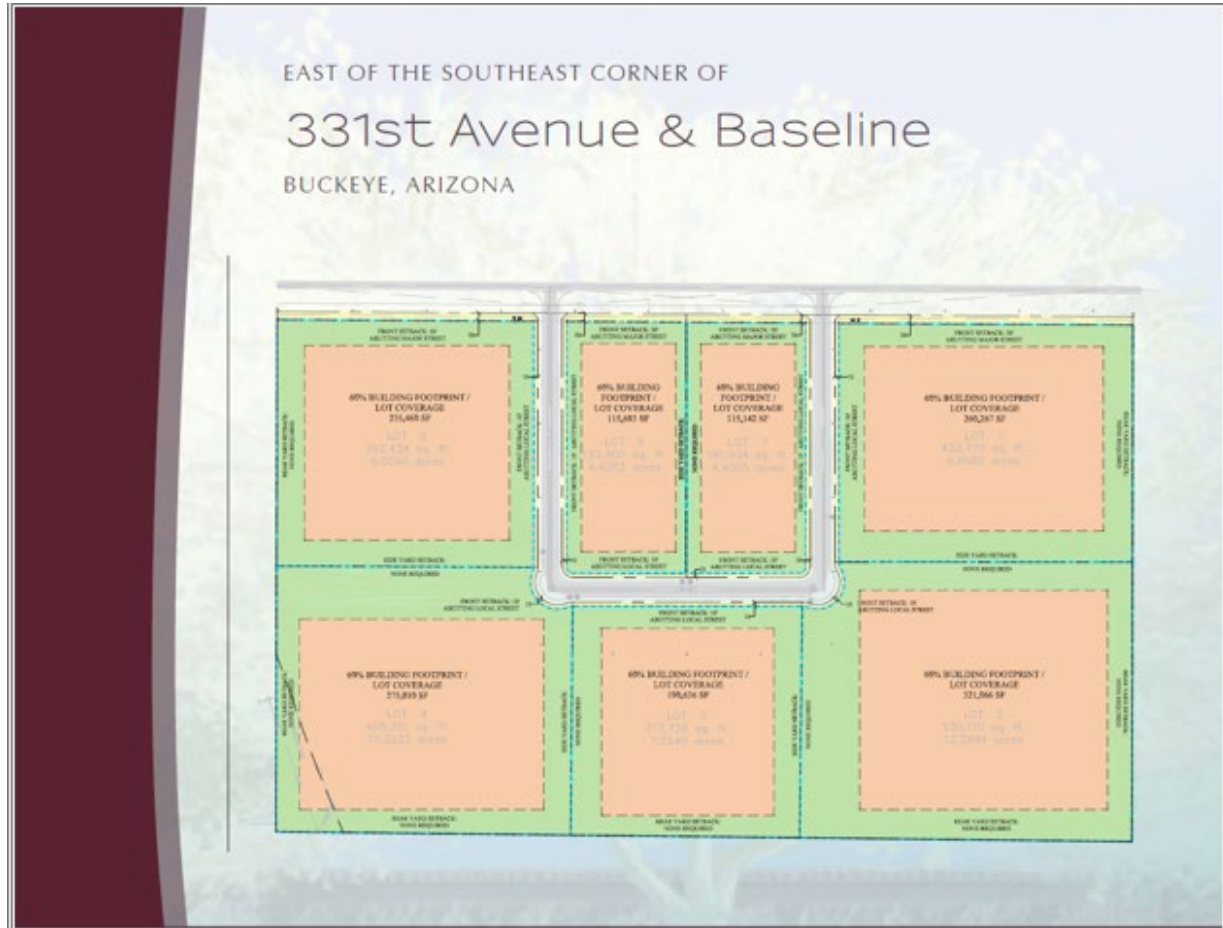


Planned Industrial Park

Proposed Site Plan

Based on previous county zoning involvement, the Property can be developed for I-2 (Industrial 2) land uses. Due to its proximity to several transportation options, the I-10, SR85 and the I-8 the Property is suitably located for many industrial users. There are two proposed developments. The first having seven (7) industrial lots ranging in size from 3.80 acres to 11.31 acres, with an average lot size of 7.26 acres and the second having twenty six (26) industrial lots ranging in size from 1.03 to 6.95 acres. Uses envisioned for the park may include IND-2 permitted land uses such as warehousing, storage, wholesale, distribution, offices, manufacturing, and other similar light industrial permitted uses.

