



CAMP HALL COMMERCE PARK

CAMPUS 4

For Lease

2254 - 2266 Volvo Car Drive, Ridgeville, SC 29472

JLL LEASING CONTACTS

LEE ALLEN

Executive Managing Director

lee.allen@jll.com

+1 843 805 5111

KEVIN COATS

Senior Managing Director

kevin.coats@jll.com

+1 843 805 5112

TYLER SMITH

Senior Associate

tyler.smith@jll.com

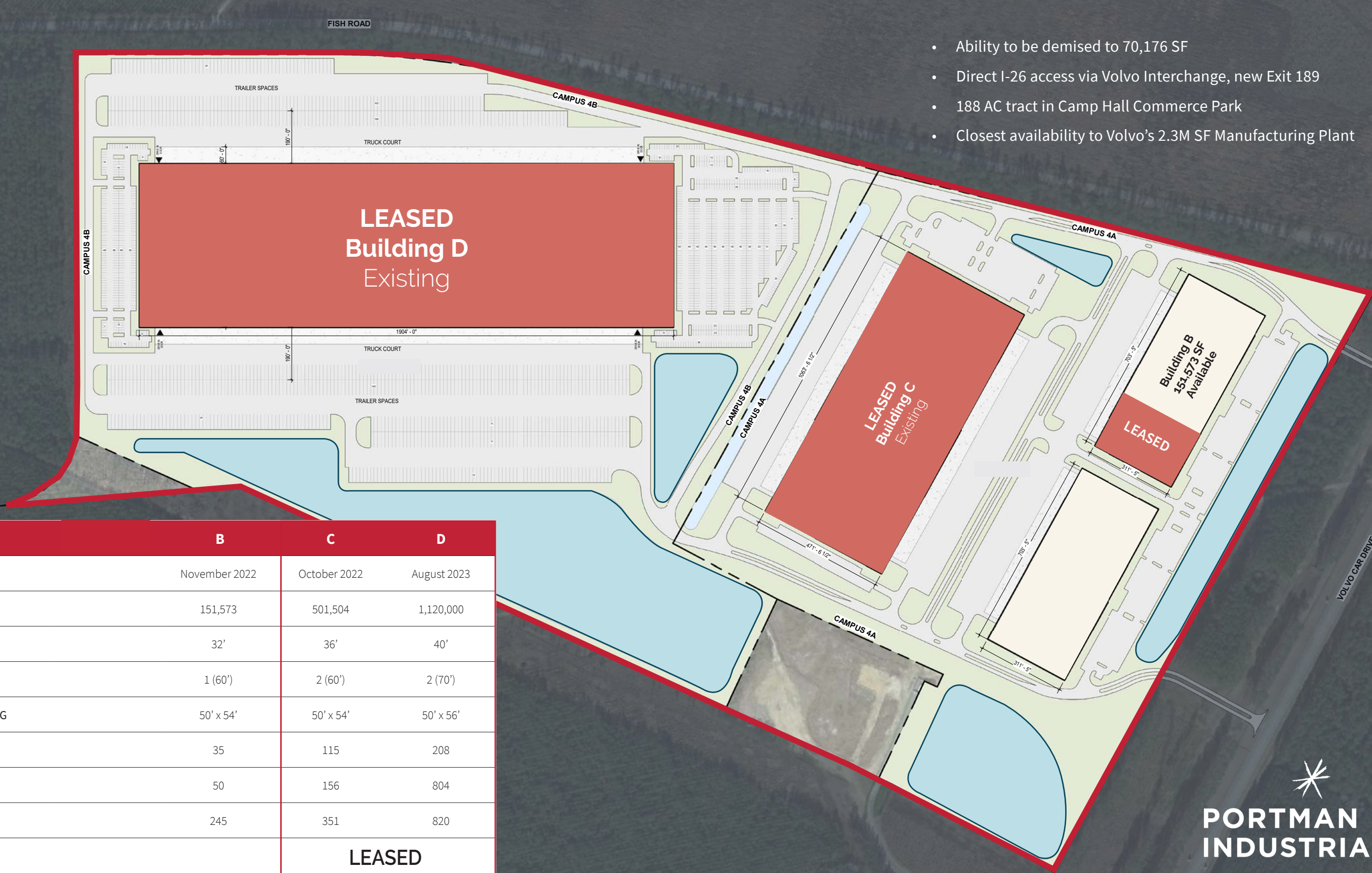
+1 843 805 5118

A Development By:



