

CAMPUS

CAMP HALL – RIDGEVILLE, SC



DELIVERING Q4 2023

3 SPEC BUILDINGS

BUILDING A - 971,302 SF

BUILDING B - 275, 271 SF

BUILDING C - 183,757 SF

DIRECT ACCESS TO I-26 VIA VOLVO INTERCHANGE, NEW EXIT 189

LEASING:

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KEVIN COATS

Senior Managing Director

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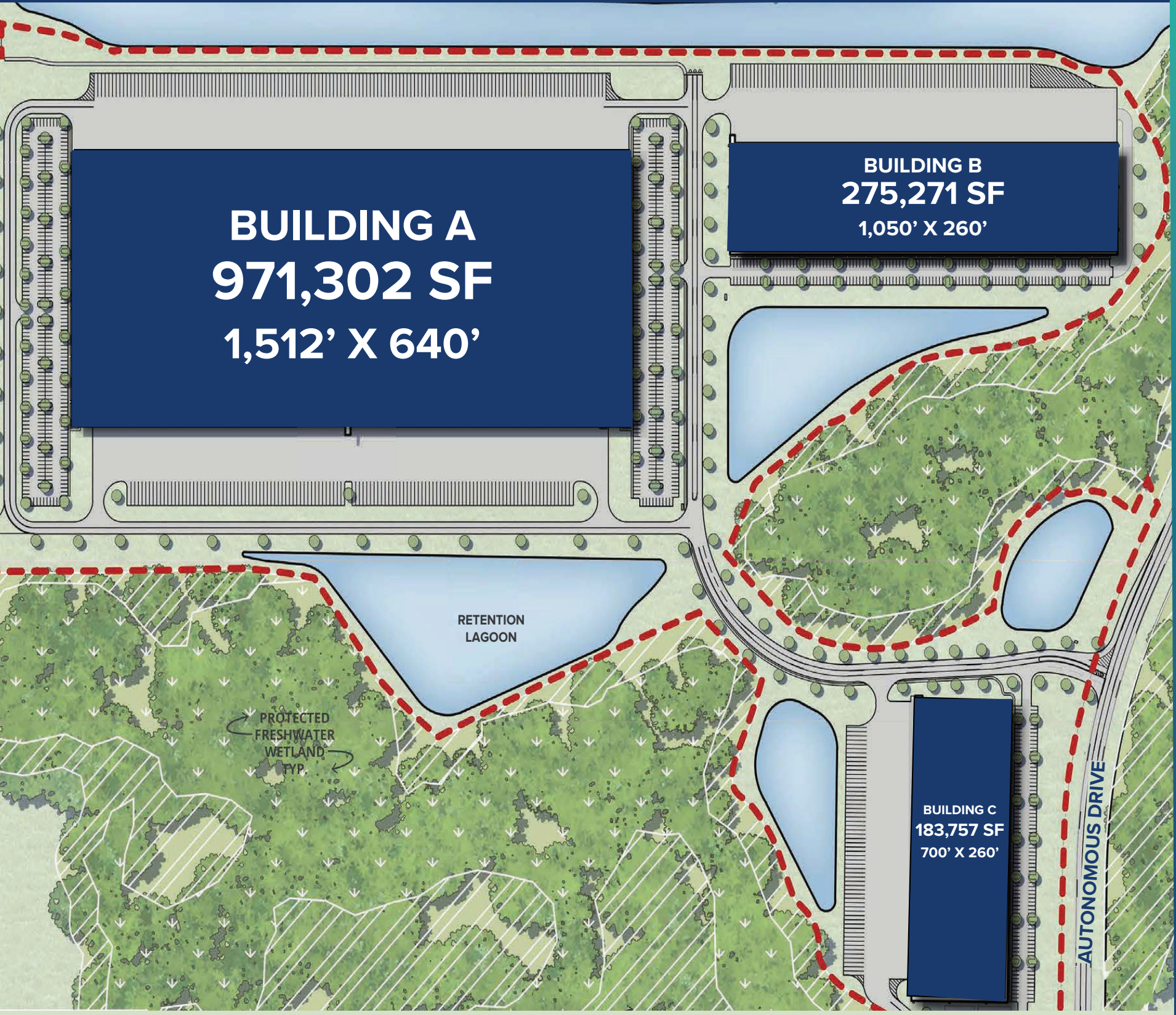
TYLER SMITH

Senior Associate

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BUILDING A
971,302 SF
1,512' X 640'

BUILDING B
275,271 SF
1,050' X 260'

BUILDING C
183,757 SF
700' X 260'

RETENTION LAGOON

PROTECTED FRESHWATER WETLAND TYP.