The property owner has had inquiries from a number of potential users interested in the site.



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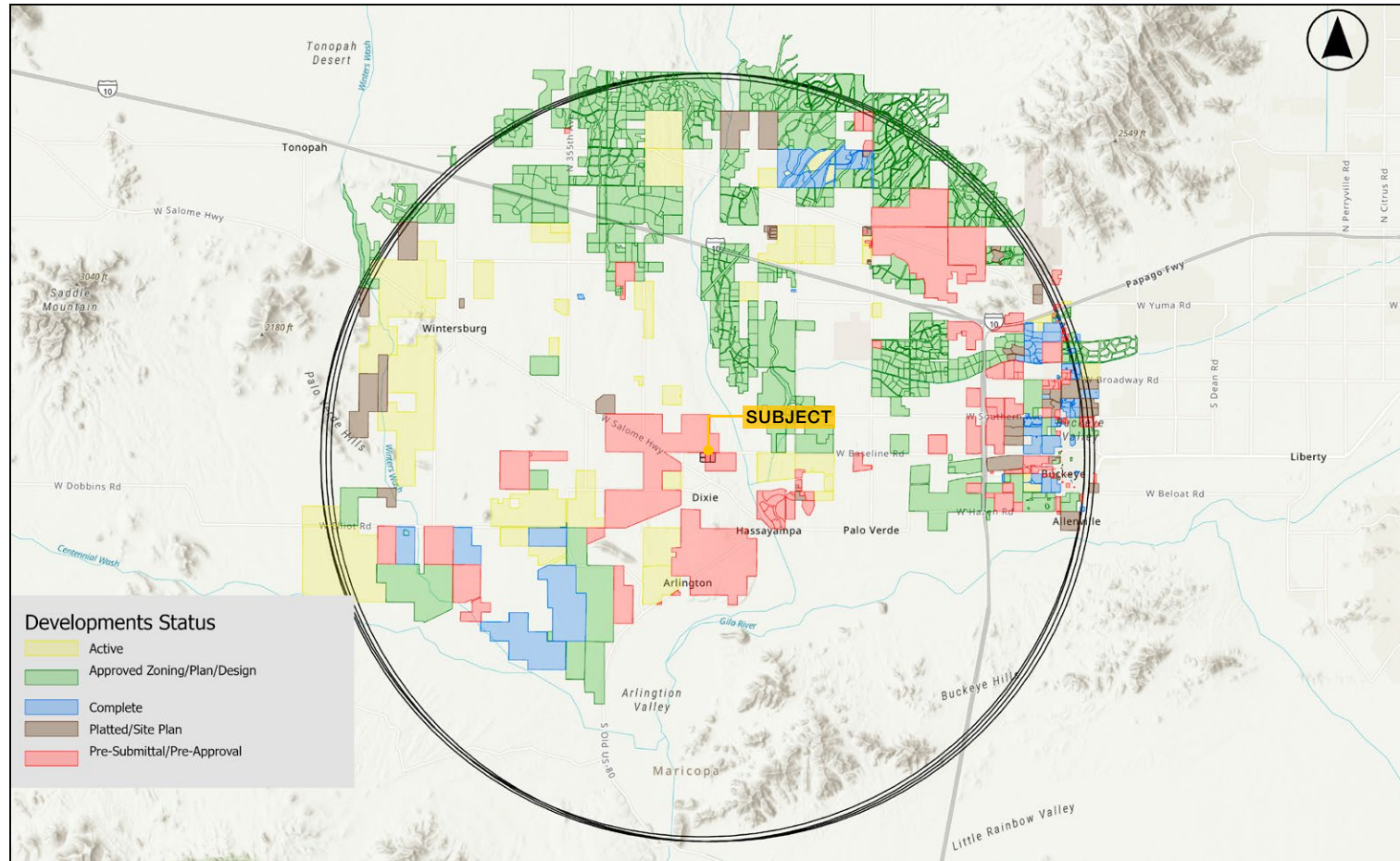
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Planned Industrial Park

