

FOR SALE

7-ELEVEN & JACK IN THE BOX EVERETT, WASHINGTON

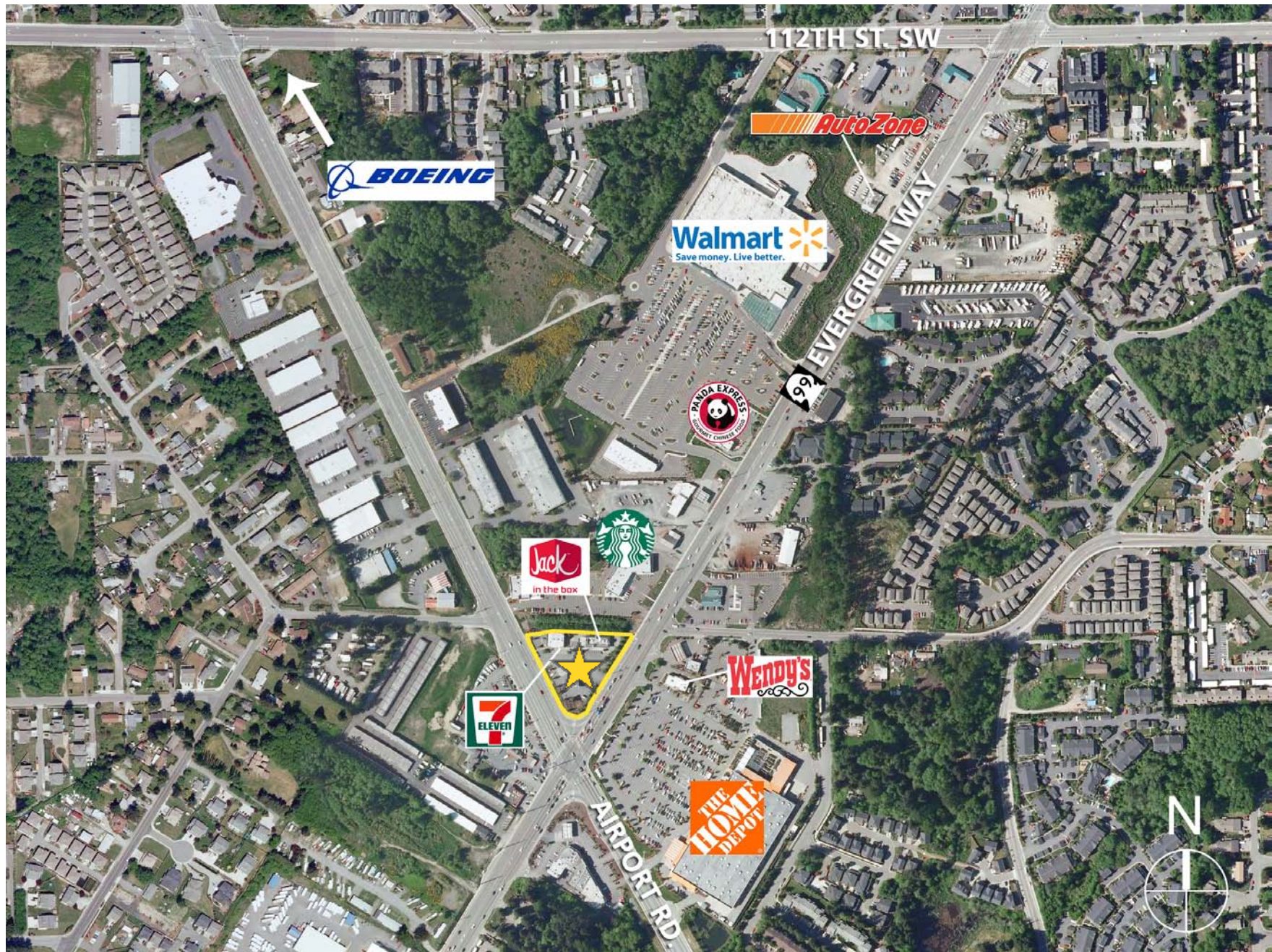


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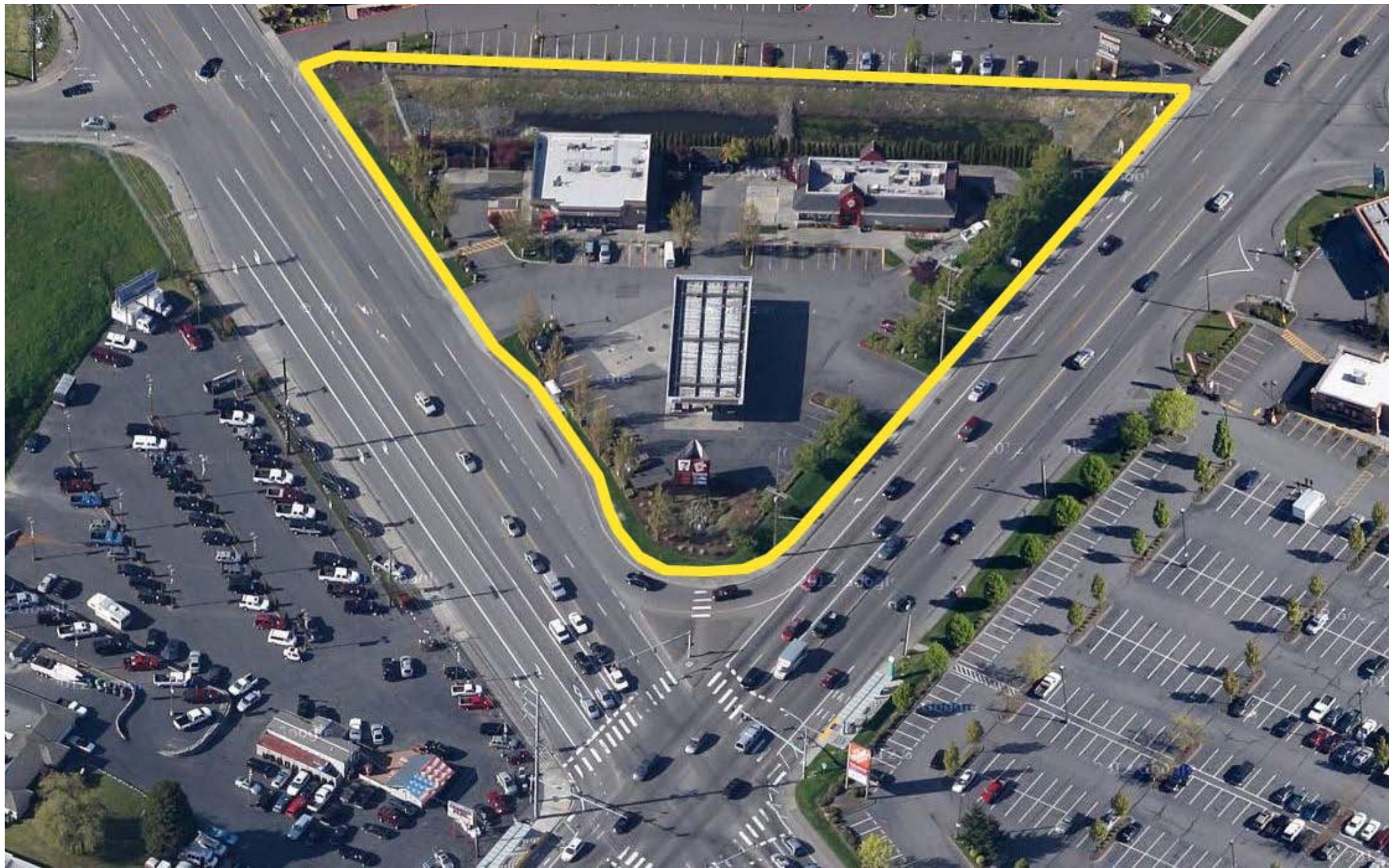
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AERIAL PHOTOGRAPH



