NOW LEASING

± 252,000 – 700,320 SF AVAILABLE

PORT HURON COMMERCE PARK

DOVE ROAD

PORT HURON, MI



For more information, contact:

JOHN DROZE
(248) 948 4191

DRAKE FILIPPIS
(248) 799 3161

GARY STEPHENS
(248) 948 0104

SIGNATURE ASSOCIATES
KNOW SIGNATURE | KNOW RESULTS

One Towne Square, Suite 1200, Southfield, Michigan 48076 | **www.signatureassociates.com**

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PORT HURON COMMERCE PARK

LOCATION ADVANTAGES

INTERSTATE CAPITAL

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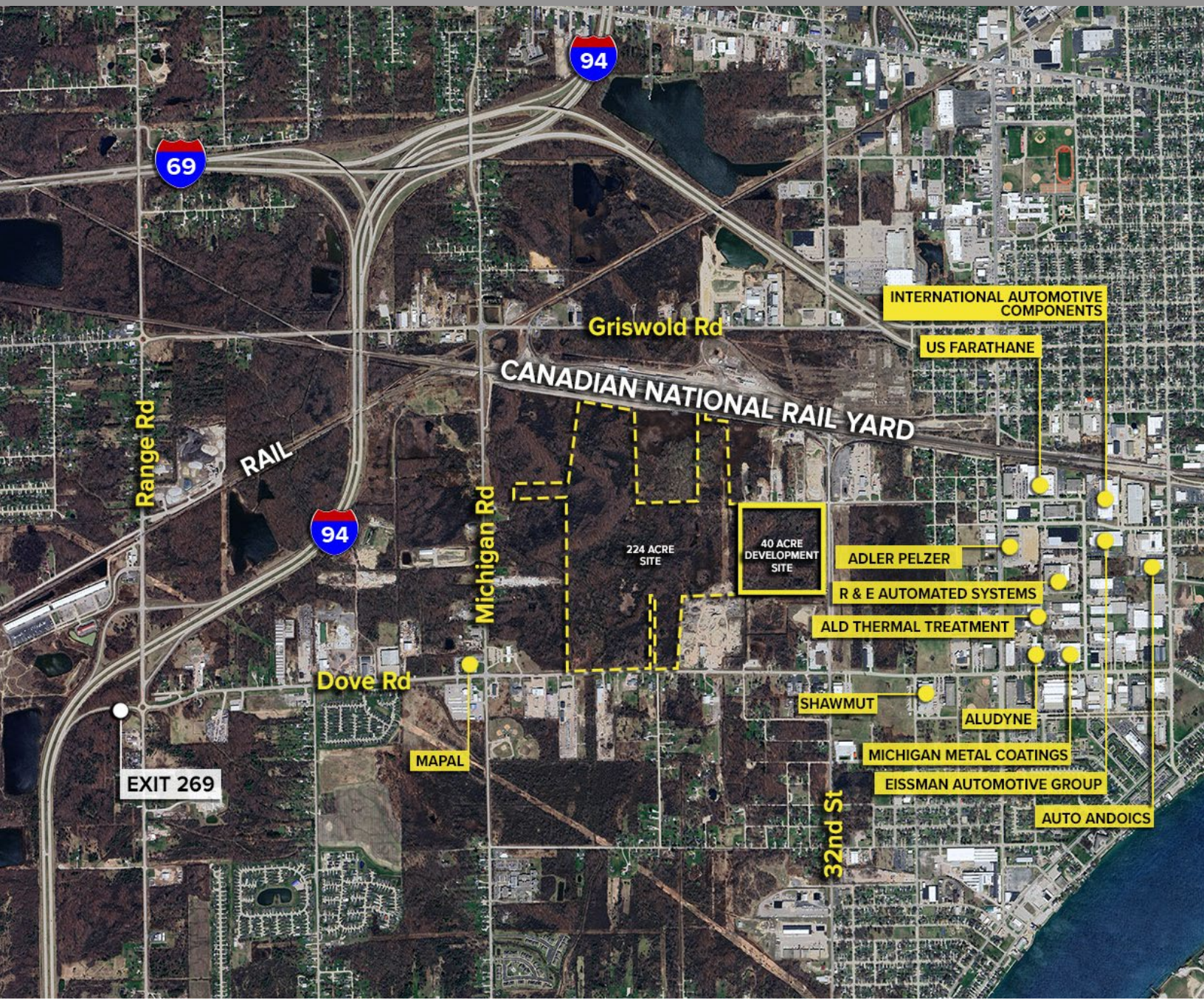
ST. CLAIR COUNTY AIRPORT (3 MILES), DETROIT METRO (77 MILES) AND BISHOP AIRPORT (71 MILES)