Future Development Sites



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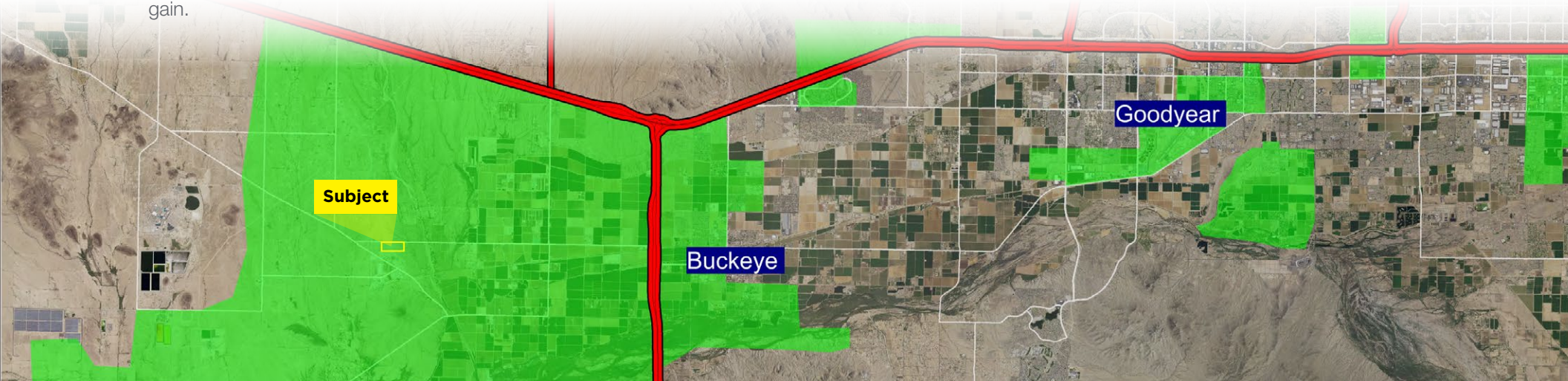
Planned Industrial Park

Opportunity Zones

Arizona's Opportunity Zone nominations were submitted on March 21, 2018 and approved by the U.S. Treasury Department on April 9, 2018, making Arizona one of the first states in the nation to have its zones officially designated.

The federal Opportunity Zones program allows each state's governor to nominate up to 25 percent of the qualifying low-income Census tracts as Opportunity Zones. It was created under a provision of the Tax Cuts and Jobs Act, which was signed into law December of 2017. Investors who reinvest capital gains monies in Opportunity Zone funds will receive reductions on capital gains taxes relative to the years of their investment.

- Investments held 10 years: taxable amount of the capital gains reinvested is reduced by 15% and no tax is owed on appreciation. For example: \$100 of capital gains is reinvested into an Opportunity Zone fund and held for 10 years. Tax owed on the original \$100 is deferred until 2026, and taxable amount is reduced to \$85 (\$100 minus \$15). Investor will owe \$20 of tax on the original capital gains (23.8% of \$85). No tax is owed on Opportunity Zone investment's capital gain. Assuming a 7% annual growth rate, the after-tax value of the original \$100 investment is \$176 by 2028.
- Investments held 7 years: taxable amount of the capital gains reinvested is reduced by 15%. For example: \$100 of capital gains is reinvested into an Opportunity Zone fund and held for 7 years, selling in 2025. Taxable amount is reduced to \$85 (\$100 minus \$15). Investor will owe \$20 of tax on the original capital gains (23.8% of \$85). Assuming a 7% annual growth rate, the investor will owe \$15 in tax (23.8% of \$61) on the Opportunity Zone investment's capital gain.
- Investments held 5 years: taxable amount of the capital gains reinvested is reduced by 10%. For example: \$100 of capital gains is reinvested into an Opportunity Zone fund and held for 5 years, selling in 2023. Taxable amount is reduced to \$90 (\$100 minus \$10). Investor will owe \$21 in tax on the original capital gains (23.8% of \$90). Assuming a 7% annual growth rate, the investor will owe \$10 in tax (23.8% of \$40) on the Opportunity Zone investment's capital gain.



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Planned Industrial Park

Future I-11 Corridor

Arizona officials study 3 possible routes for future I-11

Almost a year after the first 15 miles of new road for Interstate 11 opened to vehicle traffic, where the road goes from there is still up in the air.

The initial portion of I-11 now runs from the Henderson Spaghetti Bowl to the O'Callaghan-Tillman Memorial Bridge near Hoover Dam and was a joint effort between the Nevada Department of Transportation and the Regional Transportation Commission of Southern Nevada.