AERIAL PHOTOGRAPH



EXECUTIVE SUMMARY



Property Name:	7-Eleven / Jack in the Box	
Property Type:	Retail Multi Tenant Freestanding QSR and Gas / C-Store	
Property Address:	11825 Airport Road, Everett, WA 98204	
Land Area:	Parcel A (7-Eleven):	35,719.20 SF (per County)
	Parcel B (Jack in the Box):	24,393.00 SF (per County)
Parcel Numbers:	Parcel A (7-Eleven):	00380900300101
	Parcel B (Jack in the Box):	00380900300104
Year Built:	2000	
Building Size:	7-Eleven:	2,989 SF, plus 6 pump canopy
	Jack in the Box:	2,636 SF

BUILDING PHOTOS



BUILDING PHOTOS



BUILDING PHOTOS



CURRENT RENT ROLL

Tenant	Building Sq Ft.	Monthly Base Rent	Annual Base Rent	Annual Base Rent / SF	Lease Start	Lease End	Adjustment Date	Annual Adjusted Rent	Options/Terms
7-Eleven Inc. (Southland)	2,989 (+Gas Canopy)	\$16,914.54	\$202,974.48	\$67.91	1/1/2000	12/31/2019	1/1/2015	\$227,331.36	Four (4) Five (5) Year Options: Negotiable/Equivalent
Jack in the Box (Foodmaker)	2,636	\$15,509.60	\$186,115.20	\$70.61	12/5/1999	12/4/2019	12/5/2014	\$210,075.00	Three (3) Five (5) Year Options: 1. \$237,628.88/year 2. \$269,315.77/year 3. \$305,755.69/year
Totals/Averages	5,625	\$32,424.14	\$389,089.68/year	\$69.26 NNN/Avg.					

All information contained herein was prepared from information provided by the Owner of the property and neither First Western Properties, Inc. nor Owner makes any representation or warranties as to the accuracy or completeness of the information. The Buyer is strongly advised to independently review in order to determine the detail and accuracy.

VALUATION SUMMARY

7 ELEVEN & JACK IN THE BOX

Financial and Building Summary			Proposed Financing	
Price:	\$6,485,000			
Down Payment:	\$2,685,000	(41%)	New Loan Amount:	\$3,800,000
Capitalization Rate:	6.0%			
Approx. Gross Square Feet:	5,625	(plus canopy)	Interest Rate:	4.625% Fixed
Cost per Gross Square Foot:	\$1,152.89		Amortization:	25 years
Approx. Rentable Square Feet:	5,625		Maturity Date:	Dec. 2019
Cost per Rentable Square Foot:	\$1,152.89			
Rent per Square Foot:	\$69.17			
Approximate Lot Size/SF:	60,112	SF		
Approximate Year Built:	2000			
2013-2014 Annualized Operating Data			2013 Annualized Expenses (Estimated)	
Scheduled Gross Rental Income:	\$389,089		Property Taxes (2013):	\$23,130 (NNN)
Plus Expense Recapture:	NNN		Insurance:	Tenant Paid
Gross Operating Income:	\$389,089		Maintenance/Repairs/HVAC:	Tenant Paid
Less Expenses:	NNN		Utilities:	Tenant Paid
Net Operating Income:	\$389,089		Janitorial/Supplies/Misc:	Tenant Paid
Less Loan Payments:	\$256,706		Security/Fire:	Tenant Paid
Cash Flow Before Taxes:	\$132,383	4.9% *	Landscaping/ Parking Lot:	NNN
Plus Principal Paydown:	\$82,694		Total Budgeted Estimated Expenses:	NNN
Total Return Before Taxes:	\$215,077	8.0% *	Per Rentable Sq. Ft. / Year:	NNN
* as a percent of down payment				

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TENANT INFORMATION



7-Eleven is the world's largest convenience store chain with more than 50,250 stores in 16 countries, of which 10,100 are in North America. 7-Eleven also is one of the nation's largest independent gasoline retailers. Its company's name was changed from The Southland Corporation to 7-Eleven, Inc. after approval by shareholders on April 28, 1999.

Founded in 1927 in Dallas, Texas, 7-Eleven pioneered the convenience store concept during its first years of operation as an ice company when its retail outlets began selling milk, bread and eggs as a convenience to guests.

The name 7-Eleven originated in 1946 when the stores were open from 7 a.m. to 11 p.m. Today, offering busy shoppers 24-hour convenience, seven days a week is the cornerstone of 7-Eleven's business.

7-Eleven focuses on meeting the needs of convenience-oriented guests by providing a broad selection of fresh, high-quality products and services at everyday fair prices, speedy transactions and a clean, friendly shopping environment.

Each store's selection of about 2,500 different products and services is tailored to meet the needs and preferences of local guests. Stores typically vary in size from 2,400 to 3,000 square feet and are most often located on corners for great visibility and easy access.

Well known for the Big Gulp® fountain soft drink, Big Bite® grill items, the Slurpee® beverage and its fresh-brewed coffee, 7-Eleven's food service offerings bring guests a proprietary line of prepared-fresh-daily and daily delivered deli sandwiches, wraps, breakfast sandwiches and a wide assortment fruits, salads and baked goods.

7-Eleven offers consumers a number of convenient services designed to meet the specific needs of individual neighborhoods, including automated money orders, automatic teller machines, phone cards and, where available, lottery tickets.

The company operates, franchises and licenses approximately 8,600 stores in the U.S. and Canada. Of the more than 7,600 stores the company operates and franchises in the United States, approximately 5,700 are franchised.

Outside of the U.S. and Canada, there are more than 41,600 7-Eleven and other convenience stores in Japan, Taiwan, Thailand, South Korea, China, Malaysia, Mexico, Singapore, Australia, Philippines, Indonesia, Norway, Sweden and Denmark.

7-Eleven, Inc. is privately held and became a wholly owned subsidiary of Seven-Eleven Japan Co., Ltd. in Tokyo, Japan, and its affiliates on Nov. 9, 2005.

TENANT INFORMATION



In 1951, a businessman named Robert O. Peterson opened the first Jack in the Box® restaurant in San Diego on the main east-west thoroughfare leading into city. Equipped with an intercom system and drive-thru window, the tiny restaurant served up hamburgers to passing motorists for just 18 cents, while a large jack-in-the-box clown kept watch from the roof.

Along with his Jack in the Box restaurants, Mr. Peterson operated other restaurant concepts as well as a food-manufacturing facility as divisions of a parent company called San Diego Commissary Co. In 1960, San Diego Commissary changed its name to Foodmaker Co., and Jack in the Box expanded outside of California with the opening of its first restaurants in Phoenix, Ariz. Three years later, Jack in the Box expanded into Texas, where it opened restaurants in the Houston and Dallas-Ft. Worth areas.

In 1968, Ralston Purina Co. acquired controlling interest in Foodmaker and operated the company as a wholly-owned subsidiary. Under Ralston Purina, Jack in the Box restaurants underwent a major expansion in an effort to penetrate the eastern and midwestern markets, and the business grew to more than 1,000 restaurants by 1979. That same year, Foodmaker decided to concentrate its efforts and resources in the western and southwestern markets, which it believed offered the greatest growth and profit potential. Accordingly, the company sold or closed more than 200 Jack in the Box restaurants in the eastern and midwestern markets.

