

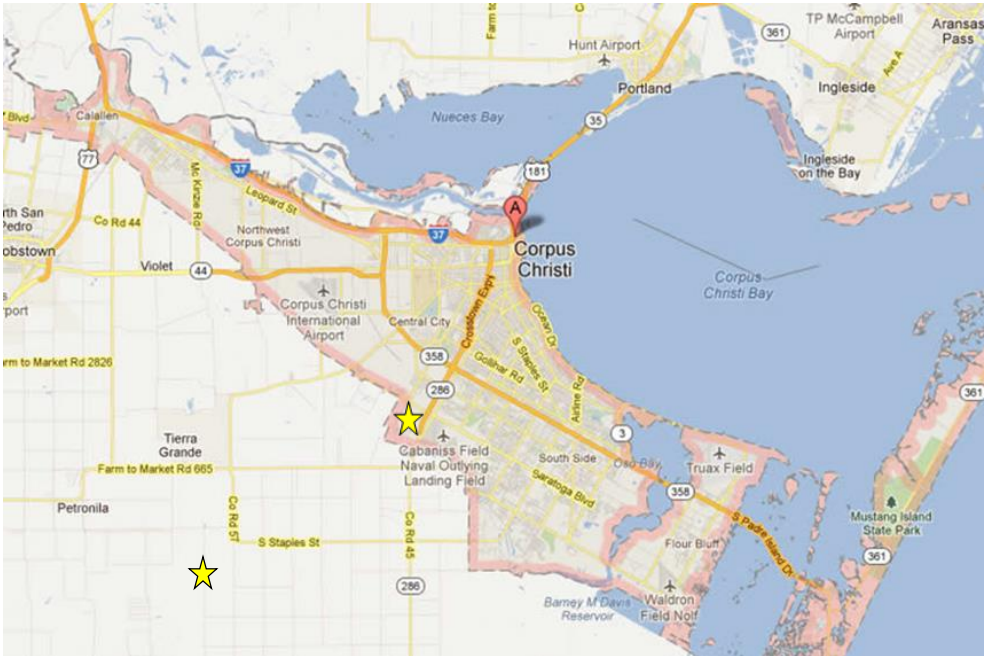
Transfer Station Relocation



- The current transfer station was designed to fit a very small footprint and not intended to handle the volume of traffic we see today
- Cost savings were needed during design, so items were cut. Walls were replaced by chain link fencing, allowing the wind to blow through the facility and scatter trash over the adjacent properties
- Drive lanes and dumpster locations were not designed to handle today's volume of customers or trash
- Traffic patterns have become dangerous. The original landfill entrance was on Ayers Street. With the construction of the Crosstown Expressway the length of the access road to the scales was reduced, causing congestion and dangerous traffic patterns

Transfer Station Relocation

- Relocating the transfer station (other than onto the adjacent property) is not recommended at this time.
- A lengthy and arduous process would be needed
- An analysis of the cost/benefit relationship of relocating the transfer station must wait until an alternate location is determined and then the relative merits and costs of both locations can be compared.