Arizona officials are studying three possible routes for a 280-mile highway that would run from Nogales, Arizona, near the Mexico border up to Wickenburg, Arizona, about 65 miles northwest of Phoenix. From there it would link up with U.S. Highway 93, which is a designated future I-11 route, to Las Vegas.

I-11, the first new Interstate in the U.S. since 1992, is touted as a vital link between Las Vegas and Phoenix, the two largest U.S. cities not connected by an interstate. The ultimate goal is much larger than that, though, as the interstate could potentially open a north-south trade route linking Mexico and Canada.

Plans for Arizona's portion of I-11 are still tentative, and the possible price tag has yet to be determined. The Arizona Department of Transportation estimated the cost at between \$3.1 billion and \$7.6 billion.

A Tier 1 environmental draft released by ADOT in April gave residents an idea of where the I-11 corridor would be located. Public hearings and an open comment period followed its release.

"The hearings were designed to give people the opportunity to learn more about the study, where we are in the process and also provide their formal comments about what they think about I-11 and what we're proposing in our environmental draft impact statements," said ADOT spokeswoman Laura Douglas.

The department is conducting further environmental impact studies slated to wrap up next year for the corridor.

Possible Routes

The study identified three possible routes for the interstate, Douglas said. Two would use mostly new highway, and one would use both new and existing highway through the corridor.

"Right now in the draft environmental impact study we're studying both the build and no-build alternative," she said. "That will be something that's selected at the end of this particular study."

Source: <https://www.reviewjournal.com>

If any existing highways were incorporated into I-11, those roads would need to be rebuilt to meet interstate standards.

"We would need to create access control with on- and off-ramps, traffic interchanges and things like that," Douglas said.

That is how U.S. 93 is also being viewed, although it's not part of the current ADOT I-11 study. Since it's the designated route for the future I-11 between Wickenburg and Nevada, that stretch of road would be built out to interstate standards as well.

Portions of the proposed I-11 corridor would run through areas where homes and businesses are currently located, prompting some concern from area residents.

"To us, it's just disrupting hundreds of lives for no reason," Jody Arnold, who lives with her husband on the fringe of metro Phoenix, told the Arizona Republic. "It's just like a bulldozer coming through and taking everything out."

But Douglas said it's unclear how many residents would be in the path of the proposed highway, noting that the 2,000-foot-wide corridor identified by ADOT will be reduced to 400 feet when the impact study is completed next year.

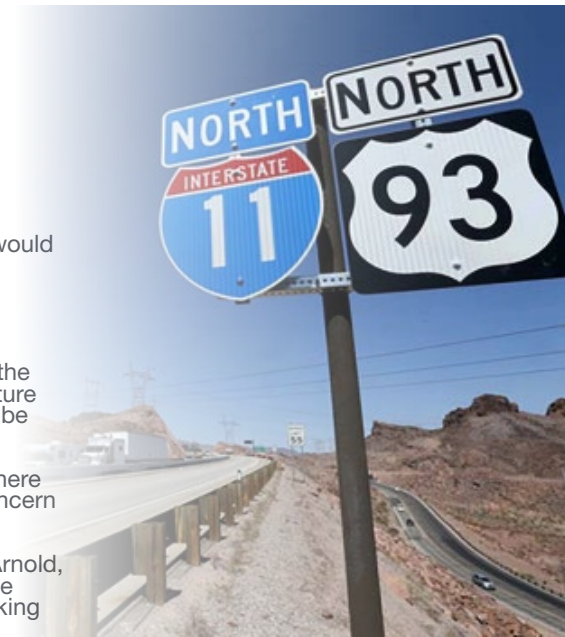
"While people might be concerned that perhaps their property or homes fall within that 2,000-foot corridor, that's not what is ultimately selected should a build corridor move forward," she said. "The Tier 2 studies will narrow the corridor to a 400-foot-wide alignment, and that's where you get into specifics of where I-11 would run, whose property would be impacted and some of the more specific questions are dealt with in Tier 2 studies."

Once the I-11 route is decided, the interstate is still a long way from becoming a reality.

There is no timetable for when construction could begin, and funding has yet to be lined up, Douglas said. The price tag would depend on the route chosen and the amount of existing highway used.

For reference, the 15-mile stretch of I-11 in Nevada cost \$318 million to construct. That involved controlled blasting through the Eldorado Mountains to make way for the road's path toward the Colorado River. That portion was funded with a mix of federal and state dollars through Clark County's fuel revenue indexing tax.

