

FOR LEASE

CAMP HALL COMMERCE PARK
CAMPUS 4

2266 VOLVO CAR DR, RIDGEVILLE, SC 29472

LEASED

BUILDING B
151,573 SF

MOVE IN READY
HEAVY POWER AVAILABLE

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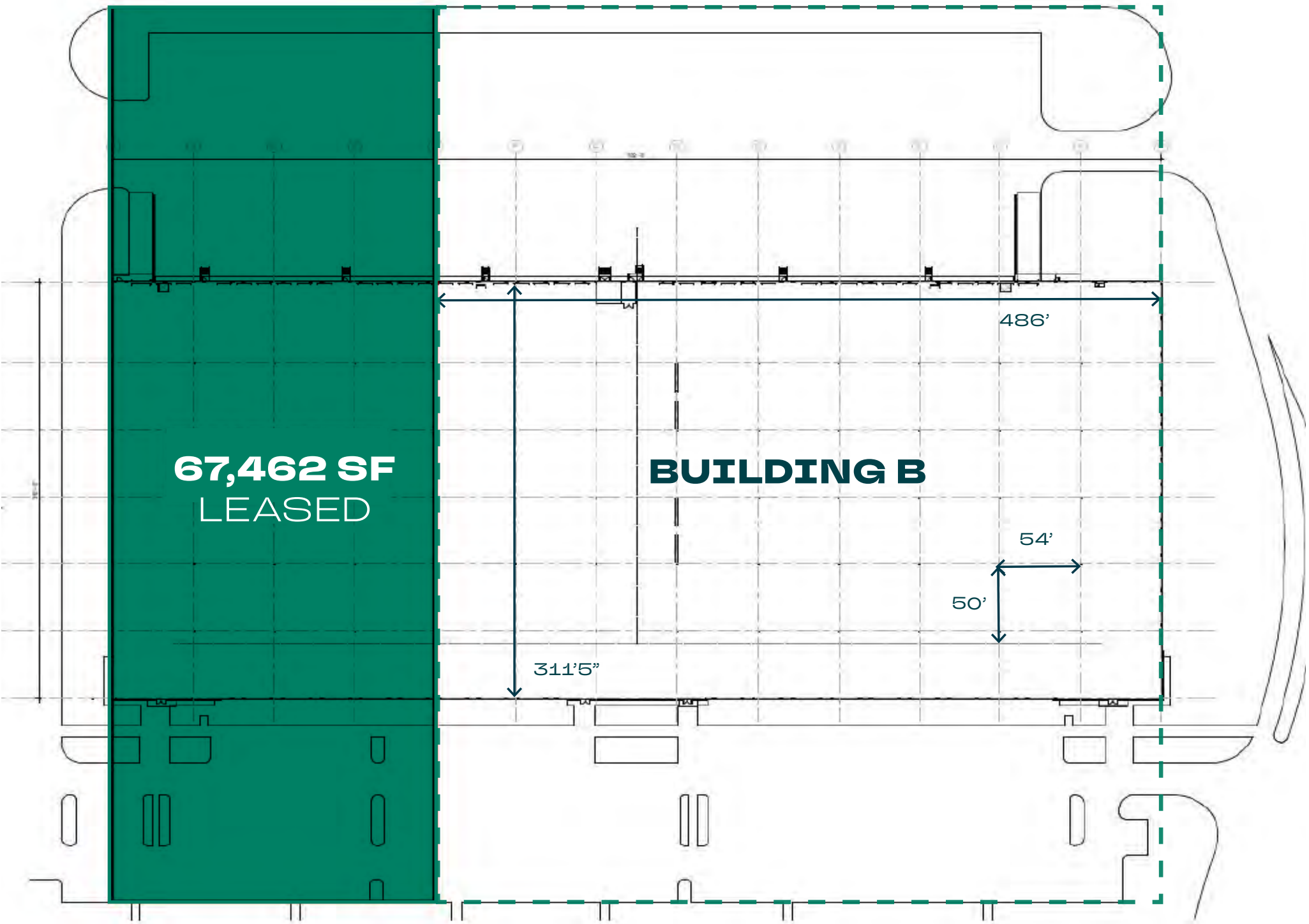
A Development By:


PORTMAN INDUSTRIAL

 **CAMP HALL®**

 **JLL**

BUILDING B | 151,573 SF | REAR LOAD



- One (1) Rite-Hite 35,000 lb. mechanical dock leveler positioned next to each drive-in door and one (1) 40,000 lb. mechanical dock levelers positioned at approximately every third door for a total of nine (9) mechanical levelers in the Premises
- Dock fan/light combos at all dock leveler locations with convenience outlets

MOVE IN READY

- 1,772 SF Spec office
- Lighting to a 30-ft candle
- Dock bumpers at all OHD dock door positions
- (9) mechanical levelers
- Dock fan/light combos