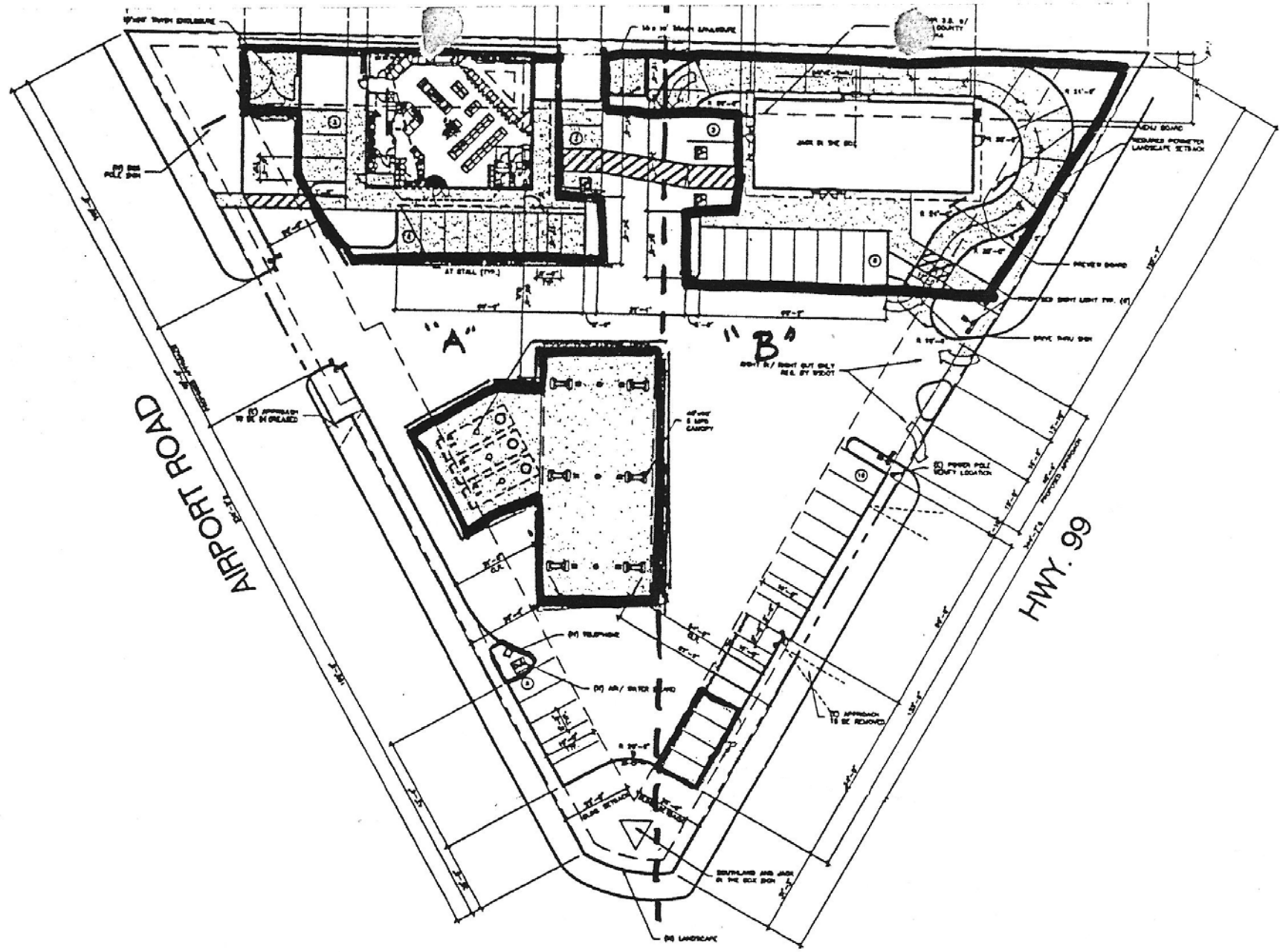
An investment group, including members of Foodmaker management, completed a leveraged buyout of the company from Ralston Purina in 1985. Foodmaker went public two years later before an investment group, again including members of Foodmaker management, converted the company to a privately owned corporation in 1988. In 1992, Foodmaker again went public, with an offering of 17.2 million shares priced at \$15 per share.

In 1995, Foodmaker launched an advertising campaign that featured Jack as the company's fictional founder, CEO and ad pitchman. Longtime customers will remember Jack as a clown who formerly served atop the company's family-friendly drive-thru speaker box. But in 1980, he was blown up in a television commercial that signaled a shift toward more adult fare. With his oversized, ping-pong ball-shaped head, biting wit and unflinching dedication to offering the finest fast-food experience to his guests, Jack and his commercials were an instant hit. Soon, his likeness appeared on premiums ranging from antenna toppers to Pez dispensers. In addition to producing more than 28 million "Jack" antenna balls, more than 5 million premiums bearing Jack's likeness have been sold since 1995.

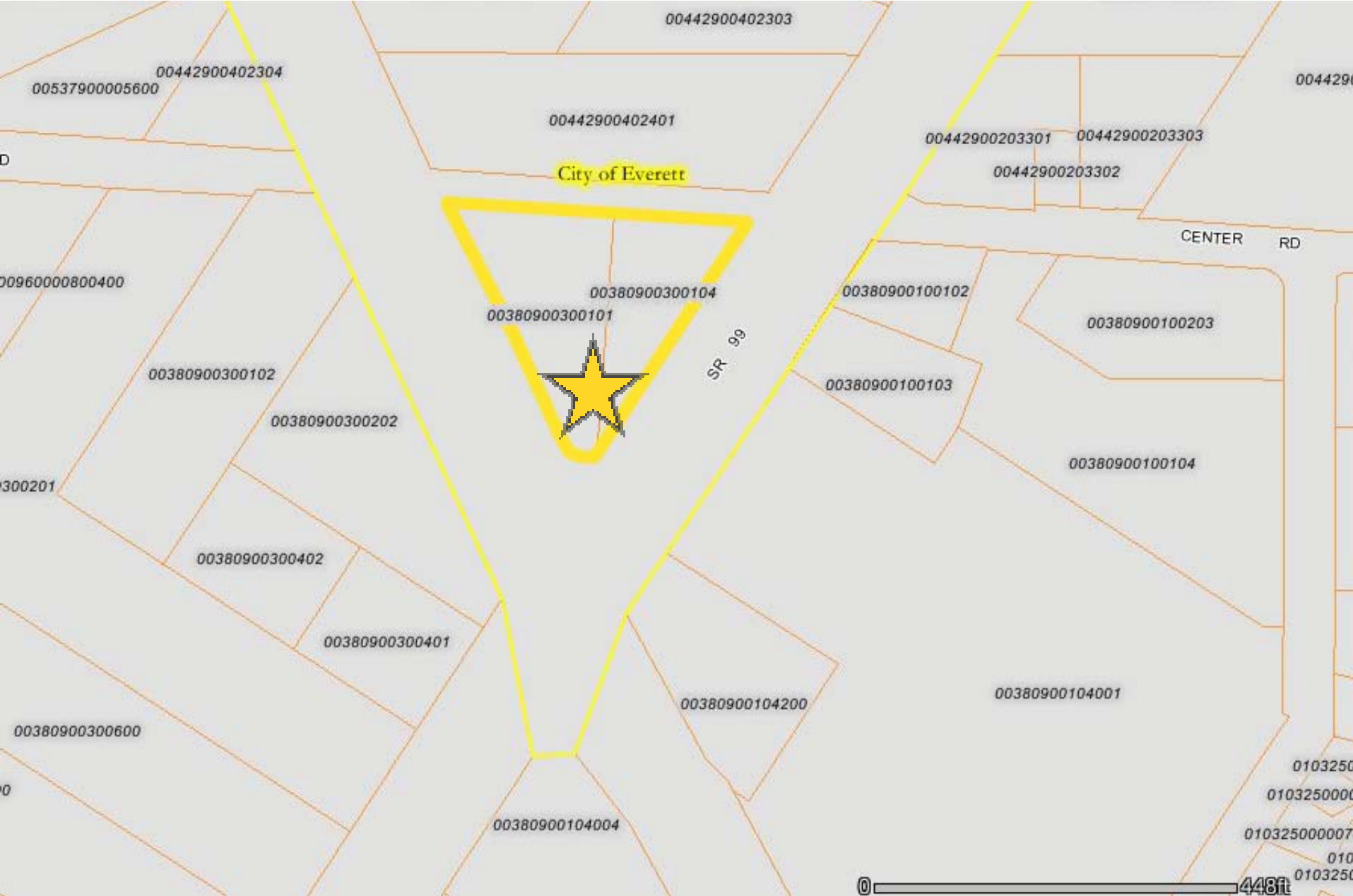
Over the years, Foodmaker divested itself of all restaurant concepts except Jack in the Box and closed its food-manufacturing facilities. Acknowledging the strength and growth of the Jack in the Box brand, the company changed its name to Jack in the Box Inc. in 1999.