9 MILES FROM BLUEWATER BRIDGE, SUPPORTING ACCESS TO CANADIAN MARKETS

DIRECT ACCESS TO I-69 AND I-94



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KEY SITE ADVANTAGES

INTERSTATE CAPITAL

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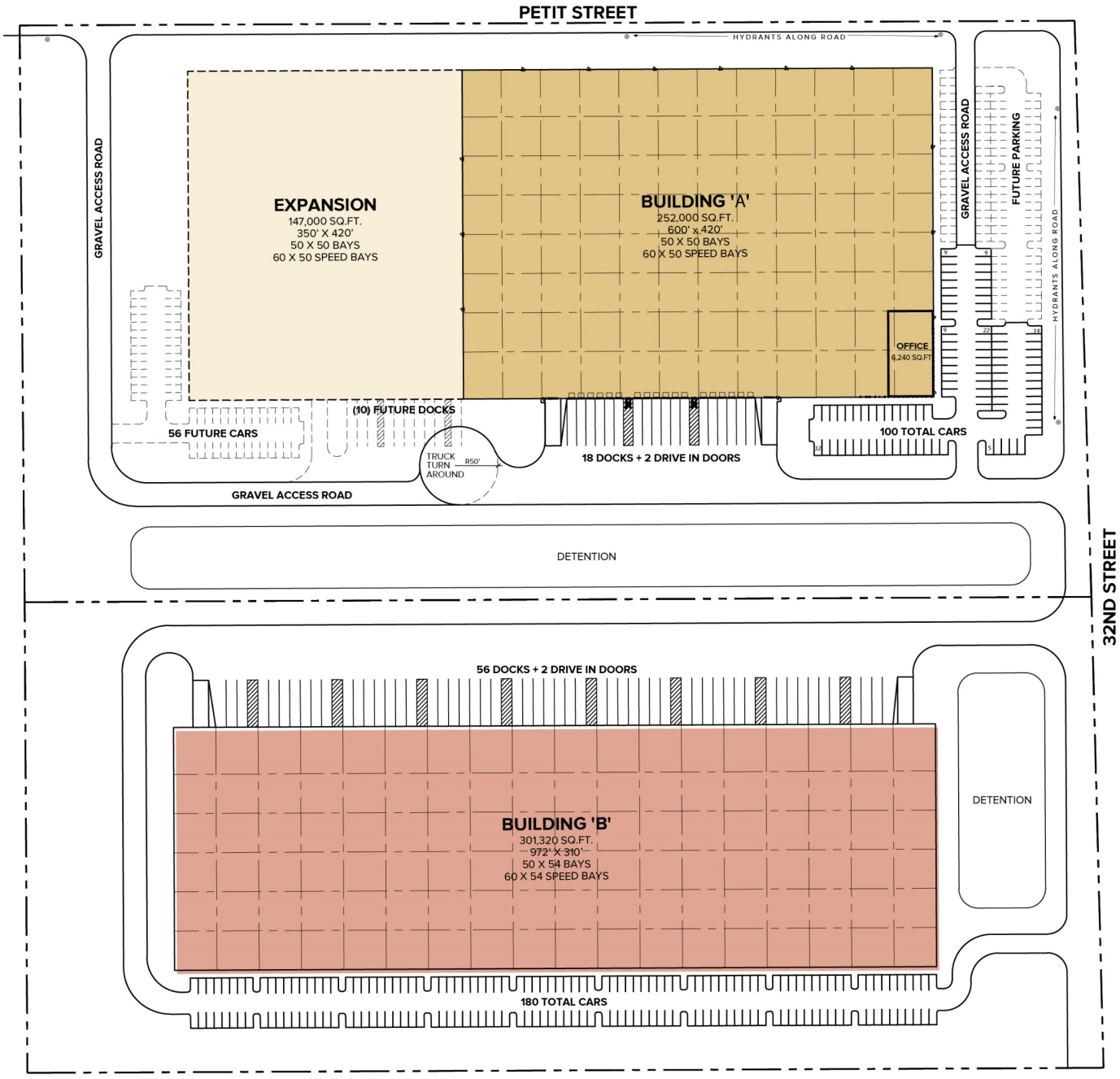
DELIVERS THE SCALE & INFRASTRUCTURE NEEDED TO SUPPORT LARGE INDUSTRIAL USERS

