

# CAMP HALL COMMERCE PARK CAMPUS 4



## For Lease

2254 - 2266 Volvo Car Drive,  
Ridgeville, SC 29472

A Development By:



## PORTMAN INDUSTRIAL

- Two buildings available each 219,055 SF
  - Building A: 219,055 SF
  - Building B: 219,055 SF
- Ability to be demised to 70,176 SF
- Direct I-26 access via Volvo Interchange, new Exit 189
- 188 AC tract in Camp Hall Commerce Park
- Closest availability to Volvo's 2.3M SF Manufacturing Plant



### JLL LEASING CONTACTS



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Camp Hall Campus 4 Master Site Plan



BUILDING	A	B	C	D
DELIVERY	October 2022	November 2022	October 2022	August 2023
BUILDING SF	219,055	219,055	501,504	1,120,000
CLEAR HEIGHT	32'	32'	36'	40'
SPEEDBAY	1 (60')	1 (60')	2 (60')	2 (70')
COLUMN SPACING	50' x 54'	50' x 54'	50' x 54'	50' x 56'
DOCKS	36	35	115	208
TRAILER PARKS	46	50	156	804
AUTO PARKS	266	245	351	820
				LEASED



# Camp Hall Commerce Park - Campus 4 - Building Overviews

## Building A - 219,055 SF - Spec Delivered Oct 2022



Address	2254 Volvo Car Drive	Speed Bays	QTY (1) @ 60'
Configuration	Rear-Load	Truck Court	185'
Building Size	219,055 SF	Parking	Trailer Parking: 46 Stalls Employee Parking: 266 Spaces
Building Dimensions	703' 5" x 311' 5"	Roof	60 Mil; 20-year warranty
Construction	Concrete with Steel Joist & Deck	Exterior Walls	Concrete Tilt Wall
Clear Height	32'	Slab	7" Concrete with Vapor Barrier
Docks	Dock Doors: 36 Drive-In (12' x 14'): 2	Electrical	2,000 Amp 277/480 Volt 3-Phase
Column Spacing	54' x 50'	Sprinkler	ESFR

## Building B - 219,055 SF - Spec Delivered Nov 2022



Address	2266 Volvo Car Drive	Speed Bays	QTY (1) @ 60'
Configuration	Rear-Load	Truck Court	185'
Building Size	219,055 SF	Parking	Trailer Parking: 50 Stalls Employee Parking: 245 Spaces
Building Dimensions	703' 5" x 311' 5"	Roof	60 Mil; 20-year warranty
Construction	Concrete with Steel Joist & Deck	Exterior Walls	Concrete Tilt Wall
Clear Height	32'	Slab	7" Concrete with Vapor Barrier
Docks	Dock Doors: 35 Drive-In (9' x 10'): 2	Electrical	2,000 Amp 277/480 Volt 3-Phase
Column Spacing	54' x 50'	Sprinkler	ESFR