Jack in the Box Inc. entered the fast-casual restaurant category in 2003 with the acquisition of Qdoba Restaurant Corporation, operator and franchiser of Qdoba Mexican Grill. With more than 600 restaurants operating in 44 states, as well as in the District of Columbia and Canada, Qdoba is a leader in fast-casual dining. Each Qdoba restaurant showcases food that celebrates Qdoba's passion for ingredients, a menu full of innovative flavors, handcrafted preparation and inviting service.

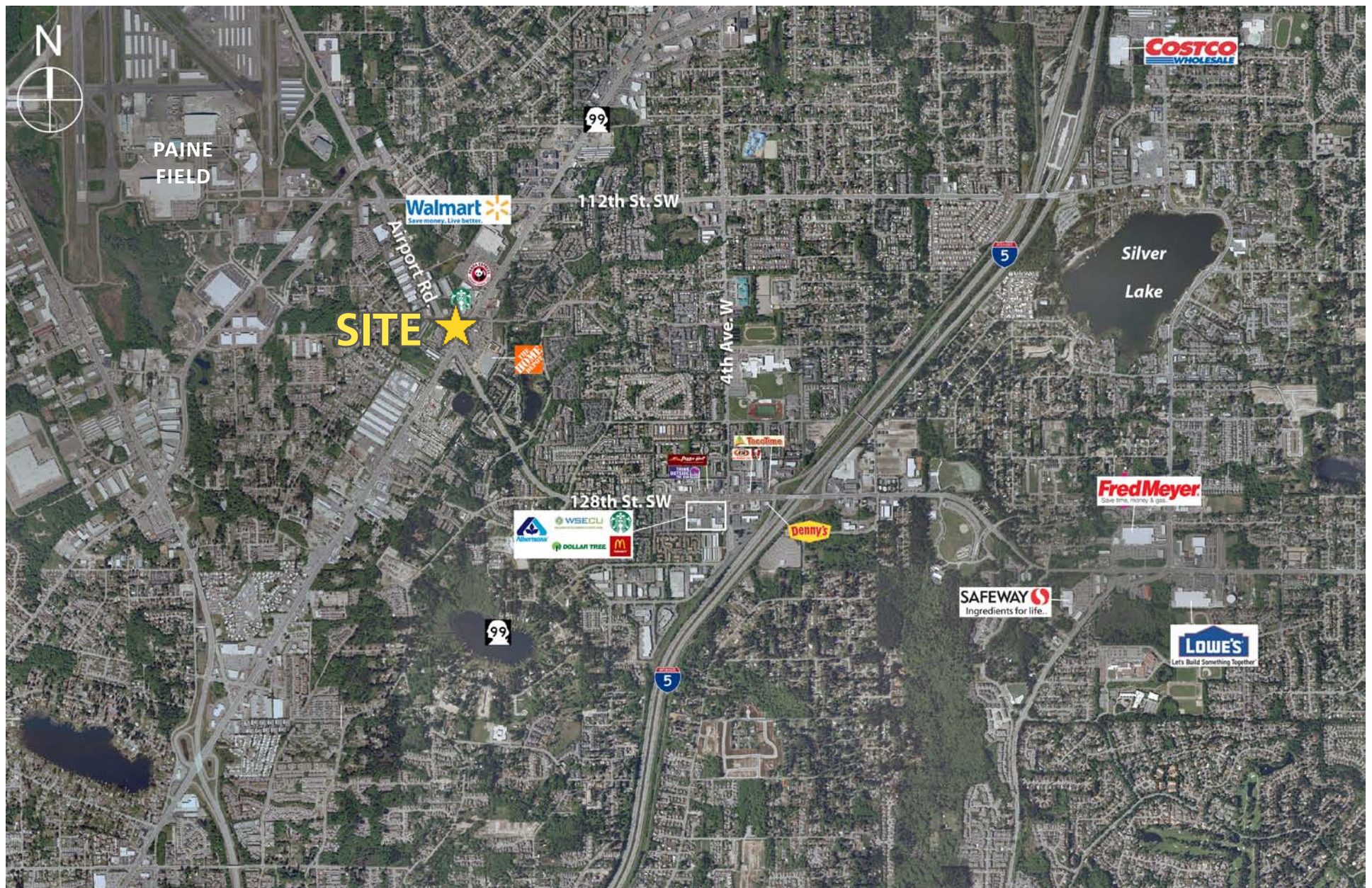
SITE PLAN



PARCEL MAP



AERIAL PHOTOGRAPH



LOCAL AREA INFORMATION



	Everett	Everett Trade Area
2008 Population	102,300	278,938
Population Growth since 2000	11.8%	13.5%
Median Home Price	\$317,500	n/a
Median Household Income	\$40,100	\$57,305
Married Households	42%	n/a
Married Households w/Children	20%	n/a
Median Age	32	35
High School Degrees	84%	87.6%
Unemployment Rate	5.0	n/a

LOCAL AREA INFORMATION

About Everett:

Everett, Washington: All-American City. World-Class Ideas.

Located 25 miles north of Seattle on tranquil Port Gardner Bay, Everett, Washington is equal parts charming coastal hamlet and thriving commercial hub. As the Snohomish County seat, the City of Everett is the county's largest city and the area's center for economic development. Since its founding more than 100 years ago, the city has grown from a bustling mill town to a crucial deep-water port with a robust manufacturing and retail core, a state-of-the-art naval station and a rapidly expanding high-tech industry. Everett's labor force has evolved as well. Today, the City of Everett's growing economy supports more than 87,000 jobs, with a strong focus on technology, life sciences, electronics, aerospace and service-based industries.

And who knew? Everett is the nation's 16th most romantic city!

Affordable Coastal Living:

Everett enjoys one of the most enviable locales in the Pacific Northwest, with all the lush natural grandeur of nearby Seattle—at a substantially lower cost of living than in Seattle proper. Port Gardner Bay, Possession Sound and the Snohomish River surround the city with more than 50 miles of fresh and saltwater shoreline. The majestic Olympic Mountains (to the west) and rugged Cascades (to the east) add a healthy measure of drama to the landscape. Better still, it's all wonderfully accessible. The City of Everett boasts more than 1,600 acres of parks, trails and playgrounds within city limits, and is proud to be home to the largest public marina on the West Coast.

Innovative Business Setting:

From scrappy start-ups to Fortune 500s, Everett, Washington has a reputation for innovation—and a business-friendly environment that encourages growth. You'll find several household-name corporations here, including Frontier Communications and Boeing. Occupying more than 472 million cubic feet, the Boeing plant is the largest building in the world by volume. Other notable Everett employers include Naval Station Everett (the Navy's advanced base with seven ships, including the aircraft carrier USS Nimitz), award-winning Providence Regional Medical Center Everett, Intermec (bar code manufacturing), Fluke Corporation (electronic testing equipment), Goodrich, NW Aerospace Technologies, Shin Nippon Biomedical Labs (SNBL), and Esterline Control Systems (formerly Korry Electronics).