147,000 SQUARE FOOT EXPANSION TO BUILDING 'A' POSSIBLE

RAIL ACCESS, ADDING MULTIMODAL FLEXIBILITY



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PORT HURON COMMERCE PARK

BUILDING A

INTERSTATE CAPITAL

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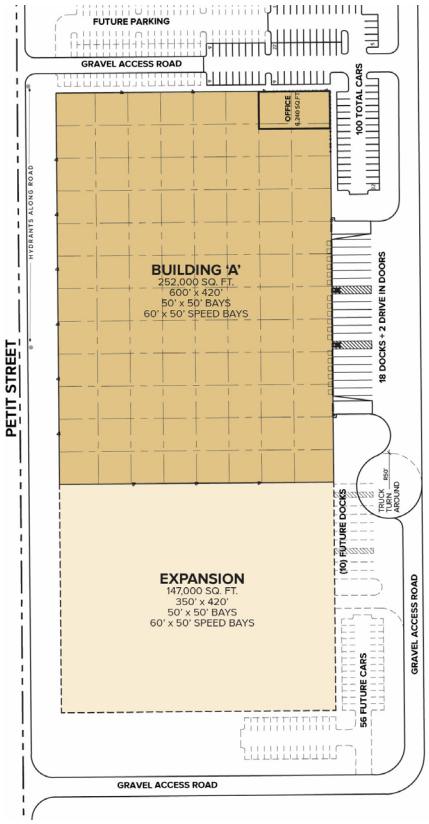
252,000	32’	+ 40	28
SQUARE FEET	CLEAR HEIGHT	ACRES BUILD-TO-SUIT	DOCK DOORS





399,000 TOTAL BUILDABLE - 252,000 SCHEDULED (PHASE 1)

BUILDING SIZE	252,000	**PARKING**	100
CLEAR HEIGHT	32’	**POWER**	3000 amps, 480 volts, 3-phase
DOCKS / FUTURE DOCKS	18 / 10	**ACREAGE**	40 development | 224 total
LIGHTING	LED	**ZONING**	Heavy Industrial
LEASE RATE	$8.50/sq. ft. NNN		

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PORT HURON COMMERCE PARK

BUILDING B

INTERSTATE CAPITAL

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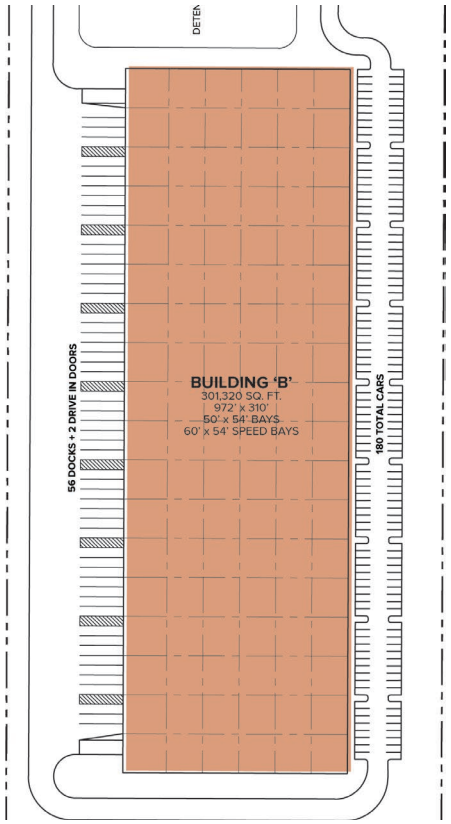
301,320	36’	± 40	56
SQUARE FEET	CLEAR HEIGHT	ACRES BUILD-TO-SUIT	DOCK DOORS