CAMPUS 4 MASTER PLAN

- 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



BUILDING	B	C	D
DELIVERY	November 2022	October 2022	August 2023
BUILDING SF	151,573	501,504	1,120,000
CLEAR HEIGHT	32'	36'	40'
SPEEDBAY	1 (60')	2 (60')	2 (70')
COLUMN SPACING	50' x 54'	50' x 54'	50' x 56'
DOCKS	35	115	208
TRAILER PARKS	50	156	804
AUTO PARKS	245	351	820
		LEASED	

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



AVAILABLE:

BUILDING B
151,573 SF
REAR-LOAD

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



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Sprinkler	ESFR

TWO BUILDINGS AVAILABLE:

BUILDING A
219,055 SF
REAR-LOAD

BUILDING B
151,573 SF
REAR-LOAD

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

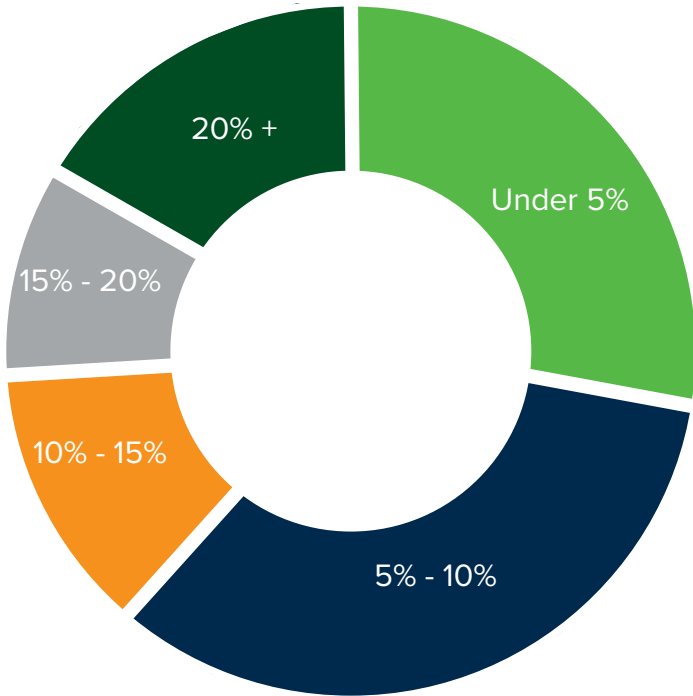


EMPLOYEE TURNOVER IN MANUFACTURING

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

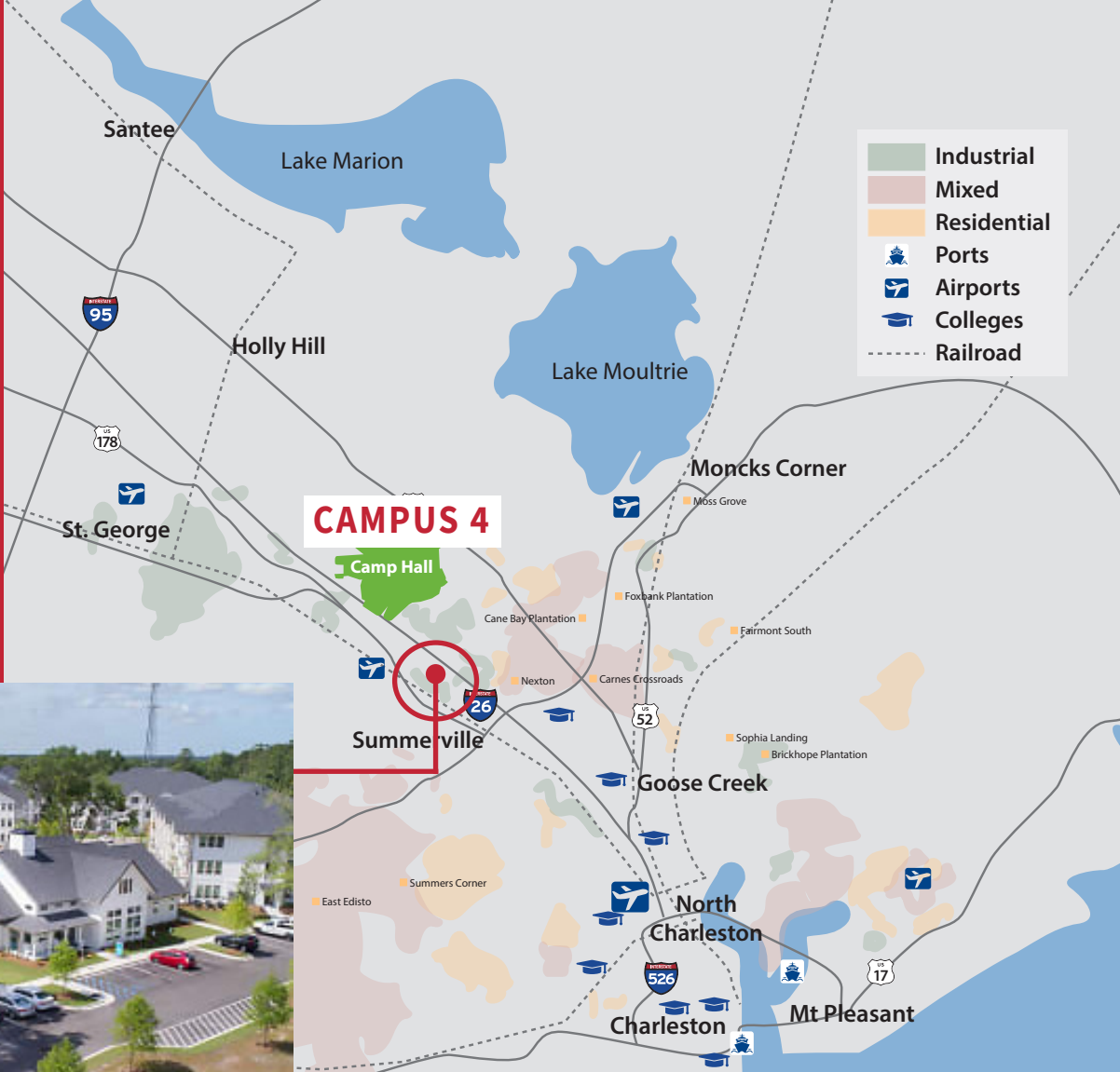
Approximately 16.4% of interviewed and surveyed manufacturers in Summerville area reported annual turnover of more than 20%.