Energetic Environment:

The City of Everett is a natural outdoor playground, with 40 parks and 10 local golf courses within a 15-mile radius - and countless recreational opportunities within a short drive or boat ride—including nearby mountains, lakes, rivers and islands. Two of Everett's golf courses are PGA-rated: Legion Memorial and Walter Hall. Everett, Washington maintains more than 1,600 acres of parks, trails and playgrounds within city limits (including downtown Everett), and houses the largest public marina on the West Coast. Fans of organized sports can catch an AquaSox game (Minor League Baseball), or cheer on the Silvertips (Western Hockey League). And if it's culture you're after, downtown Everett delivers. The Historic Everett Theatre, the Everett Performing Arts Center and the Schack Art Center provides state-of-the-art venues for a professional theatre company, performing Arts, and an arts education center. The award-winning Imagine Children's Museum draws national attendance. Catch a concert, sporting event or Circus at Comcast Arena. To see what events The City of Everett offers, please see Everett's Arts and Culture and Festival & Events pages.

LOCAL AREA INFORMATION

The Port of Everett:

The Port of Everett is a natural deep-water port located 25 miles north of Seattle on the Puget Sound. It is one of two Ports in Snohomish County; along with the Port of Edmonds.

The Port of Everett strives to bring jobs, business and tourism to its local and surrounding communities. Along with the other state ports, the Port of Everett is also committed to efficiently moving goods into and throughout Washington state and the world. The Port also operates the largest public marina on the West Coast and owns more than 3,000 acres of property.

More than a century ago, eastern industrialists saw Everett's incredible potential as a successful port and business hub. Today, Everett has evolved from a bustling mill town into a thriving commercial center with a vital Pacific deep-water port that provides access to crucial overseas markets. As the Snohomish County seat, the city of Everett is the center of the Puget Sound-area economic development. The city supports a robust manufacturing and retail core, a state-of-the-art Naval station and a continued expansion of its high-tech industry hub.

With a current population of approximately 103,100, the city of Everett accommodates an ethnically diverse populace that's both younger (median age of 32) and more educated (84% high school graduates) than the national average. Despite an ideal waterfront location, Everett's median home price is relatively affordable—just \$317,500, compared to \$591,000 in nearby Seattle. And, though our cost of living is slightly higher than the national average, it's still more than 25% lower than the cost of living in Seattle. You'll find a snapshot of the City of Everett's basic demographics below.



LOCAL AREA INFORMATION

Demographics: Everett, WA (IEDC Table 1)

Economic Development

Printed: 3/13/2013

YEAR: 2011

~ Population by Age Group	102,569 (+/- 57)
19 and under	26,284
	26284
	26,284
20-44	40,867
45-54	14,799
55-74	15,509
75-older	5,110
Distribution by Age Group %	.
19 and under (%)	25.6%
20-44 (%)	39.8%
45-54 (%)	14.4%
55-74 (%)	15.1%
75-older (%)	5.0%
Median Age (in years)	33.5 (+/- 1.5%)
~ Households	.
Number of Households	40,743
Median Household Income (US\$)	\$48,410
Household Income Distribution Under \$35,000	35.1%
Household Income Distribution \$35,000-\$49,999	17.4%
Household Income Distribution \$50,000-\$74,999	20.4%
Household Income Distribution \$75,000-Above	27.0%
~ Workforce Education Attainment (Age 25 and over)	(2010 US Census)
Less than 9th grade	7.2%
9th - 12th grade, no diploma	9.1%
High school graduate	27.3%
Some College	25.7%
Associate Degree	11.8%
Bachelor's Degree	14.1%
Graduate Degree	4.8%
Date Reviewed	Feb 2013
Next Update	Feb 2014

YEAR: 2010

~ Population by Age Group	103,321 (+/- 3.2%)
19 and under	26,036
20-44	43,704
45-54	12,295
55-74	16,841
75-older	4546
Distribution by Age Group %	.
19 and under (%)	25.2%
20-44 (%)	42.3%
45-54 (%)	11.9%
55-74 (%)	16.3%
75-older (%)	4.4%
Median Age (in years)	33.6 (+/- 1.5%)
~ Households	.
Number of Households	41,220
Median Household Income (US\$)	\$42,440
Household Income Distribution Under \$35,000	40.0%
Household Income Distribution \$35,000-\$49,999	15.4%
Household Income Distribution \$50,000-\$74,999	19.6%
Household Income Distribution \$75,000-Above	25.1%
~ Workforce Education Attainment (Age 25 and over)	.
Less than 9th grade	7.2%
9th - 12th grade, no diploma	9.1%
High school graduate	27.3%
Some College	25.7%
Associate Degree	11.8%
Graduate Degree	4.8%
Bachelor's Degree	14.1%
Date Reviewed	Feb 2012
Next Update	Feb 2013

REGIONAL AREA INFORMATION



Snohomish (sno-HOH'-mish) County is located in northwest Washington State, twelve miles north of Seattle and 100 miles south of Vancouver, British Columbia. We are located between the sparkling waters of Puget Sound, a saltwater estuary used for both recreation and commerce, and the snow-capped peaks of the Cascade Mountains. Your business can be located in a downtown urban setting, a suburban business park or in the open spaces of the countryside. We can meet the demand for urban, suburban or rural lifestyles. Everett, the county seat and largest city, has a population of 103,000. Stanwood, a small community with an agricultural history, has a population of 6,300.

Our quality of place is heavily influenced by spectacularly beautiful scenery. We are a recreational mecca with a temperate climate that encourages year-round outdoor fun. For those with an inclination to water sports, we offer rivers for kayaking and rafting, lakes for boating and skiing, and inland waterways for scuba diving or power/sailboat cruising. The Cascade and Olympic Mountain ranges offer peaks to climb in the summer and ski in the winter. If you are looking for a weekend getaway, a three hour drive to the east side of the Cascades takes you to a desert-like climate with fruit orchards, grape vineyards (and wineries) and fields of wheat.

These natural amenities are supplemented and enhanced by the urban offerings of a major metropolitan area. While the county population is 723,000, the population of the Greater

Seattle/Puget Sound region is 3,488,000. World-class theater, museums, music, arts, shopping and dining can be easily found. A need for sports is met by the Seahawks (NFL), Mariners (MLB), Storm (WNBA), Sounders (MLS), Washington Stealth (NLL), Everett Aquasox (MiLB), Everett Silvertips (WHL) and the University of Washington Huskies (Pac-12 University).

Our connection to aerospace extends to recreation. The Museum of Flight presents the history of aircraft; the Future of Flight makes you think about where we are headed. The latter is also your jumping-off point for a tour of the Boeing Commercial Airplane assembly plant, the largest building in the world and the region's most frequented tourist destination. Visit the Flying Heritage Collection or Historic Flight to see fully-restored and functional World War II aircraft that can be found nowhere else.

We are an international community. Air carriers serving Seattle-Tacoma International Airport can take you non-stop to multiple major cities in Europe and Asia. The region's high-tech employers have attracted a workforce from counties around the world.

Quality of Place is difficult to address with words on a page. We encourage you to explore the following links, to complete the story. [Snohomish Tourism](#), [Experience Everett](#), [Everett Performing Arts Center](#), [Wild Sky Wilderness](#), [Visit Seattle](#), [Port of Everett](#), [Future of Flight](#), [Lynnwood Tourism](#), [Tulalip Resort and Casino](#), [Seattle Premium Outlet Mall](#), [Comcast Arena](#), [Visit Paine Field](#)



REGIONAL AREA INFORMATION

“Starting to fire on all cylinders”, Seattle bounces back thanks to its diversified new age corporate base, including Amazon, Microsoft and Google, as well as other formidable employers like Boeing, Costco and Nordstrom. Even Facebook and Sales Force move into town, tapping a wellspring of local brainpower drawn to the attractive Northwest gateway for high-paying tech jobs.