AUTONOMOUS DRIVE

SITE PLAN OVERVIEW

CAMP HALL PLAN



BUILDING A OVERVIEWS/SPECS



BUILDING B OVERVIEWS/SPECS



BUILDING C OVERVIEWS/SPECS



REGIONAL OVERVIEW

11,434
PEOPLE PER YEAR OR
31 PEOPLE PER DAY NET
IN MIGRATION

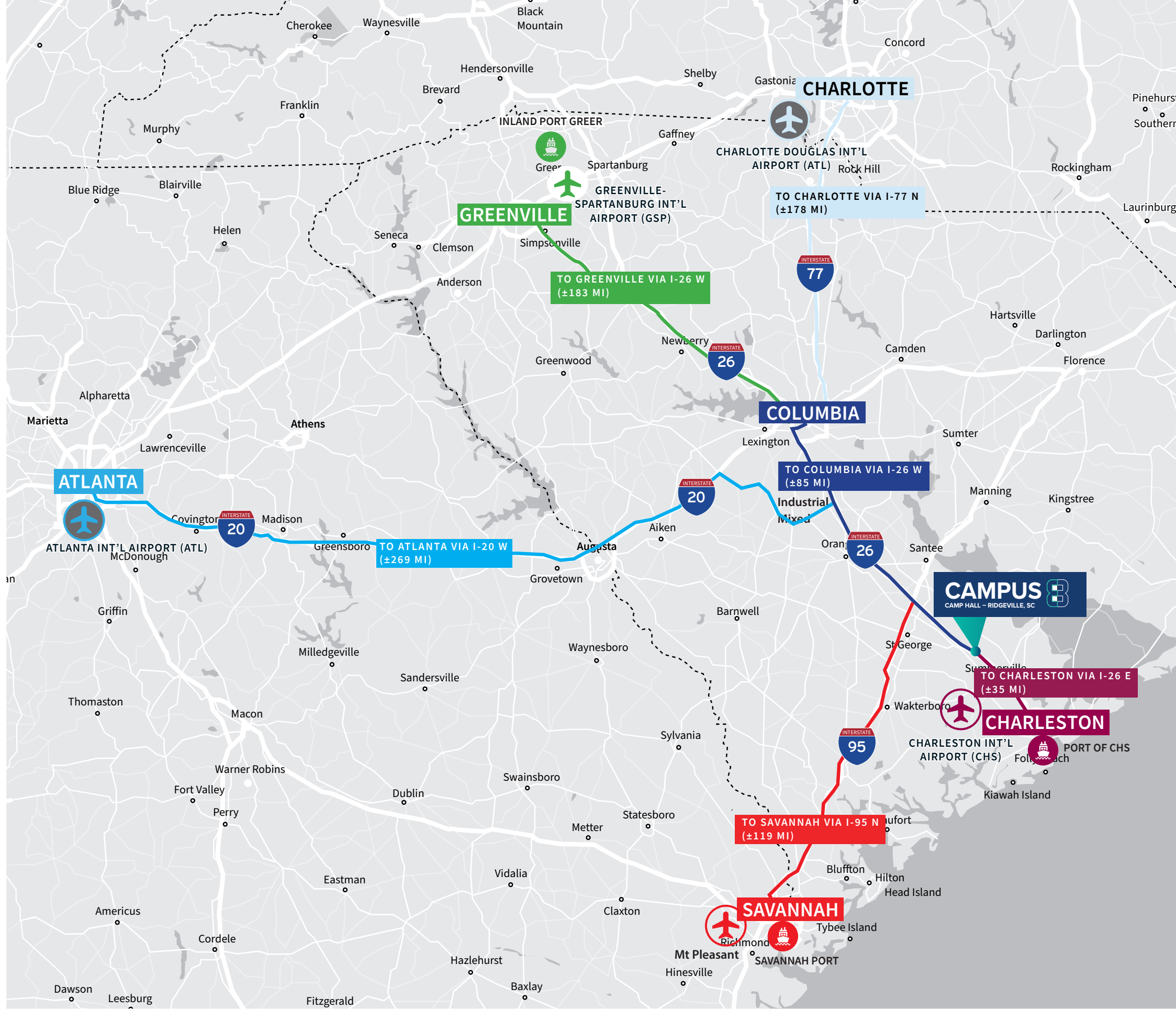
69%
INCOMING LABOR
POOL WITHIN THE
AGES OF 18-44