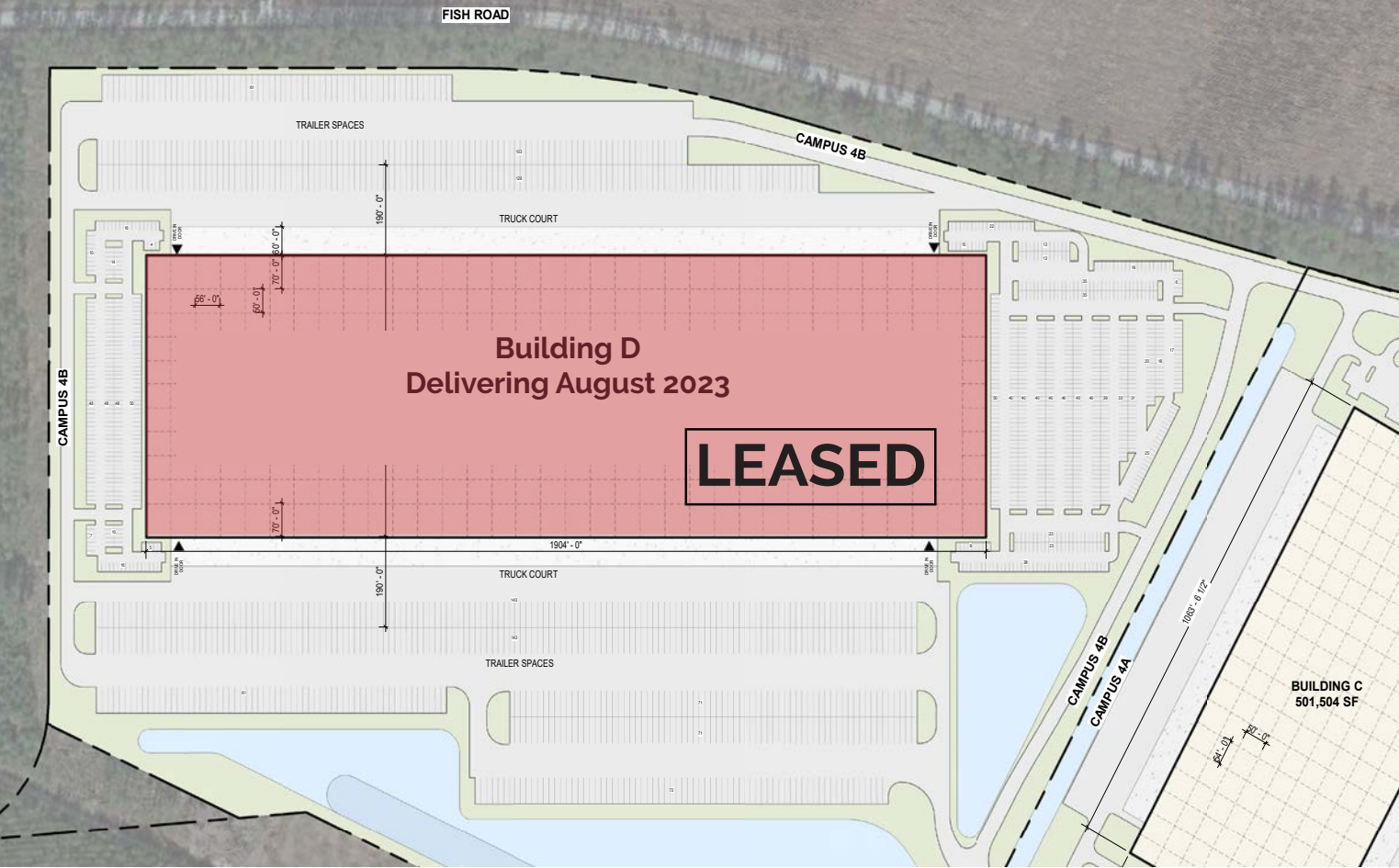
Camp Hall Commerce Park - Campus 4 - Building Overviews

Building C - 501,504 SF - Spec, Delivered Oct 2022



Address	2260 Volvo Car Drive	Speed Bays	QTY (2) @ 60'
Configuration	Cross-Deck	Truck Court	185'
Building Size	501,504 SF	Parking	Trailer Parking: 156 Stalls Car Parking: 351 Spaces
Building Dimensions	1,063' 6 1/2" x 471' 6 1/2"	Roof	60 Mil; 20-year warranty
Construction	Concrete with Steel Joist & Deck	Exterior Walls	Concrete Tilt Wall
Clear Height	36'	Slab	7" Concrete Vapor Barrier
Docks	Dock Doors: 115 Drive-In (12' x 14'): 4	Electrical	3,000 Amp 277/480 Volt 3-Phase (Expandable)
Column Spacing	54' x 50'	Sprinkler	ESFR