HEAVY POWER

- 1,400 amps available
- 11,500 amps of additional gear available
- 40 MW substation capacity

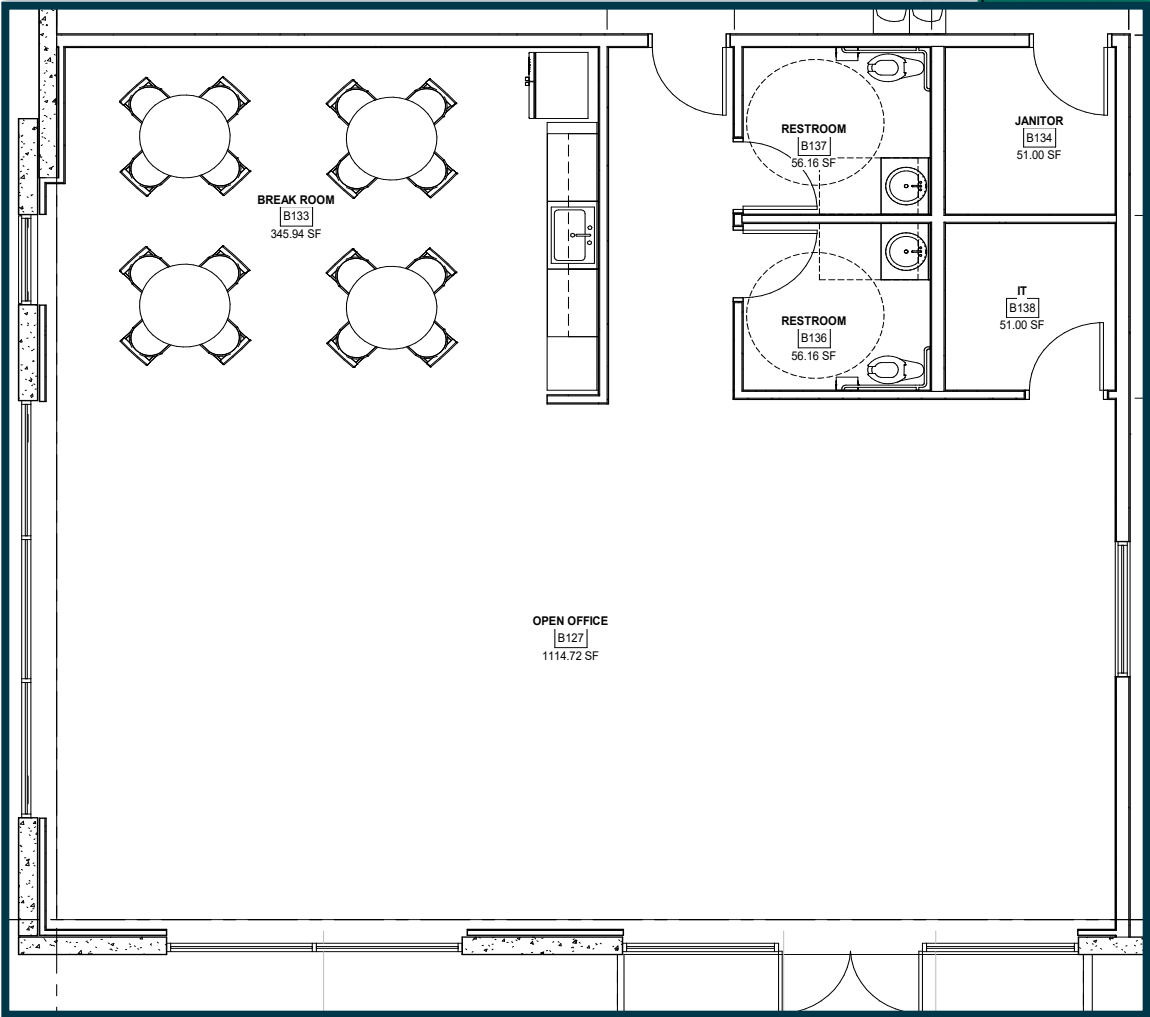
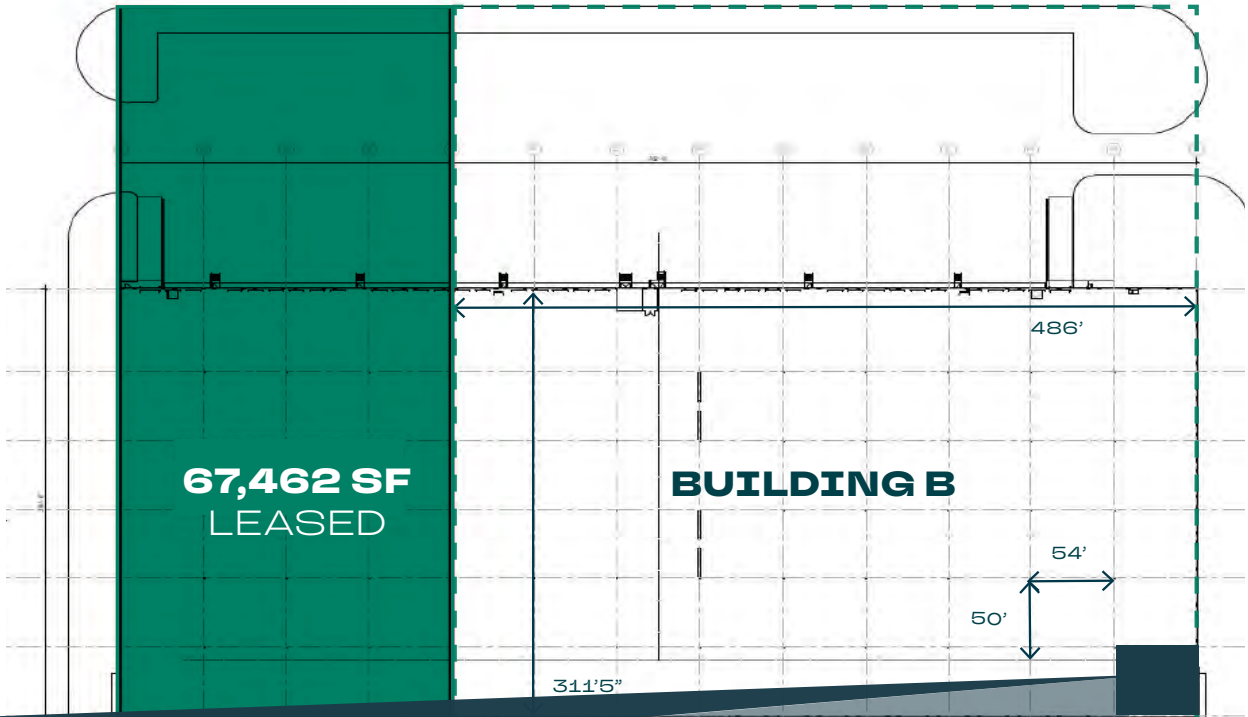
Construction	Concrete with Steel Joist & Deck
Clear Height	32'
Docks	Dock Doors: 23 Drive-In (9' x 10'): 1
Column Spacing	54' x 50'
Speed Bays	QTY (1) @ 60'
Truck Court	185'
Parking	Trailer Parking: 32 Stalls Employee Parking: 185 Spaces
Roof	60 Mil; 20-year warranty
Exterior Walls	Concrete Tilt Wall
Slab	7" Concrete with Vapor Barrier
Electrical	1,400 Amp 277/480 Volt 3-Phase 11,500 amps of additional gear available
Sprinkler	ESFR
Lighting	Lighting to a 30-ft candle