400K
TOTAL METRO
CIVILIAN LABOR
FORCE

Economic Drivers	Distance to Campus 8 (miles)
Volvo Interchange opened August 2019)	2
Walmart Distribution Center	7
Cane Bay Develop- ment	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 Intermodal (under construction)	39
Union Pier Terminal	40
Wando Welch Terminal	42

DRIVE TIMES

Charleston International Airport	± 27 miles
Charleston	± 35 miles
Port of Charleston	± 35 miles
Columbia	± 85 miles
Savannah Port	± 120 miles
Savannah	± 121 miles
Savannah International Airport	± 121 miles
Charlotte	± 178 miles
Charlotte Douglas International Airport	± 181 miles
Greenville	± 183 miles
Greenville-Spartanburg International Airport	± 183 miles
Inland Port Greer	± 185 miles
Atlanta	± 269 miles
Atlanta International Airport	± 276 miles



LABOR DEMOGRAPHICS

& BERKELEY COUNTY

CURRENT LABOR FORCE SNAPSHOT

400K

total metro civilian
labor force

#25

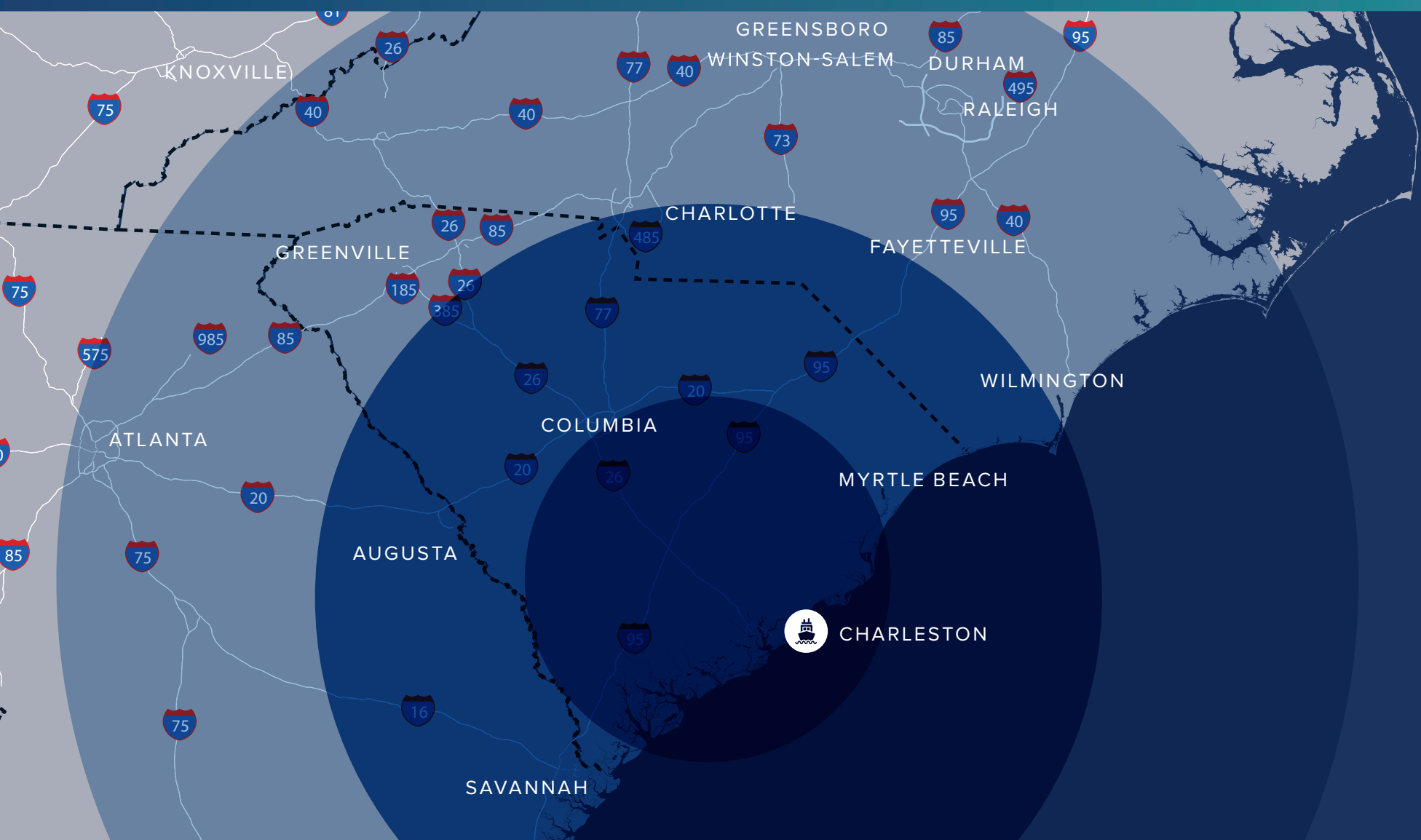
Metro for percentage of workforce
aged 25-34 who are college
graduates