Building D - 1,120,000 SF - Delivering August 2023



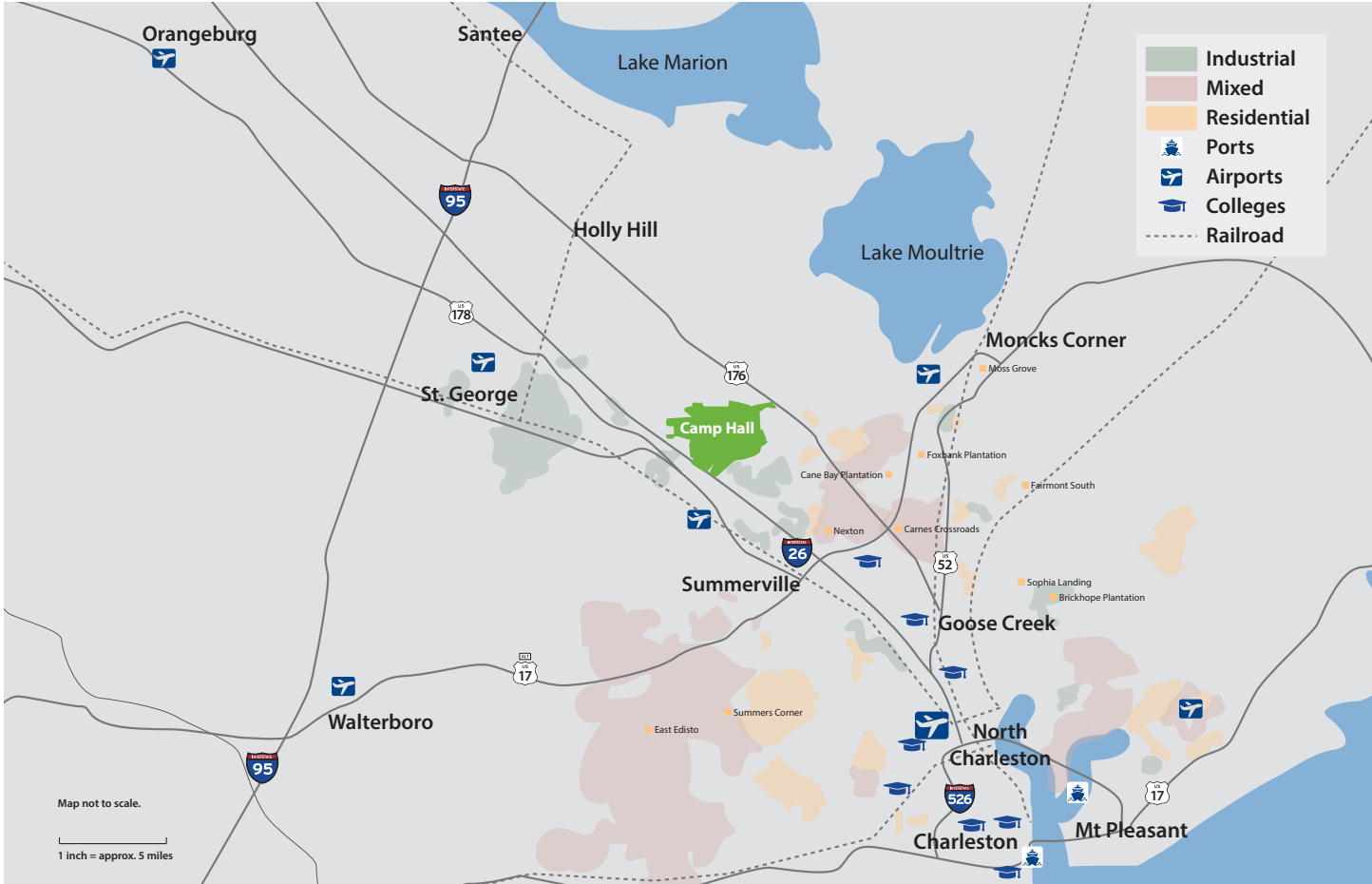
Address	TBD	Speed Bays	QTY (2) @ 70'
Configuration	Cross-Deck	Truck Court	190'
Building Size	1,120,000 SF	Parking	Trailer Parking: 804 Stalls Car Parking: 820 Spaces
Building Dimensions	1,904' x 590'	Roof	60 Mil; 20-year warranty
Construction	Concrete with Steel Joist & Deck	Exterior Walls	Concrete Tilt Wall
Clear Height	40'	Slab	7" Concrete Vapor Barrier
Docks	Dock Doors: 208 Drive-In (12' x 14'): 4	Electrical	(2) 2,500 Amp 277/480 Volt 3-Phase (Expandable)
Column Spacing	56' x 50'	Sprinkler	ESFR