BUILDING B SPEC OFFICE | 1,772 SF

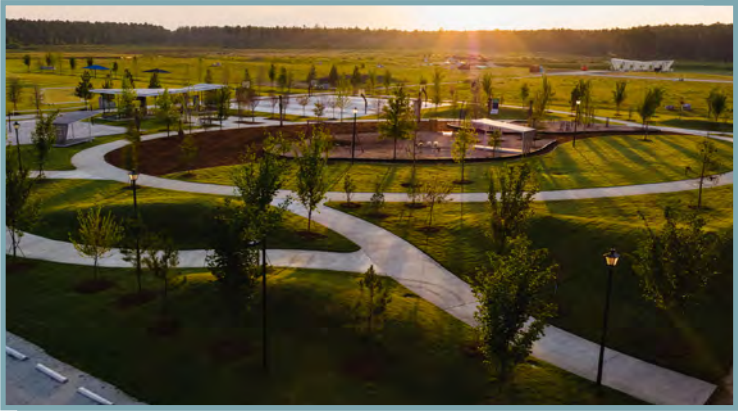
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CAMP HALL MASTER PLAN



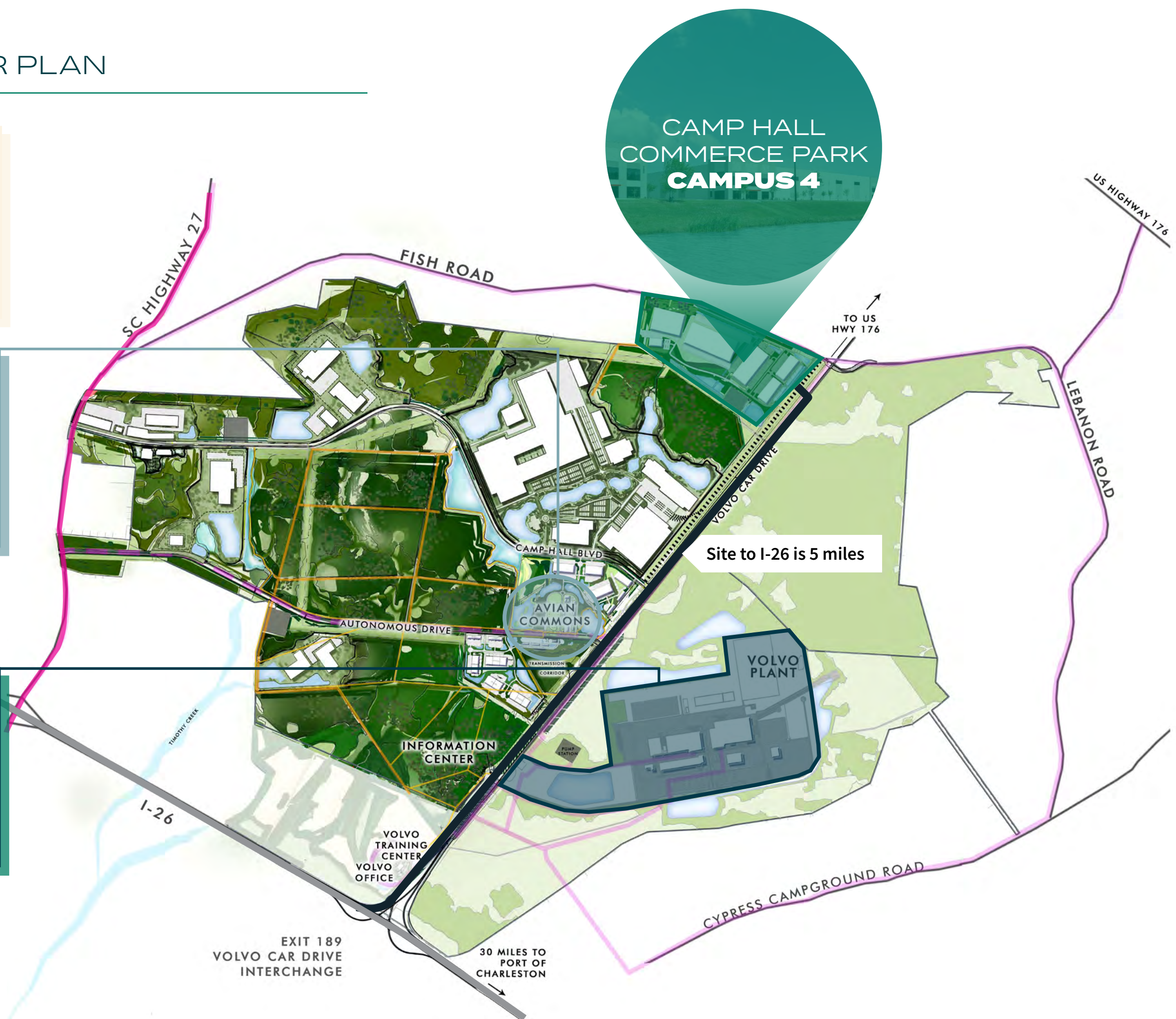
AVIAN COMMONS

A collection of small businesses, amenities and walking trails



VOLVO CAR USA'S FIRST

North American manufacturing plant
Nearly 4,000 jobs