83.5%

prime age (25-54) labor
force participation rate

#2

Mid-Size Metro workforce
for aged 25-34



Ranked 8th in the nation
for attracting talent



30% of South
Carolina's capital
investments in 2018



Top 5 Metros
of where jobs are



11,421 new jobs
created



\$5,768,823 billion
invested



berkeleycountysc.gov

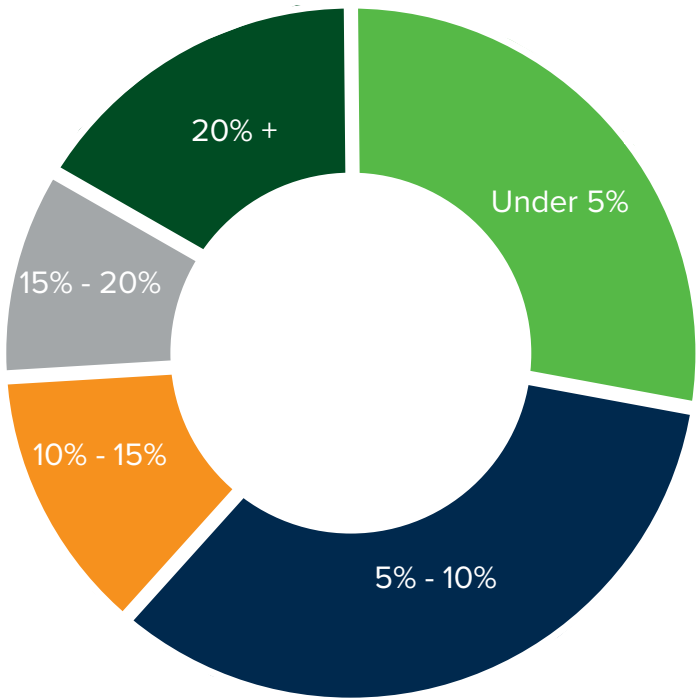


EMPLOYEE TURNOVER IN MANUFACTURING

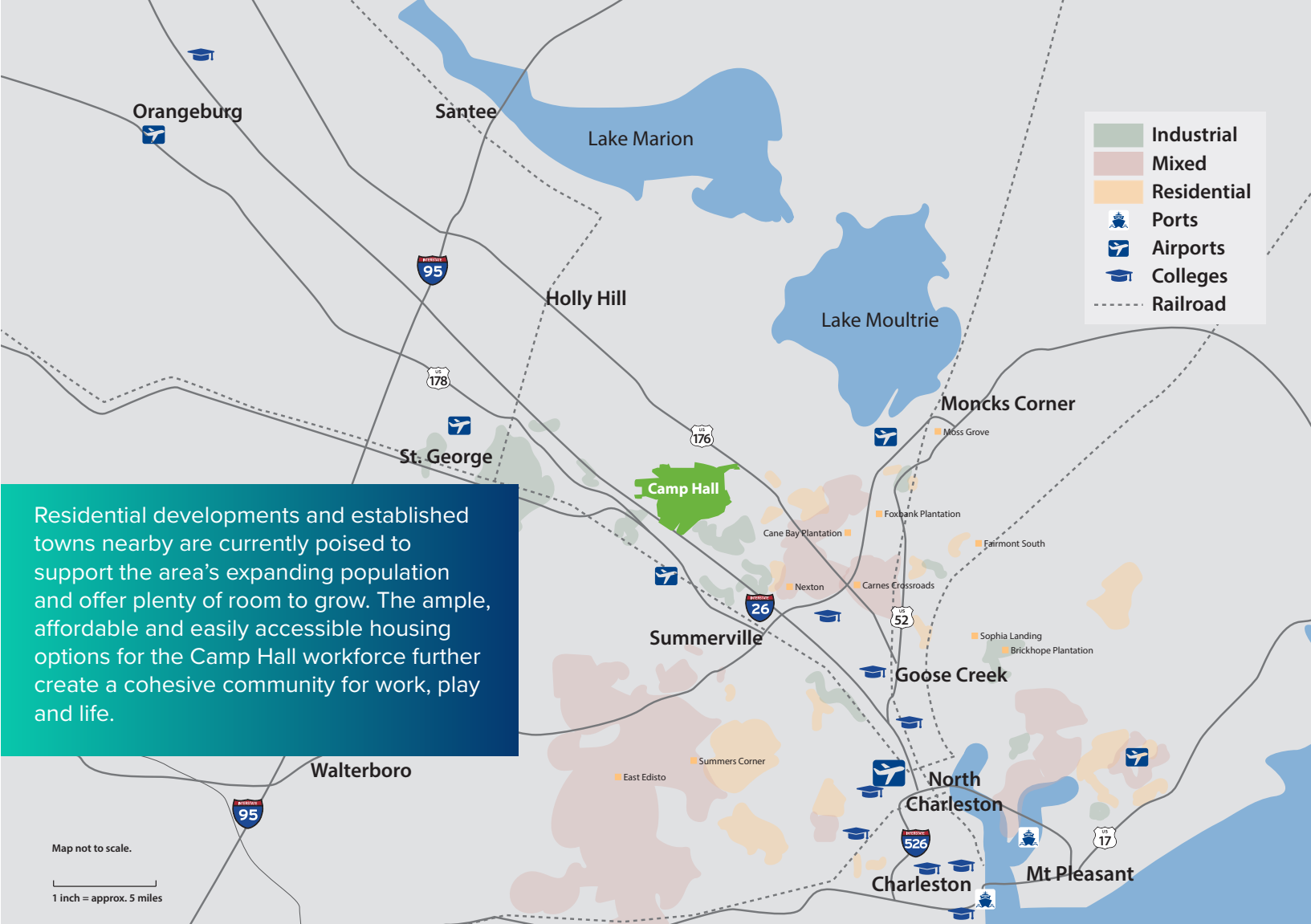
Approximately 61% of interviewed and surveyed manufacturers reported annual turnover of less than 10%.

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

*A detailed workforce study is available



SUMMERVILLE, SC



STATE & COUNTY INCENTIVES

SALES & USE TAX

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

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



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

ECONOMIC MULTIPLIER EFFECT

In South Carolina alone, The Port yields an employment multiplier of 2.4, meaning for every 10 SCSA jobs created, an additional 14 jobs across the state develop. As discussed in Investing in Capital, these new jobs have allowed SCSA 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.

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. 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.



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 DEVELOPERS

CAMPUS 
CAMP HALL – RIDGEVILLE, SC



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