Arizona doesn't have a fuel tax going toward road projects, so funding for the road construction could be more difficult.



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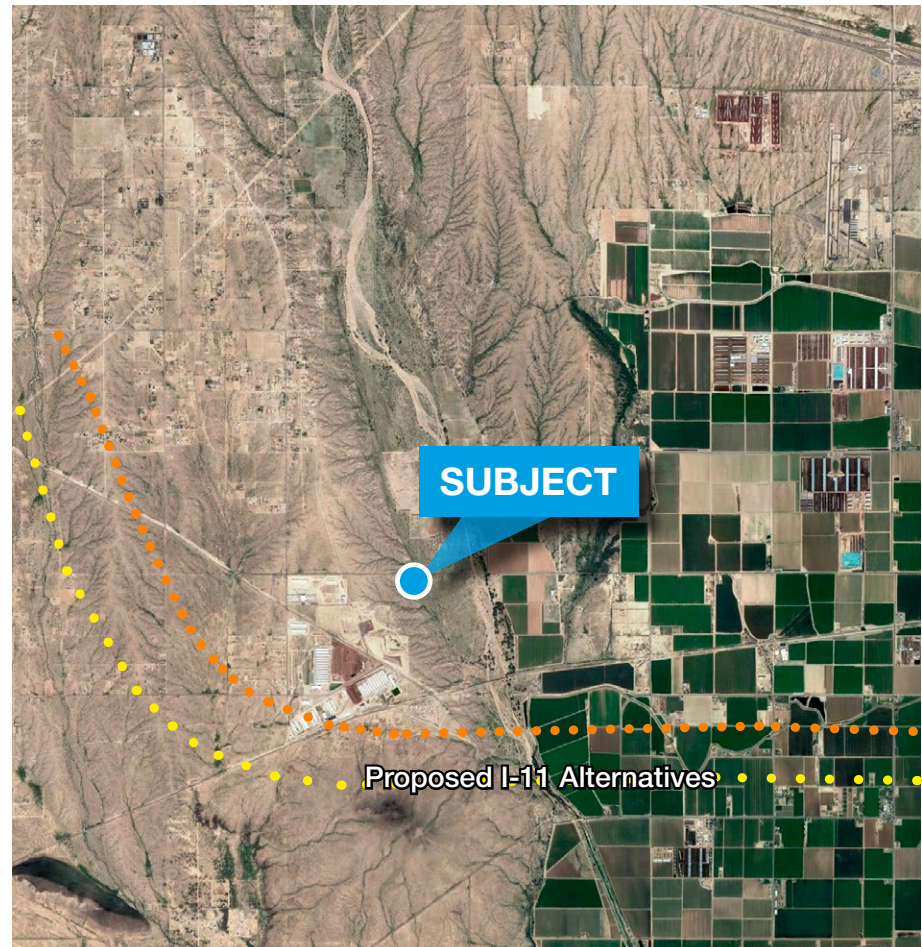
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Future I-11 Corridor