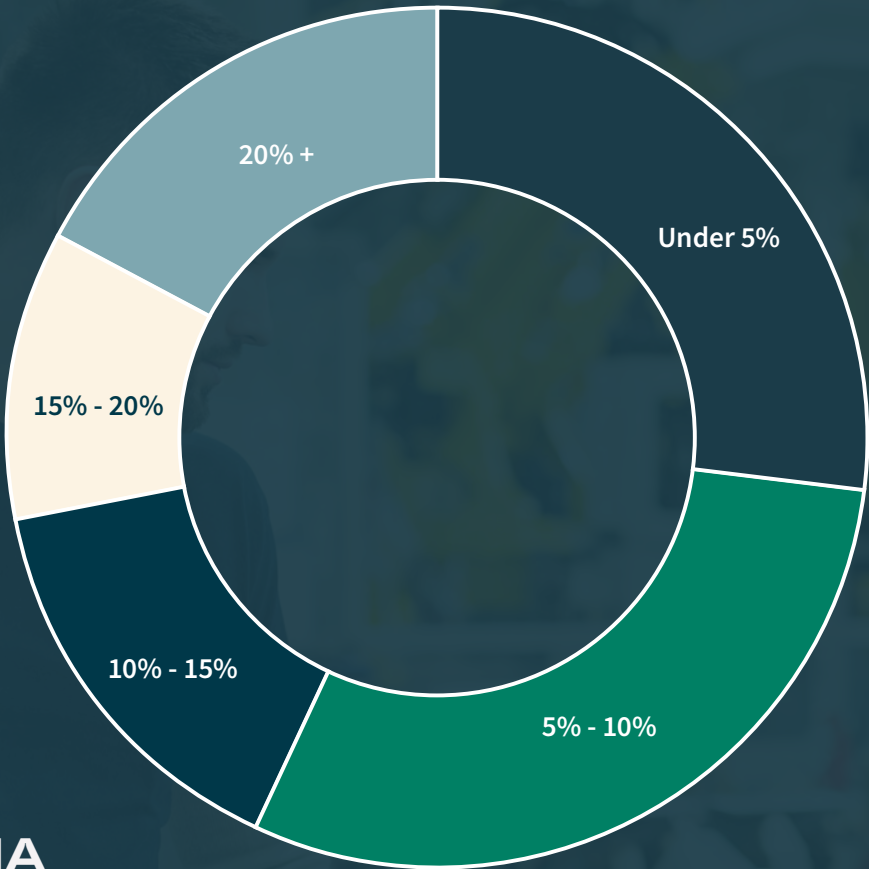


EMPLOYEE TURNOVER IN MANUFACTURING

Approximately 61% of interviewed and surveyed manufacturers reported annual turnover of less than 10%.

Approximately 16.4% of interviewed and surveyed manufacturers in Summerville area reported annual turnover of more than 20%.

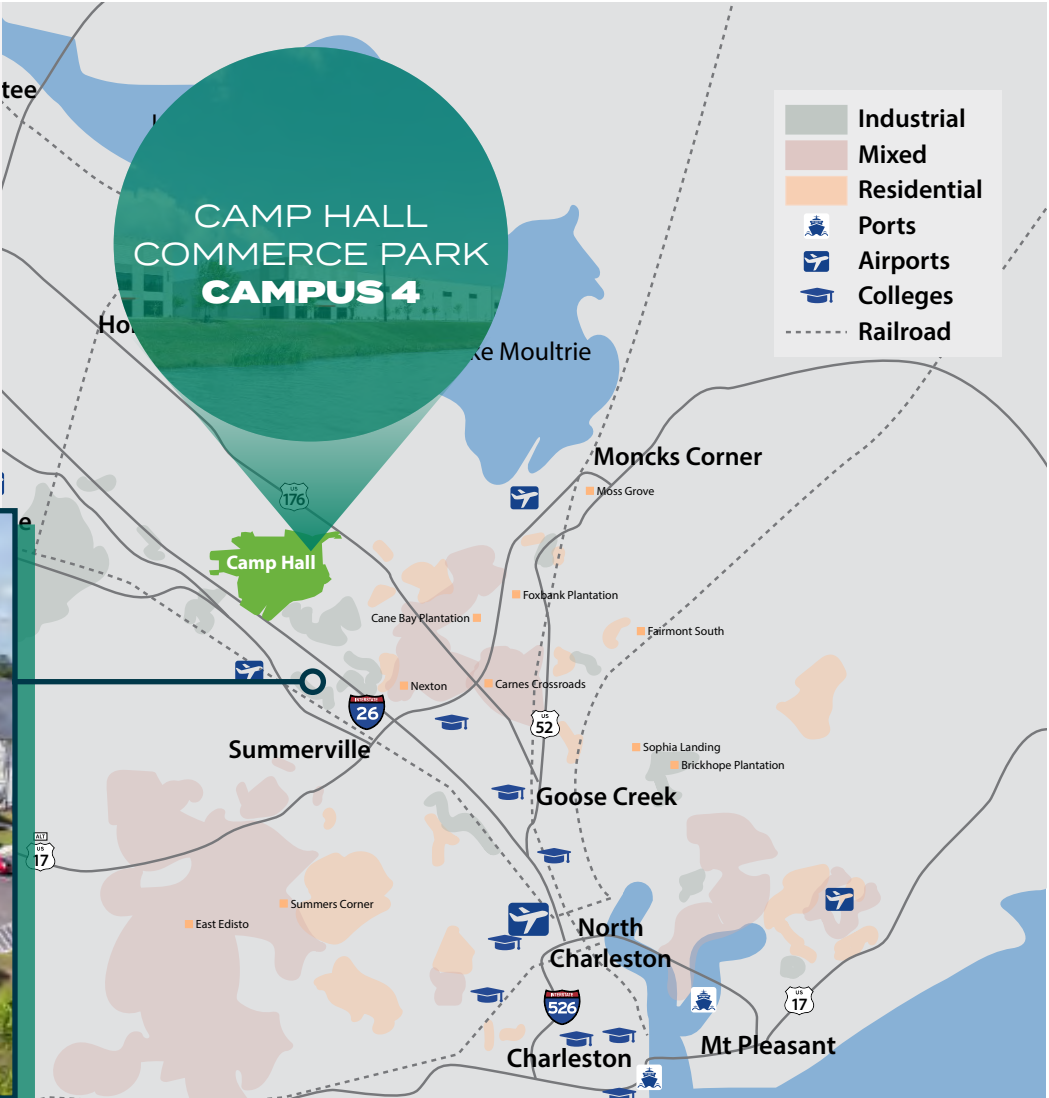
*A detailed workforce study is available