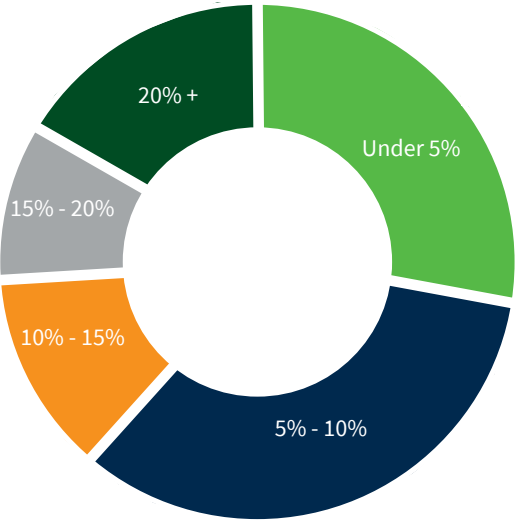


LOCATION



Residential developments and established towns nearby are currently poised to support the area's expanding population and offer 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.

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 the are reported annual turnover of more than 20%.

*\*A detailed workforce study is available*

STATE & COUNTY INCENTIVES

Corporate Income Tax

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

Sales & Use Tax

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

Local Property Taxes & Incentives

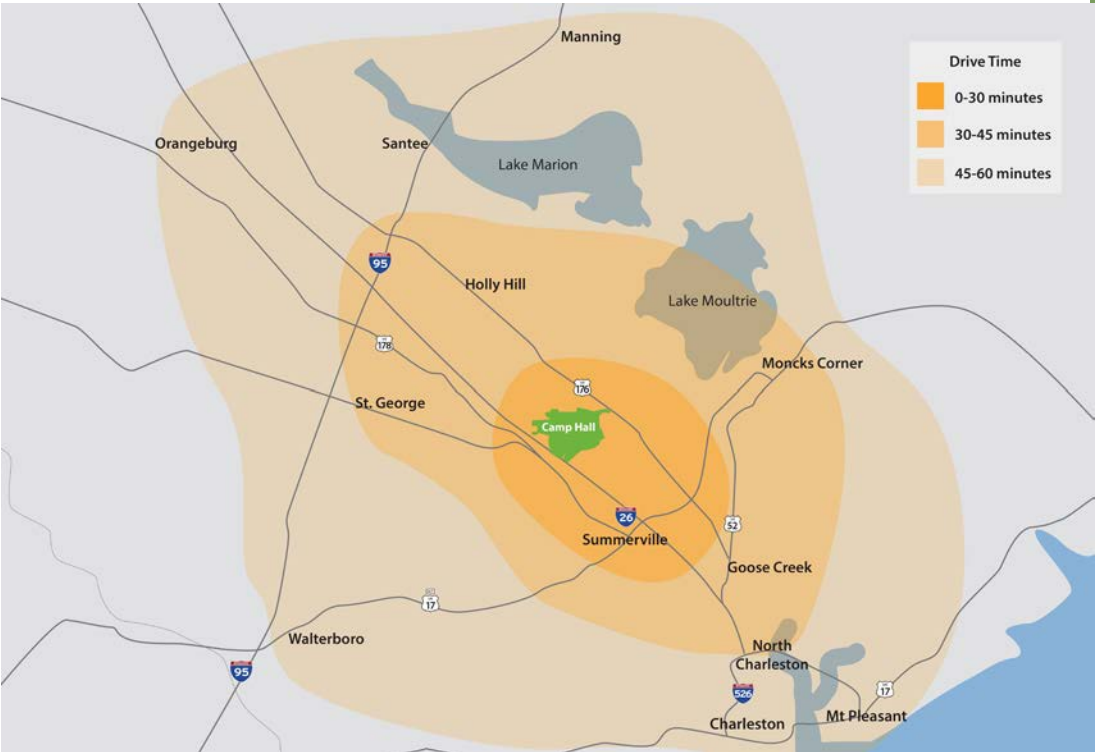
State Discretionary Incentives

Foreign Trade Zones

Opportunity Zones



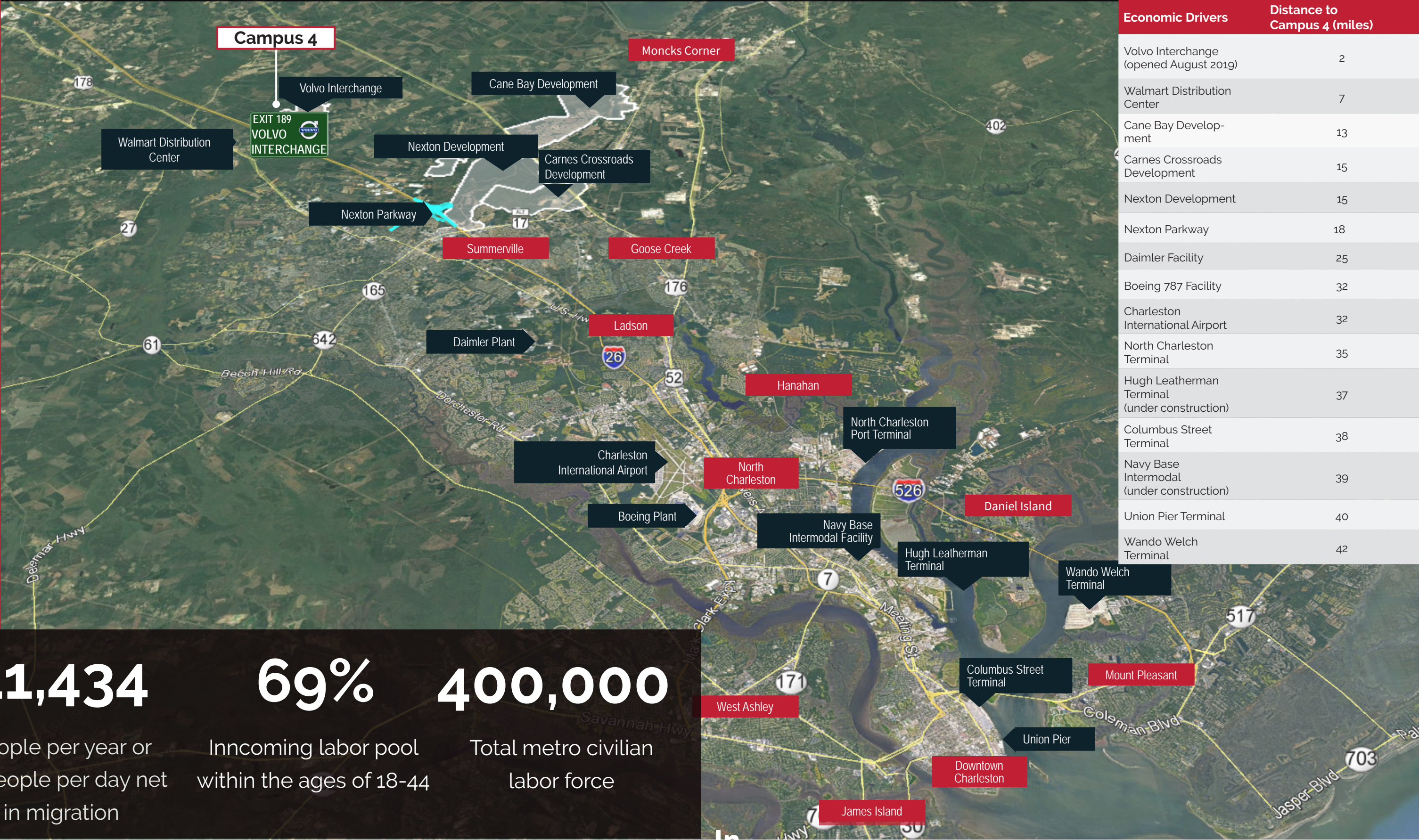
DRIVE TIME



The Charleston region stands ready with a workforce of over 500,000. An average of 34 new people move to the region daily to take advantage of the quality of life that the Charleston market offers.