Proposed Compost Facility



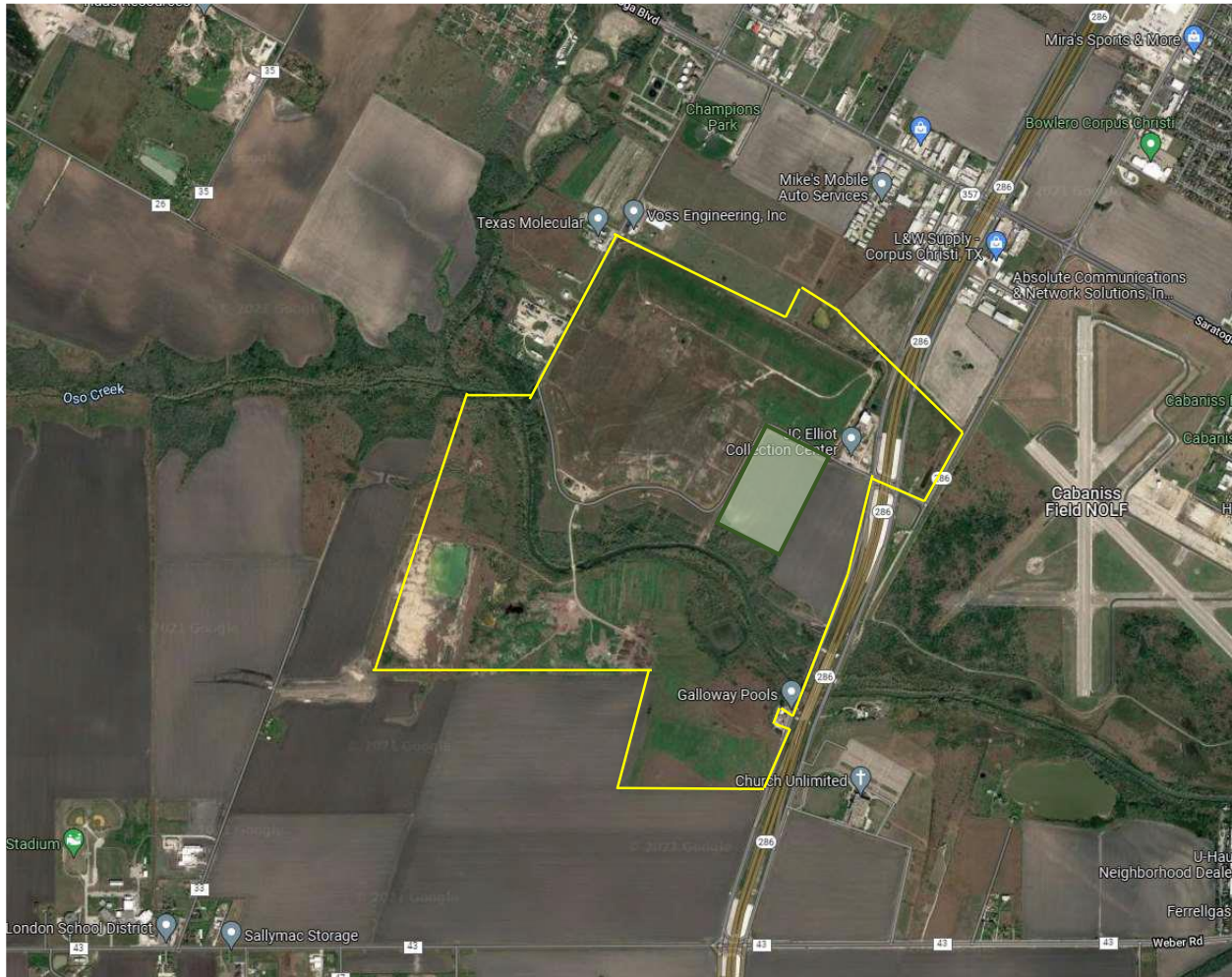
Proposed compost facility will process wood chips mixed with wastewater sludge in an Aerobic, open windrow format

Byproducts of Aerobic composting are heat, carbon dioxide and water vapor

The Aerobic composting process is designed to prevent Noxious odors from developing