RIDGEVILLE, SOUTH CAROLINA



Residential developments in Summerville are currently poised 20-30 minutes away from Camp Hall to support the area’s expanding population offering plenty of room to grow. The ample, affordable and easily accessible housing options for the Camp Hall workforce further create a cohesive community for work, play and life.



STATE & COUNTY INCENTIVES

CORPORATE INCOME TAX

- Jobs Tax Credit
- Corporate Headquarters Tax
- Enhanced Corporate Headquarters Credit
- Investment Tax Credit

- Local Property Taxes & Incentives
- State Discretionary Incentives
- Foreign Trade Zones
- Opportunity Zones

SALES & USE TAX

- Sales & Use Tax
- Out-of-State Sales
- Out-of-State Purchases



Economic Drivers	Distance to Campus 4 (miles)
Volvo Interchange opened August 2019	2
Walmart Distribution Center	7
Cane Bay Development	13
Carnes Crossroads Development	15
Nexton Development	15
Nexton Parkway	18
Daimler Facility	25
Boeing 787 Facility	32
Charleston International Airport	32
North Charleston Terminal	35
Hugh Leatherman Terminal (under construction)	37
Columbus Street Terminal	38
Navy Base Itermodal (under construction)	39
Union Pier Terminal	40
Wando Welch Terminal	42

REGIONAL OVERVIEW

11,434

People per year or 31 people per day net in migration

69%

Incoming labor pool within the ages of 18-44

400K

Total metro civilian labor force



PORT OF CHARLESTON

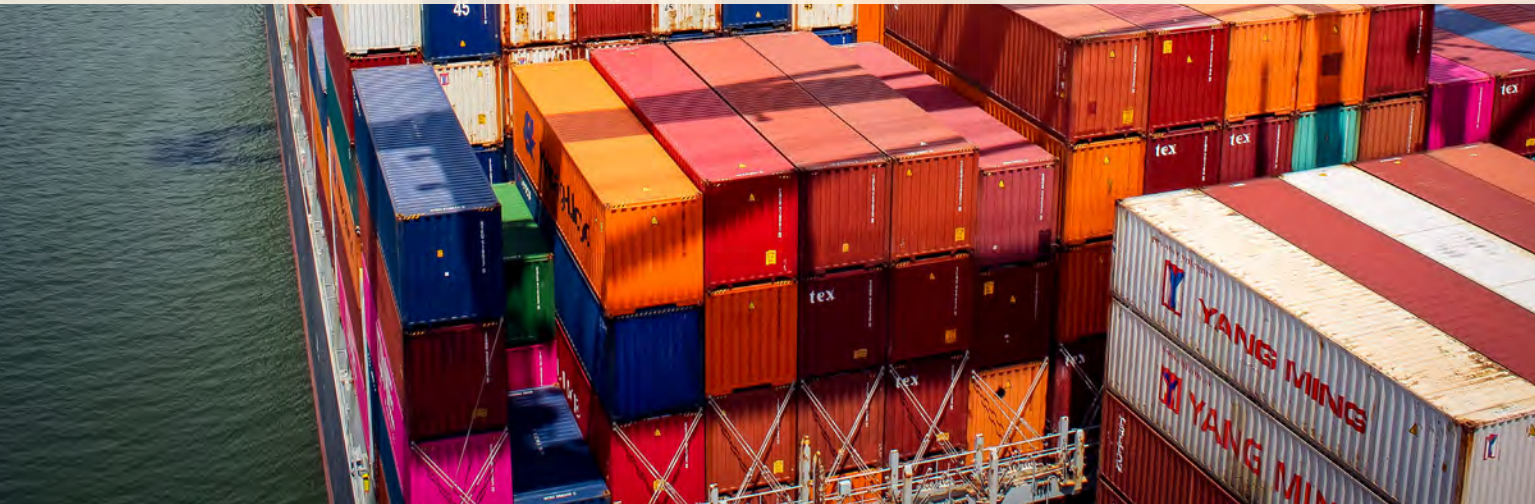
Investing in Capacity

South Carolina Ports has invested more than \$2 billion in port infrastructure in recent years to ensure capacity at the state’s marine terminals and rail-served inland ports. SC Ports has invested in the necessary capacity, technology and equipment to handle the bigger container ships and cargo volumes seen today.