Economic Drivers



11,434

people per year or  
31 people per day net  
in migration

69%

Inncoming labor pool  
within the ages of 18-44

400,000

Total metro civilian  
labor force

Source: U.S. Bureau of Labor Statistics, American Community Survey, U.S. Census Bureau



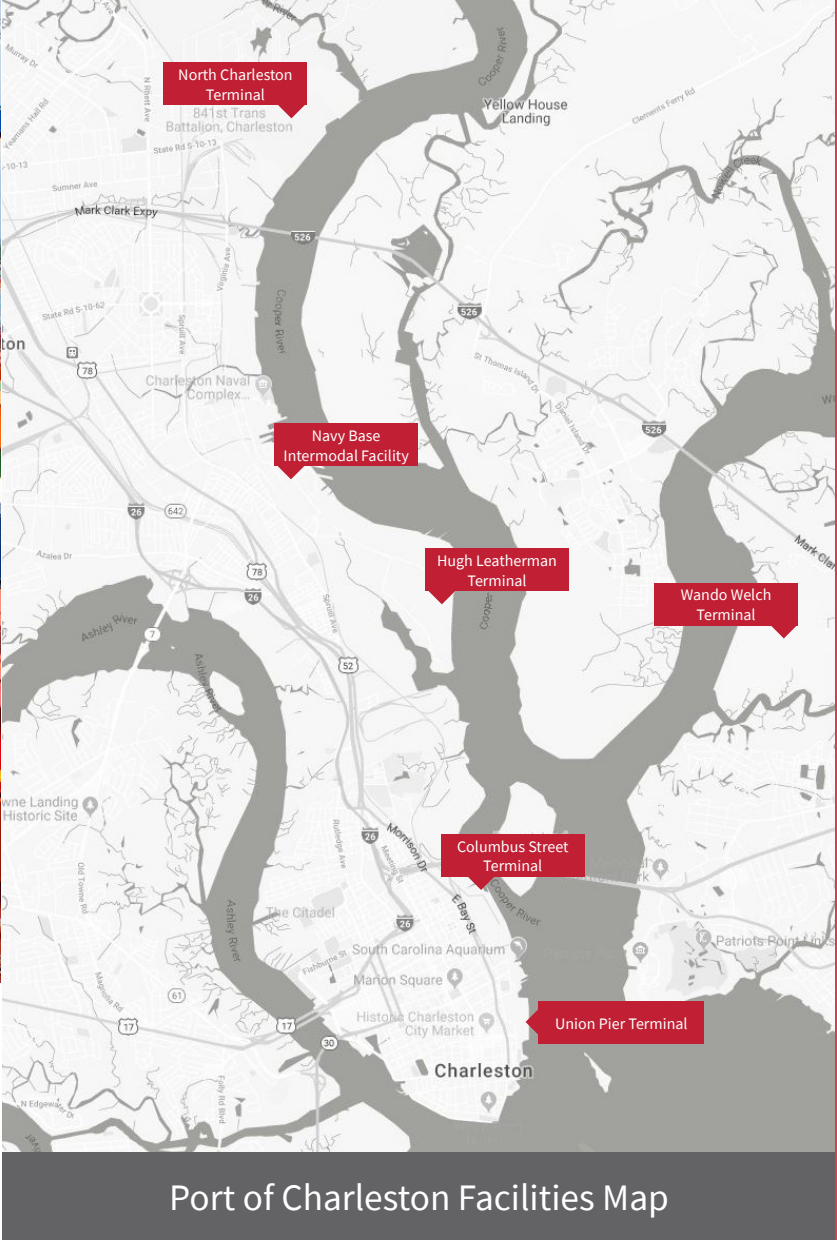
# Port of Charleston

## 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.



## 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



## Harbor Deepening Project

The Charleston Harbor Deepening Project is on track to achieve a 52-foot depth in 2022, making Charleston Harbor the deepest on the East Coast.

The additional seven feet of depth will enable mega container ships to call on the Port of Charleston any time, any tide. This greatly increases SC Ports' competitiveness in the era of big ships and further connects South Carolina to global markets. This will allow all post-Panamax ships to be served 24 hours a day. The deepening project gives Charleston the ability to serve the largest container ships to reach the East Coast.

## 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.

The Hugh Leatherman Terminal is the newest addition to the Port of Charleston. Having opened in March 2021, this new port signifies the first new U.S. container terminal to open since 2009.

New container terminal Phase 1	\$700 million	South Carolina Ports Authority \$135 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	
Total CAPEX commitment	\$2 billion	

\*Interstate highway expansion, existing facility improvements, container cranes, new IT systems, etc.





# ABOUT THE DEVELOPER



## PORTMAN INDUSTRIAL

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:

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



★ Active Projects    ☆ Pursuit    ● Target Region    ● Target Market

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