Landlords gain confidence: some job growth resumes, office absorption ramps up and institutional investor appetites for multifamily and office space appear “insatiable”. New office buildings, delivered during the dismal 2008 and 2009 period, lease up; in 2012, the downtown vacancy rate could drop into the low teens, and rents probably will increase. “It’s a complete turnaround. Institutions may pull the trigger on new office development soon. The window is open.”

Apartment vacancies sink below 5 percent in and around downtown, and work begins on new high-rise and mid-rise projects. Developers can achieve higher rents in these 24 hour, close-in districts. The always tight industrial market – the survey’s number one buy for warehouse – remains “steady-eddy” in low-yield, low-volatility suspension. Some big-box centers took some hits, and empty store sites have been hard to fill. Suburbs fare less well, too, especially farther away from the Seattle core: “They’re off investor and tenant radar screens.” Bellevue holds up, but its velocity of recovery lags downtown.

By 2016, a \$2 billion tunnel under the city “the Big Dig West,” one of the nation’s most ambitious infrastructure projects – will replace a rusting harbor side viaduct. The project promises to transform the downtown waterfront with parks and housing, as well as vistas of Puget Sound and surrounding mountains from existing office and apartment buildings. The city gets better and better.

In 1967, the Boeing Everett, Wash., facility opened for business to produce the historic 747 jumbo jet. Now, more than 40 years later, Everett employees are making history again as they design and manufacture the company’s newest twin-aisle airplane, the 787 Dreamliner.

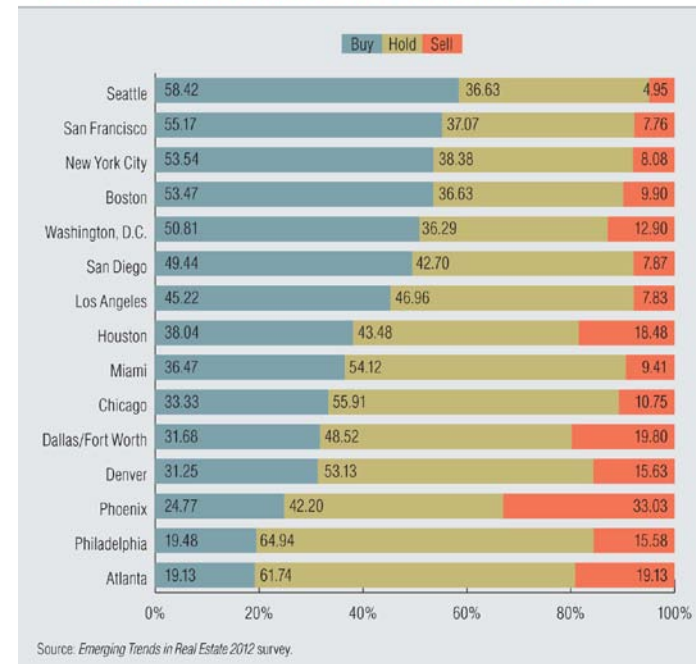


The Boeing partnership with the Everett community didn’t begin with jetliners, though. During World War II, the company operated two facilities in Everett to provide subassembly support for the B-17. This included work on bulkheads and the radio operator’s section.

In October 1956, employees building jigs and shipment fixtures for the B-52 and KC-135 programs moved their operations to Everett. The move involved transferring 283 employees from the Seattle and Renton, Wash., plants and hiring 70 new employees from the Everett community. The employees occupied facilities at the Everett-Pacific Shipyard.

In March 1957, the Everett community officially welcomed Boeing by celebrating “Boeing Week.” Storefronts featured Boeing displays, and The Everett Herald ran a special “Welcome to Boeing” supplement. Boeing President William M. Allen attended a special Boeing Week banquet, which included speakers from the Air Force and the Everett community. A congratulatory message was read from U.S. Sen. Henry M. Jackson.

U.S. Retail Buy/Hold/Sell Recommendations by Metro Area



REGIONAL AREA INFORMATION

In March 1966, the Boeing board of directors decided to proceed with an ambitious airplane program, the 747 jumbo jet. The program was launched officially the following month when Pan American World Airways announced a \$525 million order for 25 747s. The huge jetliner would require special production facilities, so in June 1969 the company purchased 780 acres adjacent to Paine Field in Everett. In January 1967, the first production workers arrived at the Everett site. On May 1 of that year, the major assembly buildings opened.

Boeing and its Everett employees made world headlines on Sept. 30, 1968, when the first 747 rolled out of the factory. The first flight of the 747 took place Feb. 9, 1969. Since then, more than 1,400 747 airplanes have been built, all in Everett. Now, employees are assembling the newest versions of the airplane, the 747-8 Freighter and 747-8 Intercontinental.

The site's second jetliner program, the 767, got under way in July 1978 when United Airlines ordered 30 of the new twin-aisle airplanes. From 1979 to 1980, the Everett site expanded to accommodate the new program. The first 767 rolled out of the factory in August 1981, followed by first flight on September 26 of that year.

The Boeing 777 program was launched in October 1990 when United Airlines ordered 34 of the new jetliners, with options for 34 more. In July 1991, Boeing received the first construction permit to begin a major expansion of the Everett site, primarily to support the 777 program. This included a 50 percent increase in what was already the largest (by volume) building in the world. Construction was completed in October 1993.

Ceremonial rollouts of the first 777 took place April 9, 1994. Approximately 100,000 employees, guests, customers and suppliers attended the events. The first flight of a 777 took place June 12, 1994, and lasted nearly four hours.

In April 2004, the Boeing board of directors approved the formal launch of what was then called the 7E7. All Nippon Airways placed a firm order for 50 7E7s, the largest launch order ever for a new Boeing jetliner. In January 2005, the airplane received a new model designation to become the 787 Dreamliner. As the first airplane largely made with state-of-the-art composite materials, the 787 promises less waste, more durability and a better passenger experience (with lower cabin altitude and higher humidity). Using 20 percent less fuel on a per-passenger basis, the 787 is the most fuel-efficient twin-aisle airplane available. The first 787 made its inaugural flight in December 2009.



From 2005 to 2009, the Everett site implemented the Future Factory project to create new, open and desirable work areas in the main factory building. The goal was to enhance collaboration, improve the employee experience and support overall production efficiencies. About 4,000 people moved into 600,000 square feet (55,741 sq. m.) of renovated space in five office towers.

Renovations included Tully's Coffee cafes, new and upgraded cafeterias, employee service centers and 35 skylights. Separately, the Everett Delivery Center was remodeled with a new second-story observation deck overlooking the flight line; new customer offices, conference rooms and common areas; a Tully's Coffee café; and renovated crew shelters on the flight line.

Because of its size and magnitude, the Everett plant represents Boeing to the world. Dignitaries to visit the site have included former U.S. President Bill Clinton; former U.S. Vice President Al Gore; former Texas Governor and U.S. President George W. Bush; former Russian President Boris Yeltsin; Chinese President Jiang Zemin; Prime Minister Paul Keating of Australia; Prime Minister Mahathir bin Mohamad of Malaysia;

continued on next page

REGIONAL AREA INFORMATION

President Ion Iliescu of Romania; Prince Philippe of Spain; President Meri of Estonia; the late King Hussein of Jordan; His Royal Highness Prince Andrew, The Duke of York; President Megawati Sukarnoputri of Indonesia; former U.S. Speaker of the House of Representatives Dennis Hastert; former U.S. astronaut Neil Armstrong; and Crown Prince Shaikh Salman bin Hamad Al-Khalifa of Bahrain. The Future of Flight Aviation Center & Boeing Tour debuted in December 2005. With developments in aviation technology coming at an ever-quickening pace, Boeing, Future of Flight Foundation, Snohomish County Public Facilities District and the Snohomish County Airport (Paine Field) joined forces to create an interpretive center so visitors could glimpse the future of commercial aviation. By incorporating and expanding the existing Boeing Tour, the Future of Flight offers an opportunity to see both commercial airplane production today and the direction aviation is headed in the future.