SC Ports opened Phase One of the Hugh K. Leatherman Terminal in North Charleston, S.C. in March 2021. Leatherman Terminal adds 700,000 twenty-foot equivalent units (TEUs) of capacity and an additional berth to the East Coast port market. Leatherman Terminal is the first greenfield container terminal to open in the U.S. since 2009, making SC Ports the only port in the country to offer a new container terminal to customers dealing with a challenges in the global supply chain.

Modernization efforts are also ongoing at the three-berth Wando Welch Terminal in Mount Pleasant, S.C., to handle record-breaking vessels and cargo volumes. Additionally, an expansion of rail-served Inland Port Greer is underway in Upstate South Carolina, and a rail-served cargo yard is planned near Leatherman Terminal in North Charleston, S.C. These investments keep the supply chain fluid for companies as more cargo — particularly retail imports — flows through the Port of Charleston than ever before.

New container terminal Phase 1	\$700 million	South Carolina Ports Authority \$1.35 billion
Inland Port Greer	\$50 million	
Other infrastructure & IT projects*	\$600 million	
Harbor deepening to 52'	\$300 million	State of South Carolina \$775 million
Port access road from I-26	\$225 million	
New dual-access intermodal railhead	\$250 million	
\$2 billion		



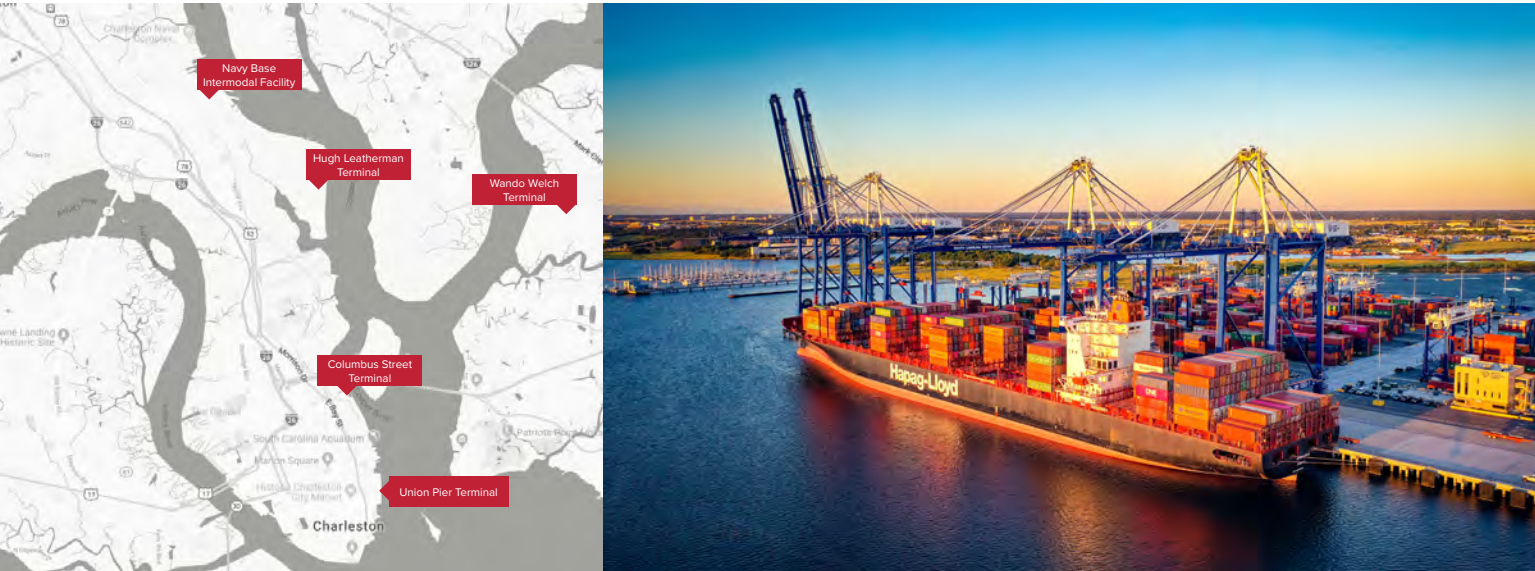
ECONOMIC MULTIPLIER EFFECT

In South Carolina alone, The Port yields an employment multiplier of 2.4, meaning for every 10 SCSPA jobs created, an additional 14 jobs across the state develop. As discussed in Investing in Capital, these new jobs have allowed SCSPA to undergo vast container shipping volume growth over the last decade. Annual TEU throughput capacity for Wando Welch and Leatherman (currently seeing additional capital investment) will total 4.8M once both projects are complete. This capacity is 75 percent more magnitude than all SC Ports processed in CY 2021.