Highly regulated by the TCEQ

Proposed Compost Facility Location

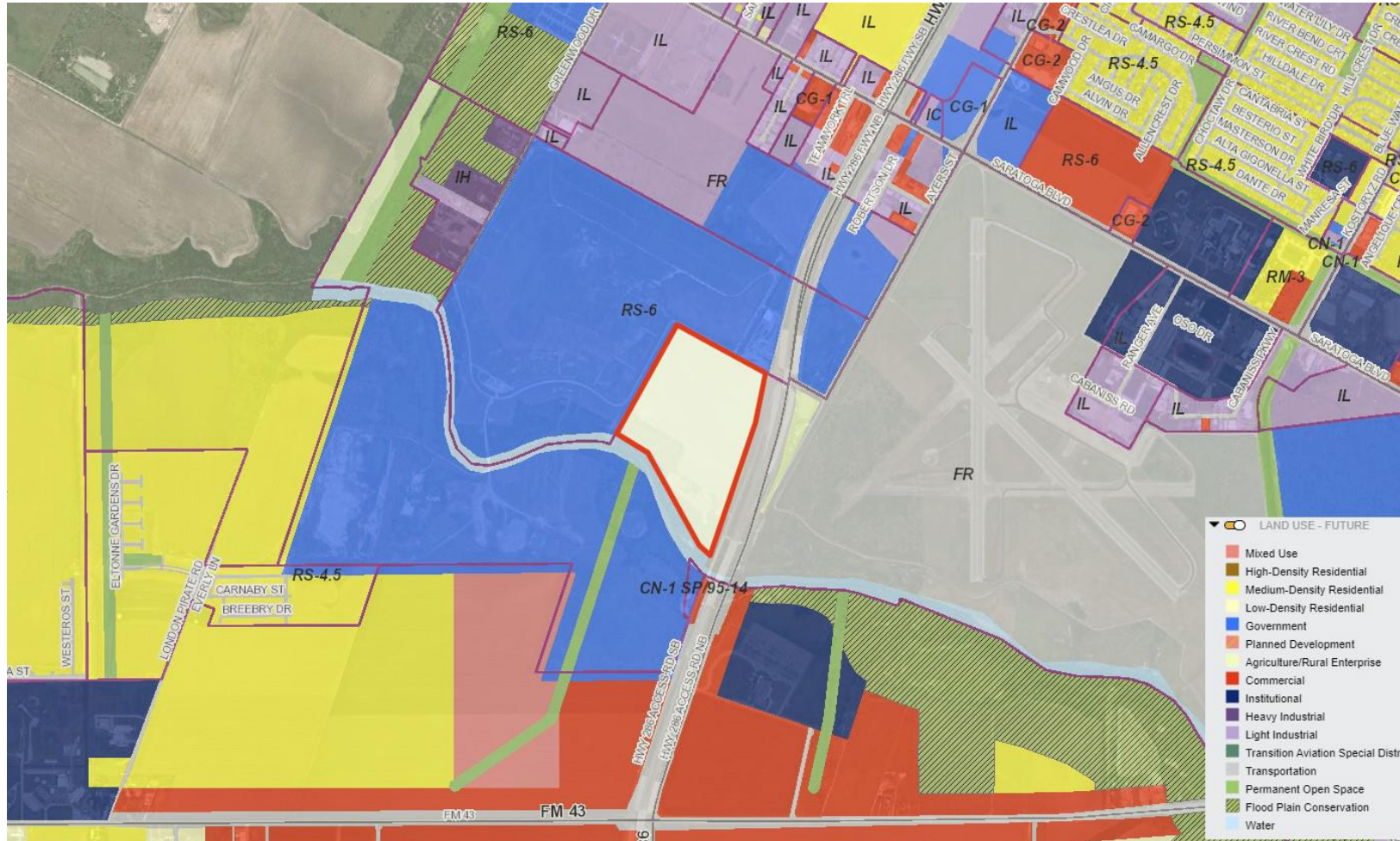


Proposed location of the compost facility (shown in the pale green box)

Boundary of the city owned property (shown in yellow) includes locations of:

- Closed landfill
- Current transfer station
- Borrow pit
- Concrete pile
- Brush grinding operations

Current Land Use around the Proposed Compost Facility



Majority of surrounding land use is Government [includes City owned property (Blue) and Cabaniss Field (Grey)]

A large percentage of the remaining land use is Light to Heavy Industrial (Lt. and Dk. Purple) with some minor Commercial (Red)

Residential (Yellow) and Mixed (Peach) are limited to the West and Southwest

New Earth Compost Facility in Conroe



New Earth Compost Facility in Conroe, TX processes wood chips and Wastewater Sludge (same process)