BUILDING SIZE	301,320	**PARKING**	180
CLEAR HEIGHT	36’	**POWER**	3000 amps, 480 volts, 3-phase
DOCKS / FUTURE DOCKS	56	**ACREAGE**	40 development | 224 total
LIGHTING	LED	**ZONING**	Heavy Industrial
LEASE RATE	$8.50/sq. ft. NNN		

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PORT HURON COMMERCE PARK

BLUEWATER BRIDGE

INTERSTATE CAPITAL

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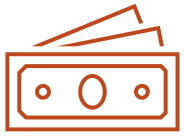
BLUEWATER BRIDGE ADVANTAGE

CARS PER DAY	7,873	**PRICE PER CAR**	$5.00	**PRICE PER EXTRA AXLE**	$5.25
TRUCKS PER YEAR	1.9 Million	**COST PER TRUCK**	$25 - $35	**WAIT TIME (MINUTES)**	34



Cheaper tolls: $26.25 USD per 5-axle semi ($5.25/axle, US side, Dec 2024 rates; +$1/axle planned Dec 2025) vs. $70 USD ($14/axle, Jan 2025 rates). Saves ~$44 per crossing; first Blue Water hike in 14 years vs. Ambassador's frequent increases (up to $3/axle in 2025).



Less congestion: Direct I-69/402 access avoids Detroit metro/I-94 backups, reducing approach delays by 20-30 min. Handles 1.9M trucks/year (up 14.6% in 2024) vs. Ambassador's 2.3M (down 11.1%); truckers report 25-30 min extra tollbooth buffer at Blue Water rarely needed.



Faster for routes to Chicago/Toronto: Chicago from Windsor: ~5 hours via Blue Water (I-69 direct, less I-94 traffic) vs. ~6 hours via Ambassador (urban congestion); saves ~1 hr. Toronto from Detroit: 3.5-4 hours via Blue Water (402/401 efficient) vs. 4.5-5 hours via Ambassador; saves ~1 hour, per driver reports.

AMBASSADOR BRIDGE

CARS PER DAY	14,000	**PRICE PER CAR**	$9.00	**PRICE PER EXTRA AXLE**	$18.00
TRUCKS PER YEAR	2.3 Million	**COST PER TRUCK**	$70 - $100	**WAIT TIME (MINUTES)**	60 - 90

GORDIE HOWE BRIDGE

CARS PER DAY	~10,000	**PRICE PER CAR**	$5.75	**PRICE PER EXTRA AXLE**	$4.35
TRUCKS PER YEAR	~2.5 Million	**COST PER TRUCK**	$8.75/axle	**WAIT TIME (MINUTES)**	0 - 5

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PORT HURON COMMERCE PARK

ST CLAIR TUNNEL TO CANADA

INTERSTATE CAPITAL

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ST. CLAIR COUNTY DEMOGRAPHICS

160,067	$69,800	64,100	$68,500
RESIDENTS	MEDIAN HOUSEHOLD INCOME	EMPLOYEES	EMPLOYEE MEDIAN HOUSEHOLD INCOME



St. Clair County is home to one of the nation's top border crossings for rail traffic as measured by value and volume of goods. **As the largest rail crossing between Canada and the U.S.,** the 6,129-foot St. Clair Tunnel opened in 1995 to accommodate double-stack freight cars. This rail is responsible for 3 million shipping containers annually via the double stack tunnel to Canada. It replaced a tunnel built in 1891. The CN line that traverses Canada branches west of Toronto to the Port of Montreal (2nd busiest Canadian Port) and the Port of St John (3rd busiest Canadian Port) and heads south into Michigan via the rail tunnel. The line then heads south to Chicago and beyond, eventually crossing into Mexico.

The St. Clair Tunnel between Port Huron and Sarnia is a critical rail freight corridor, carrying about **18–21 trains per day** and supporting heavy cross-border commerce. Operated by Canadian National Railway, the single-track, 6,130-foot tunnel accommodates modern freight movements, including double-stack intermodal trains. Each year, the tunnel handles an estimated **275,000 freight cars and moves roughly 125 million gross tons per mile**, underscoring its role as one of the busiest and most important rail links between the U.S. and Canada.