*A detailed workforce study is available



RIDGEVILLE, SC

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

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



11,434

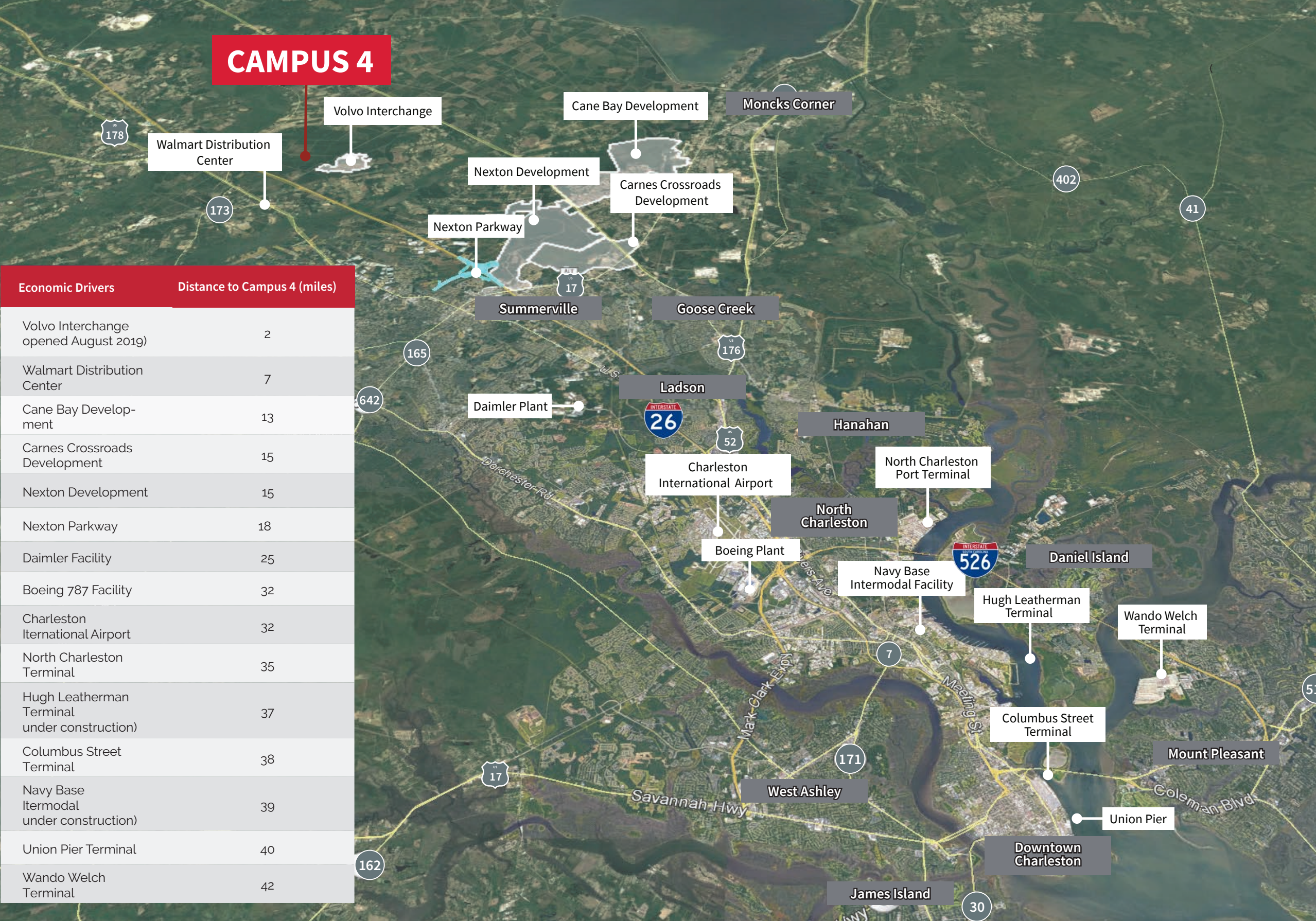
PEOPLE PER YEAR OR 31
PEOPLE PER DAY NET IN
MIGRATION

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.

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

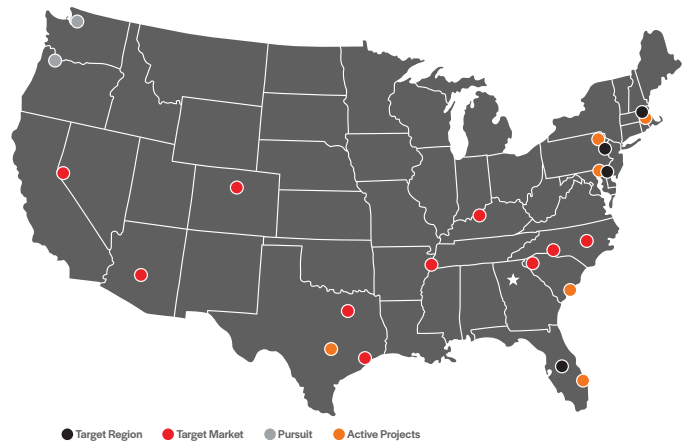
THE DEVELOPER



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:

- 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.



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