<http://i11study.com/Arizona/pdf/I-11-rca-stickmap.pdf>



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Location Map



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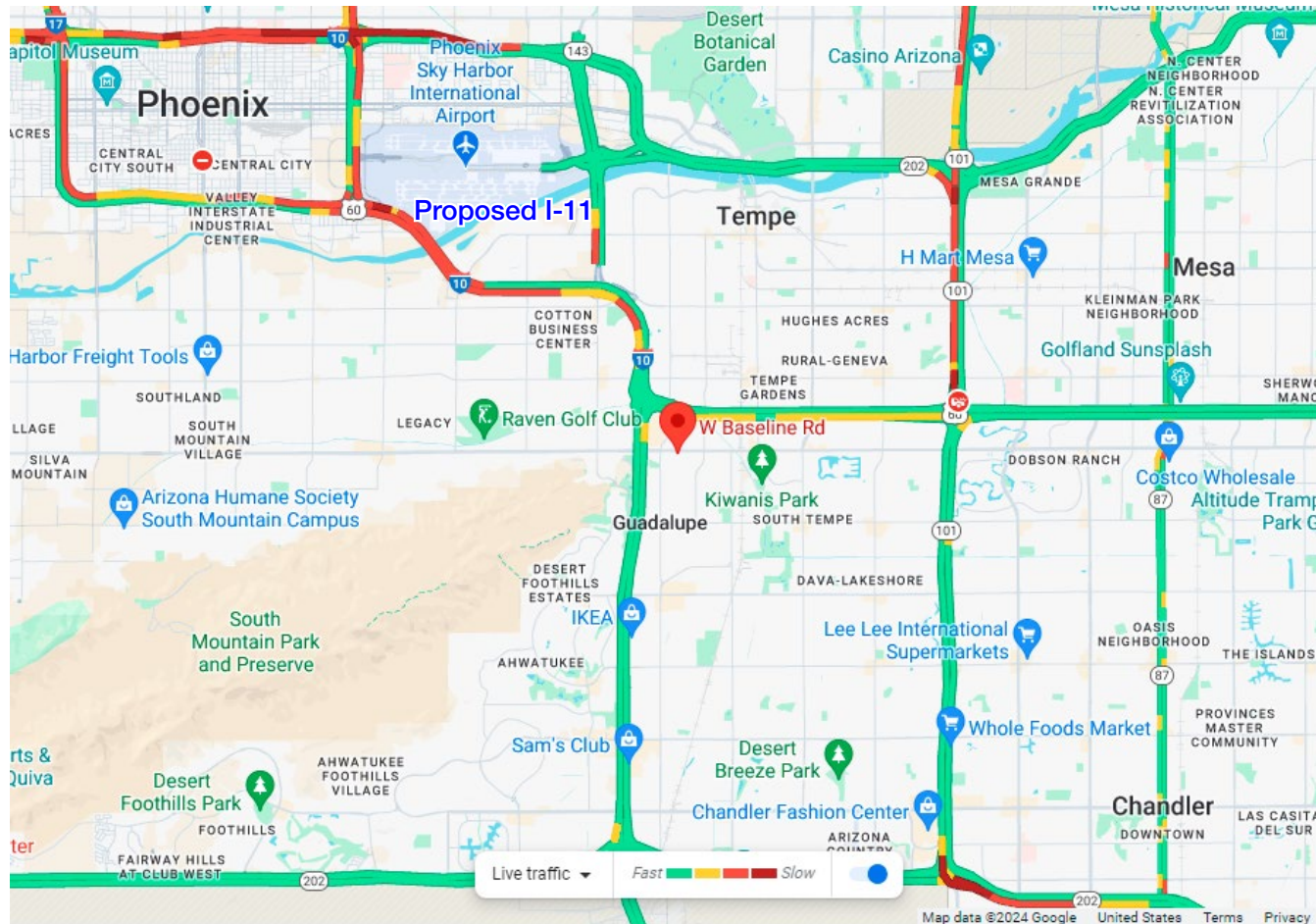
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Planned Industrial Park

Transportation Map



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Planned Industrial Park

Buckeye Overview

Manufacturing, Distribution & Logistics

Buckeye is emerging as a center of logistics, distribution, and manufacturing. Existing businesses such as the Cardinal IG, Wal-Mart / Sam's Club Distribution Center, Wal-Mart Transportation and Logistics, Clayton Homes, and Fertizona are not only successful within our community, they are expanding.

Some of the more important features of Buckeye are as follows:

- located along the CANAMEX Corridor
- direct access to Interstate 10, State Route 85, MC 85
- short distance from Interstate 8 and the newly constructed Loop 303.
- future Interstate 11 is being planned to pass through Buckeye, north/south transportation access from Mexico to Canada within the Sun Corridor.
- Union Pacific Railroad provides rail access to the area and has future plans to locate a large manifest yard in Buckeye.

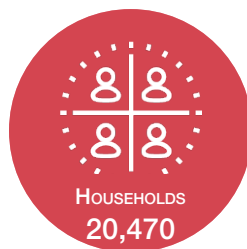
Buckeye provides the transportation access you're looking for without all the congestion of other cities.

Demographics

An abundant workforce, exceptional quality of life and easy access to key interstate and highway corridors have made Buckeye, Arizona a sought after retail destination. As the Western Gateway into and out of Greater Phoenix, Buckeye affords existing and new to market retailers and Interstate sensitive services an unparalleled opportunity to be at the forefront of growth.

- **Fastest growing City in the Country, the fastest growing in AZ.** (see "In the News" link below)
- 83,000+ residents and growing
- 2,205 permits in 2018, 2400 projected for 2019
- 432,000 people, within 20 minutes of Verrado Way & I-10
- 16 miles of Interstate 10 frontage, 110K vehicles per day

Source: www.growbuckeye.com



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