Current Everett Boeing Update

Surge is on for Boeing's 787 in Everett

EVERETT -- The Boeing Co. looks to boost 787 production with help from a temporary surge line that's recently up and running in Everett.

"This is the final assembly line designed to help the program steadily increase its production rate from the current 3.5 airplanes per month to 10 per month by the end of 2013,," Randy Tinseth, Boeing's vice president of marketing for airplanes, wrote in his blog.

Boeing workers loaded the first 787 into position on the surge line, August 24th, Scott Lefeber, a Boeing spokesman, wrote in an email. The temporary line doesn't function exactly the same as the primary 787 line in Everett, Tinseth noted. Airplanes on the temporary line will be in slant positions rather than in a position where the 787's nose faces the factory door the entire time it moves down the factory floor.

The surge line has been planned since 2009 when Boeing announced it would put a second 787 assembly line in North Charleston, S.C. Company executives said that Boeing would need a temporary surge line in Everett while the second line in South Carolina gets up to speed. Initially, Boeing officials said the Everett site would produce seven 787s monthly and the North Charleston site would build three monthly.

When Boeing rolled out the first 787 assembled in South Carolina in April, Jim Albaugh, then president of commercial airplanes, suggested that South Carolina also eventually could produce as many as seven Dreamliner aircraft monthly. Albaugh previously had hinted the surge line in Everett could become permanent.

At the moment, though, Boeing's main objective is hitting its announced plan of assembling 10 787s monthly by the end of next year. The Chicago-based company has unfilled orders for more than 800 Dreamliner jets. The company needs to deliver 1,100 787s for the program to be profitable.

As of last Friday, Boeing had delivered a total of 17 787s since receiving Federal Aviation Administration certification last August. The company is expected to deliver Air India's first 787 this week in South Carolina. That delivery has been held up by an Air India pilots' strike over which pilots would get to fly the Dreamliner and talks over compensation for Boeing's previous 787 delays.

Beside helping Boeing meet its production goal, the surge line also gives Boeing breathing room on introducing the next version of the Dreamliner, the 787-9, into the production system. The 787-9 seats about 40 more passengers and flies 300 nautical miles farther than the existing Dreamliner the 787-8.



REGIONAL AREA INFORMATION

The jet maker's supplier partners will begin building major sections of the 787-9 this year with final assembly to begin in 2013, Boeing's Lefeber wrote. Boeing plans to deliver the first 787-9 in 2014.



History of Boeing and Everett

Boeing was born in Seattle in 1916 and has deep roots there and in Renton, where the 737 is assembled. But the company's biggest cluster of activity in Washington is in Everett at Paine Field. The plant on the north end of the airport was established with the launch of the 747 program. It grew to become the world's biggest building by volume, and now all of Boeing's widebody jets - the 747, 767, 777 and 787 - are assembled there. Here's a brief history of Boeing in Snohomish County. The Boeing Everett, Wash., site's main assembly building has grown over the years to enclose 472 million cubic feet of space (13.3 million cubic meters). Its footprint covers 98.3 acres (39.8 hectares). The original factory was completed in 1968. From its original size, it was expanded by more than 45 percent in 1980 to house the 767 assembly line, and another 50-percent enlargement was added in 1993 for 777 assembly. The site, too, has grown to 1,025 acres (415 hectares), including 215 acres (86 hectares) of paved yards and parking, and 282 acres (113 hectares) of building area.

Boeing Employment History

Boeing's Washington payroll, propelled by production pace increases and new aircraft development projects, grew by nearly 9,000 workers since the end of 2010 hitting at level that hasn't been equaled in more than a dozen years.

The company reports it employed 82,325 workers in Washington at the end of last month. That compares with 73,617 Washington employees the company reported just 14 months ago. Company-wide, the lion's share of Boeing's hiring in that period was in Washington, where its commercial airplane production and design work is centered. Of the 11,155 Boeing added to its payrolls nationwide since the end of 2010, 8,708 were in the Evergreen State. Boeing at the end of February employed 171,921 workers.

The latest Washington employment figures are the highest since October of 1999 when the company reported it had 82,400 employees here.

The new figures show the company has more than regained the nearly 30,000 local Boeing jobs since Boeing made drastic payroll cuts in the wake of the Sept. 11, 2001 airliner terrorist attacks on the World Trade Center and the Pentagon. Boeing reported it employed 80,000 workers in Washington on Sept. 6, 2001, less than a week before the attacks.

By June of 2004, the company had reduced its Washington employment rolls to 52,763 as airlines canceled or postponed airliner orders as the economy tanked and the airline industry retrenched. Boeing has been careful to grow local payrolls slowly since. The company hoped to avoid the overhiring of the late 1990s where it accelerated its production and hiring too quickly. The company's Washington payroll peaked at 104,000 in June of 1998.



REGIONAL AREA INFORMATION



The company's productivity per workers has increased dramatically since then. Boeing, for instance, delivered 564 airliners in 1998 when local employment was more than 100,000. In 2012, the company is predicting it will build 585 to 600 airliners with nearly 20,000 fewer employees.

Part of the increased employment is driven by the greater demand for new aircraft. Boeing is dialing up the production rate for all of its airliner production lines. Boeing says it hired 5,000 additional reduction line workers last year to handle existing increases.

The company likely will be hiring even more as planned production is accelerated further.

The popular 737 single-aisle jet production line in Renton recently began producing 35 aircraft a month, up from 31.5 a month. Boeing plans to produce 42 737s monthly by 2014.

The company increased the production pace for its 767 wide-bodied jet to two a month from one and a half last summer. The company is designing a new aerial tanker for the Air Force that will be based on the 767. The Defense Department has ordered 179 of those 767-based planes.

Boeing's Everett plant is currently producing two and a half 787 Dreamliners monthly with plans to increase that rate to 10 monthly by late next year. Some of those planes, three monthly, will be built in South Carolina.

The popular 777 will go from seven per month now to eight and a third per month by early next year. The 747 jumbo jet production pace will increase to two monthly from one and a half now by mid-summer this year at Everett.