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ACCESS TO CANADA

INTERSTATE CAPITAL

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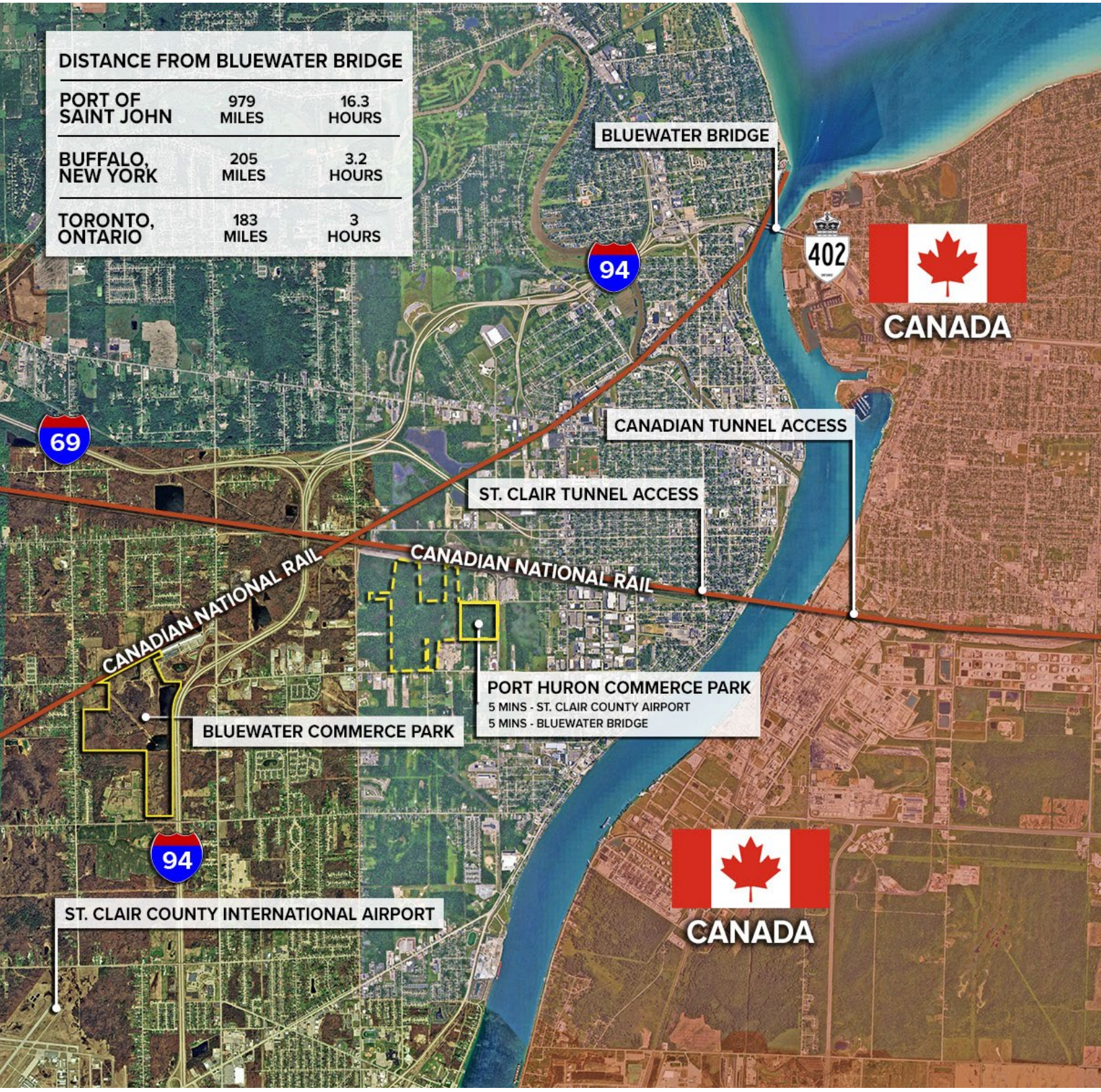

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