Beyond borders, several firms in states including North Carolina, Georgia, Alabama, Tennessee, and Florida utilize the Port’s competitive advantages to accommodate their high-demand business needs.

Overall, the economic multiplier effect of The Port is attributed to the direct, indirect, and induced business stipulations within South Carolina. Directly speaking, spending activity, equipment, construction, and technology services, to name a few, all create demand and jobs both for Port employees and its direct suppliers. Indirectly, increased large material purchases from Port industries ripple down through third-party suppliers generating more demand in these smaller sectors. Third-party employees, experiencing more demand, may experience higher wages which in return may be spent locally here in South Carolina leading to an increase in induced spending.

With higher volume comes increased employment growth. Over the last decade, The South Carolina Port saw a 2.8% increase in employment growth and since has emerged as a global competitor in manufacturing sectors such as tire industries, automotive, and aerospace. South Carolina now accounts for one-third of all tire production and exportation with the success of Michelin in the Upstate.



SOUTH CAROLINA ECONOMIC IMPACT

Sourced from the South Carolina Ports Authority

- 19% year-over-year volume growth CY 2021
- 2.75M 20’ equivalent container units (TEUs) handled by SC Ports in CY 2021
- 1 IN 10 SC jobs created by port operations
- \$63.4B annual economic impact generated in SC by port operations

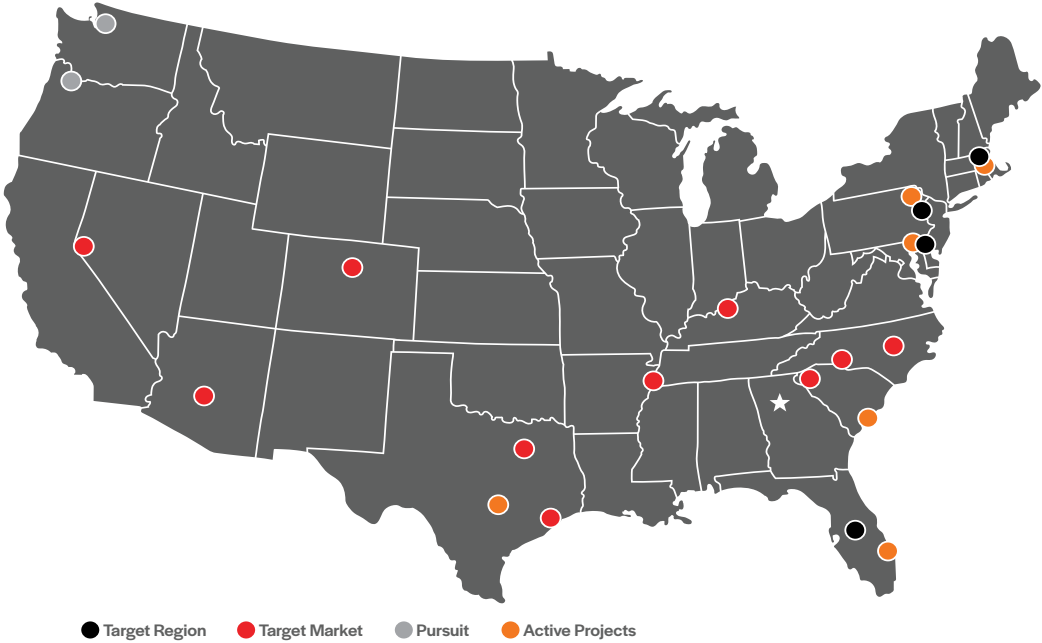
THE DEVELOPER

Portman Industrial is a division of Portman Holdings focused on the development and value creation of logistics real estate in strategic markets across the U.S. Since its founding in 1957, Portman Holdings has developed over 72 million square feet of industrial, hotel, retail, apartment, and office buildings around the world, with iconic projects such as Atlanta’s Peachtree Center, New York’s Marriott Marquis Times Square, San Francisco’s Embarcadero

Center, and China’s Shanghai Centre. Portman Industrial presently has a portfolio in excess of \$1B under development throughout the U.S.

Portman Industrial’s primary focus is the development of modern logistics facilities in core markets serving the U.S. supply chain. The company controls well-located sites and develops speculative, build-to-suit, and COLD logistics facilities focusing on:

1. Regional, multi-market logistics facilities in key transportation corridors serving major population centers.
2. Port-centric developments with a focus on gateway markets and strategic inland intermodals in key freight lanes serving the U.S. supply chain.
3. E-Commerce centers including regional, metro, and last-mile facilities critical to the commerce ecosystem of clients.
4. Portman COLD temperature-controlled facilities for national food and beverage clients; including public warehouses and build-to-suit facilities.





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