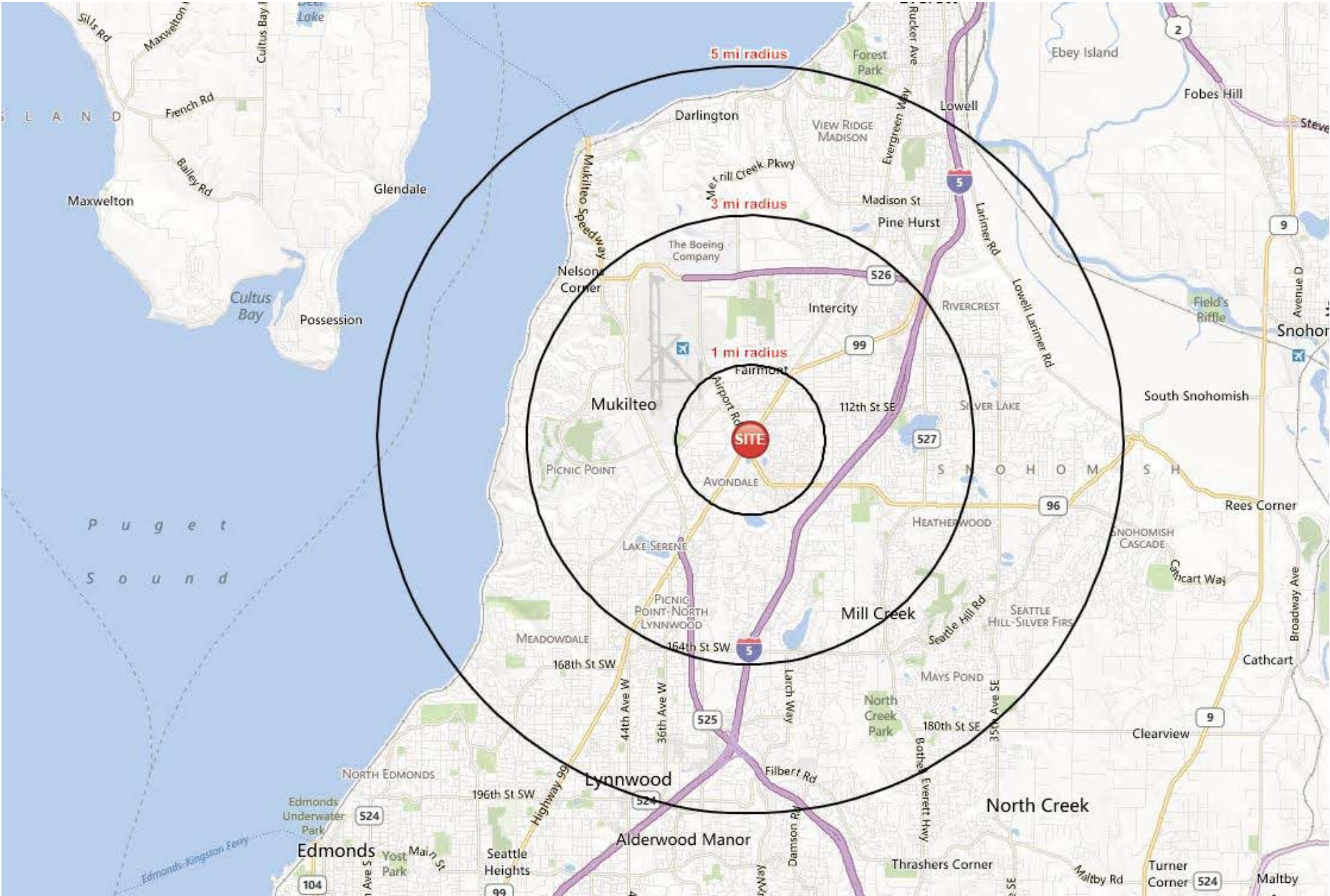
In addition to the production employment increases, Boeing is hiring additional engineering talent. The company has three on-going airliner design projects working, the updated 737 Max, the next generation of the 777 and further new models of the 787.



Read more here: <http://blog.thenewtribune.com/business/2012/03/12/boeing-washington-employment-highest-since-1999/#storylink=cpy>

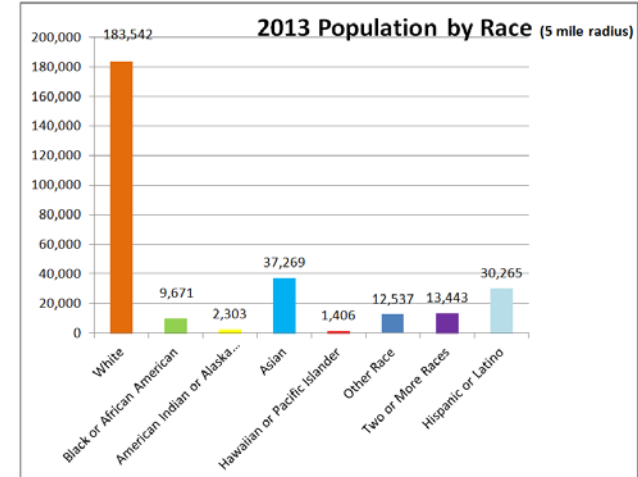
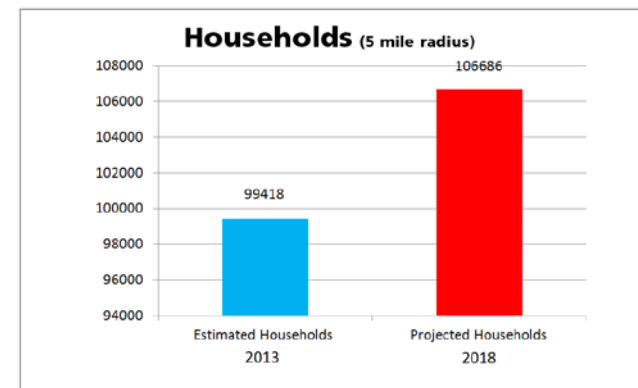
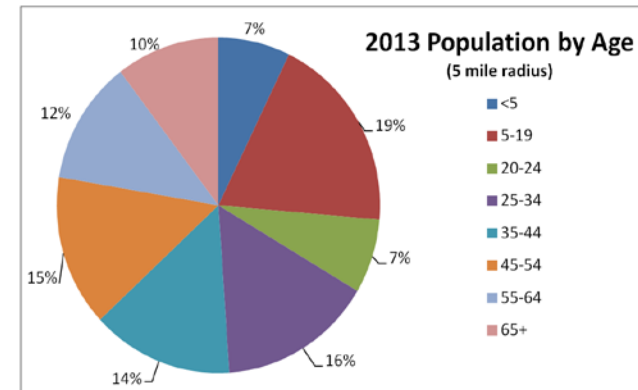
Sources: Everett Herald archives, Boeing archives, HistoryLink.org, Wikipedia.org

DEMOGRAPHICS



DEMOGRAPHICS

11820 Evergreen Way				
	1 mi radius	3 mi radius	5 mi radius	
POPULATION	2013 Estimated Population	22,029	125,277	260,173
	2018 Projected Population	23,407	133,106	276,433
	2010 Census Population	21,479	122,139	253,664
	2000 Census Population	15,977	97,597	206,917
	Projected Annual Growth 2013 to 2018	1.3%	1.2%	1.2%
	Historical Annual Growth 2000 to 2013	2.9%	2.2%	2.0%
	2013 Median Age	30.8	33.7	35.7
HOUSEHOLDS	2013 Estimated Households	8,957	49,624	99,418
	2018 Projected Households	9,612	53,250	106,686
	2010 Census Households	8,721	48,321	96,809
	2000 Census Households	6,687	38,588	78,892
	Projected Annual Growth 2013 to 2018	1.5%	1.5%	1.5%
	Historical Annual Growth 2000 to 2013	2.6%	2.2%	2.0%
RACE AND ETHNICITY	2013 Estimated White	62.5%	67.0%	70.5%
	2013 Estimated Black or African American	6.8%	4.6%	3.7%
	2013 Estimated Asian or Pacific Islander	13.5%	15.2%	14.9%
	2013 Estimated American Indian or Native Alaskan	1.1%	1.0%	0.9%
	2013 Estimated Other Races	16.1%	12.2%	10.0%
	2013 Estimated Hispanic	20.6%	15.2%	11.6%



DEMOGRAPHICS

11820 Evergreen Way		1 mi radius	3 mi radius	5 mi radius
INCOME	2013 Estimated Average Household Income	\$53,732	\$68,750	\$78,339
	2013 Estimated Median Household Income	\$48,429	\$61,162	\$70,124
	2013 Estimated Per Capita Income	\$22,002	\$27,409	\$30,115
EDUCATION (AGE 25+)	2013 Estimated Elementary (Grade Level 0 to 8)	7.2%	4.5%	3.5%
	2013 Estimated Some High School (Grade Level 9 to 11)	10.7%	8.0%	6.1%
	2013 Estimated High School Graduate	31.2%	26.4%	24.9%
	2013 Estimated Some College	23.9%	25.6%	25.4%
	2013 Estimated Associates Degree Only	8.3%	9.6%	9.9%
	2013 Estimated Bachelors Degree Only	14.6%	18.4%	21.4%
	2013 Estimated Graduate Degree	4.2%	7.5%	8.7%
	BUSINESS	2013 Estimated Total Businesses	584	3,890
	2013 Estimated Total Employees	6,074	41,014	77,774
	2013 Estimated Employee Population per Business	10.4	10.5	10.4
	2013 Estimated Residential Population per Business	37.7	32.2	35.0