Nearest home is ~500 feet from windrows, across the street from the facility

Major residential developments surround the facility

Buffer Zone Size

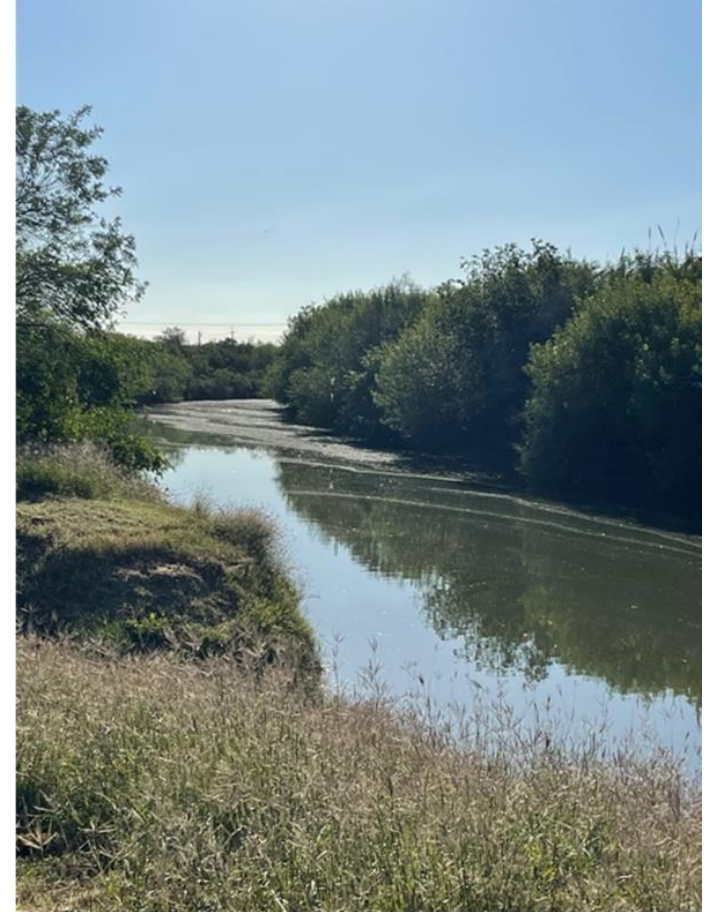


Shortest Distance from the Compost Facility to the Nearest possible Residential area is $\sim\frac{1}{2}$ mile ($\sim 2,500$ feet).

95% of the time the wind direction will be away from the Residential areas.

The landfill mass to the north and the vegetation along the Oso creek to the west provide significant odor dispersal topography

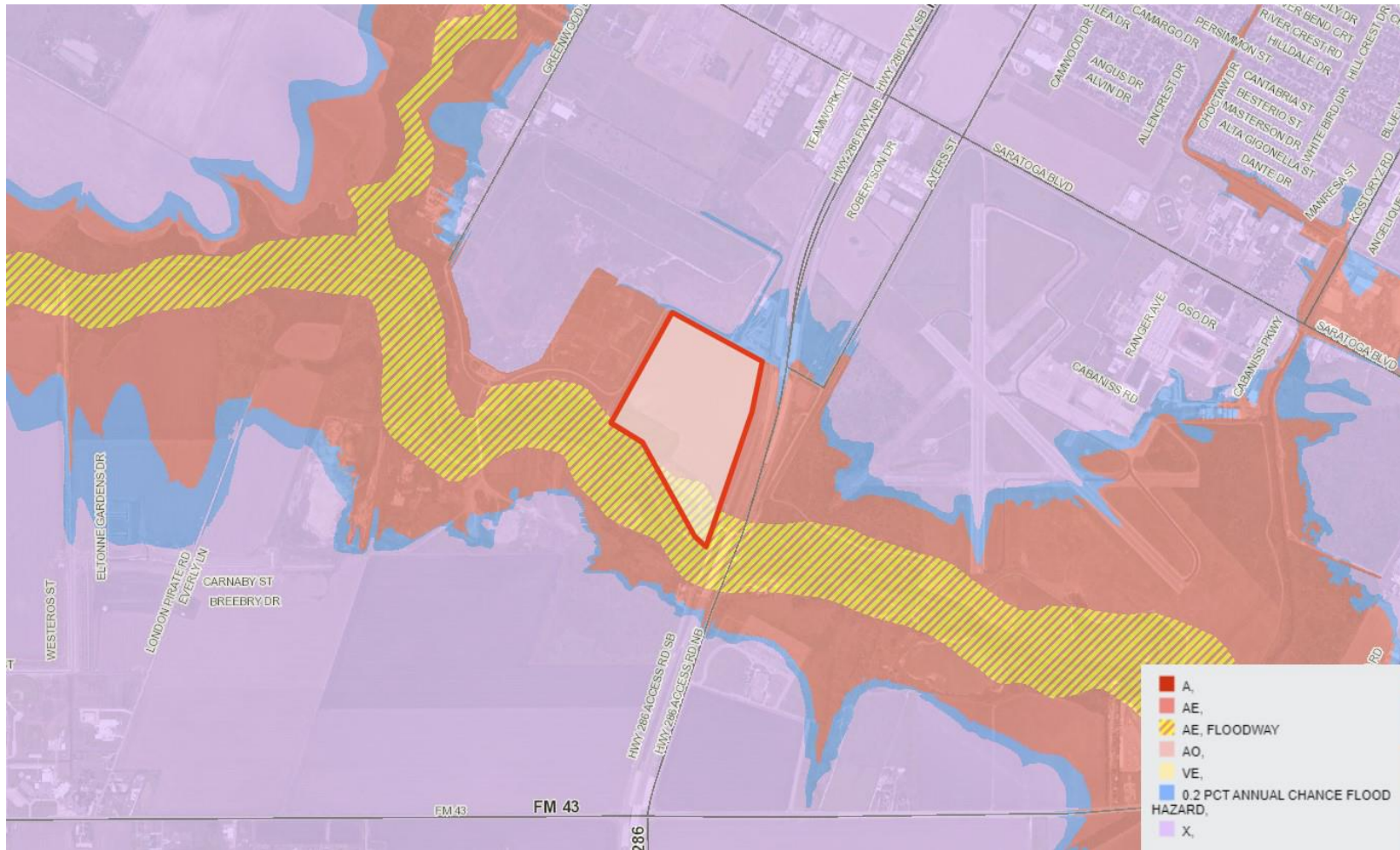
Odor Dispersing Topography



Odor Dispersing Topography




AE Flood Zone Designation



A portion is in the Accident Potential Zone




92.241 ACRES AT OSO CREEK & CROSSTOWN EXPRESSWAY
SITE DESCRIPTION

 **Valbridge**
PROPERTY ADVISORS

Appraisal Report

92.241 acres at Oso Creek & Crosstown Expressway
State Highway 286
Corpus Christi, Nueces County, Texas 78415

Report Date: January 15, 2020



PREPARED FOR:

City of Corpus Christi
Mr. Eusebio (Sonny) Garza, III
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Valbridge File Number:
TX01-19-1149-000




Highest and Best use is Industrial

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92.241 ACRES AT OSO CREEK & CROSSTOWN EXPRESSWAY
HIGHEST AND BEST USE

Maximally Productive

Among the financially feasible uses, the use that results in the highest value (the maximally productive use) is the highest and best use. Considering these factors, the maximally productive use as if vacant is for industrial.

Conclusion of Highest and Best Use As Vacant

Based upon the preceding analysis, the conclusion of highest and best use of the subject site as vacant is as follows:

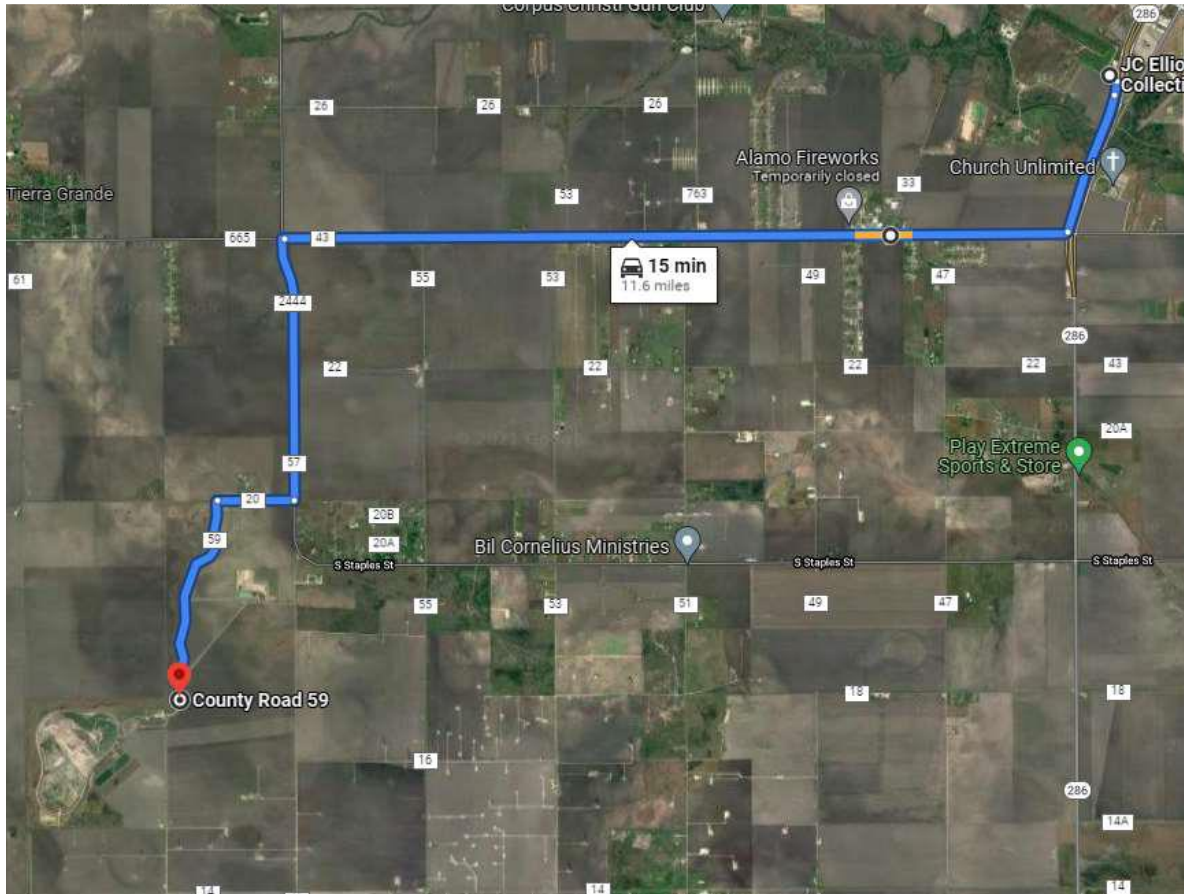
CONCLUSION AS IF VACANT

Characteristic	Conclusion
Use:	Industrial

Most Probable Buyer

As of the date of value, the most probable buyer of the subject property is an investor-developer.

Transfer Station to Cefe Hauling Expense



70,000 cubic yards of brush (1,750 truck loads) and ~50,000 tons of sludge

Each round trip will require 20 minutes load time, 30 minutes drive time, and 10 minutes to unload.

Hauling cost (based on Corp of Engineering data) is ~\$60 per hour.

Brush hauling is ~\$105,000 and Sludge hauling is ~\$160,000

Brush Collections Extra Hauling Expense



- The longer hauling distance will require the addition of a full brush crew (4 employees and 4 trucks) and \$180,000 for extra fuel and maintenance for current crews
- Cost of the additional brush crew is approximately \$378,000 annually

Extra Hauling Expense



- The initial added annual expense of moving the proposed Compost Facility from the J.C. Elliott Transfer Station to the Cefe Valenzuela Landfill is:
 - Hauling Brush ~\$105,000
 - Hauling Sludge ~\$165,000
 - Brush Crew ~\$558,000
 - ~\$828,000
- If we offer curbside composting to our citizens, the expense to do so will be significantly higher if we haul to Cefe