

## The Master Plan for Industrialization in the Coastal Bend

In Texas, if industry seeks a permit that has an impact on our air, water, or natural resources, the TCEQ ignores any existing or future industrial expansion when determining whether the health of Texans, the quality of water, or ecosystems will be impacted by the accumulation of these industries in any given area. So, these industries can simply pile on top of each other without regard to the overall cumulative effect on communities and our natural resources.

Local leaders and planners could restrict this inevitability by restricting industrial growth. But, what we see happening in the Coastal Bend region is a shrewd and deliberate plan to sacrifice the area for corporate profit. The Plan has been on the drawing board for some time, with multiple facets that must fall into place. Piecemeal approaches have been used in the past, much in the same way as the TCEQ looks at things. It's just one industry. In 2018, the City of Corpus Christi had 73 Industrial Agreements in place.

Without any real planning on the part of local government, industries dictate growth. They have now decided to pull the trigger on a mass industrialization that will reap them \$billions in profits and they are no longer shy about it. And local government is simply going along with it.

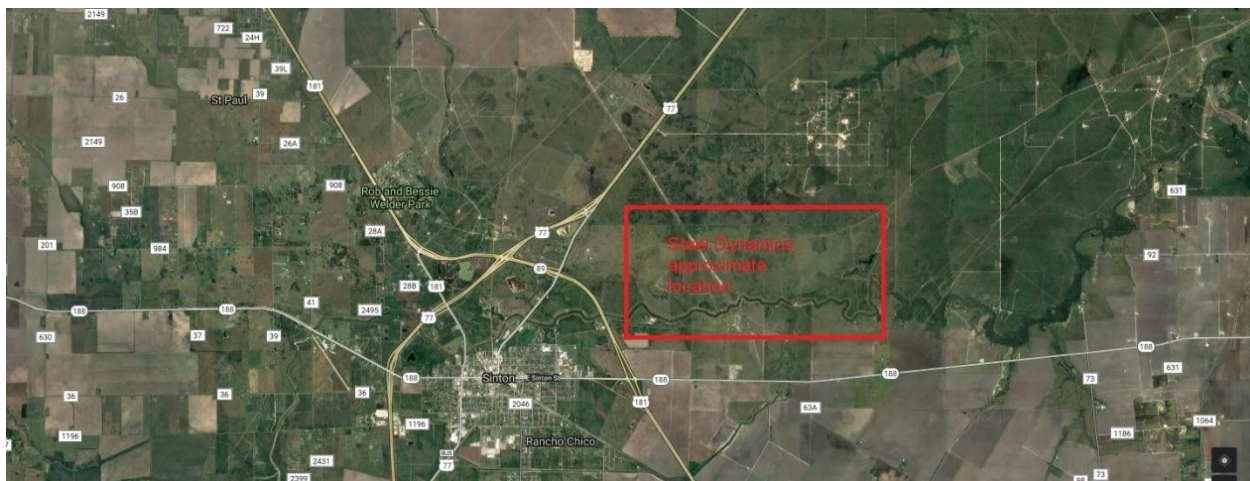
So, here is a synopsis of the Plan that will impact the area for the next generation.

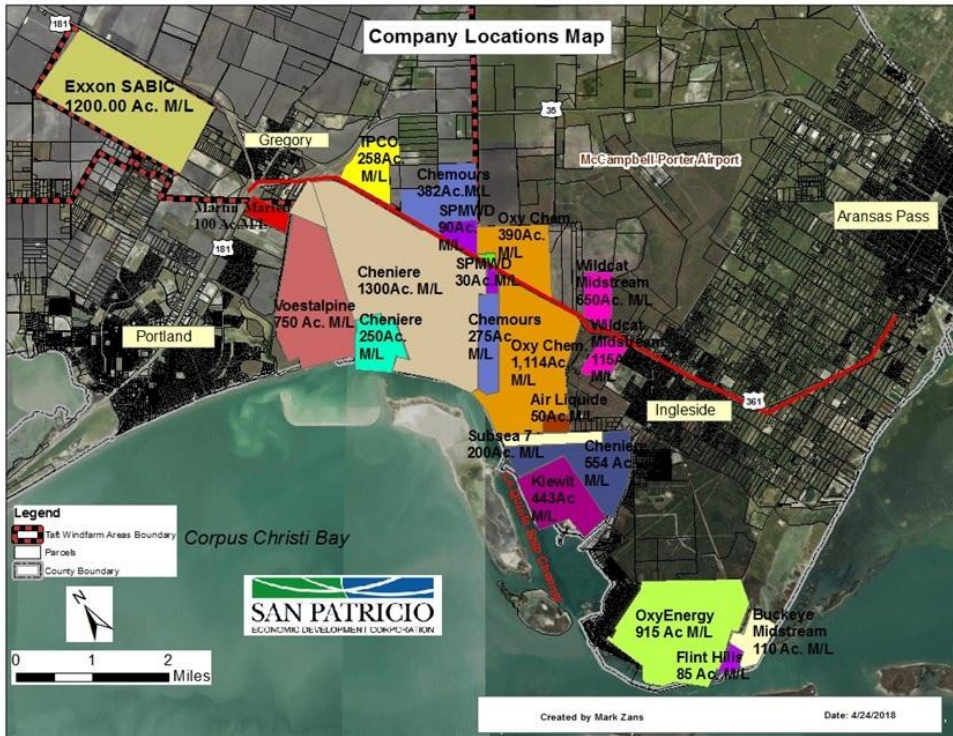
- With no room along refinery row, the City of Corpus Christi has now created Industrial Districts to the south and west of Tulooso Midway, including a proposed storage tank farm across from the CC International Airport. The most recent addition is a new fractionator to be built on 500 acres by Epic Y Grade Logistics.
- The Port of CC purchases 1,500 acres stretching from the La Quinta Channel to County Road 2986 (Wildcat Drive); land which is just outside the city limits of Portland and Gregory but within the ETJ of the city of Corpus Christi.
- Gulf Coast Growth Ventures purchases 1300 acres (2 Sq miles) of farmland to the north and west of Gregory and Portland for the largest petrochemical facility of its kind, abutting County Road 2986; obtains easement from Port to the La Quinta Channel where they will build a chemical storage facility and marine terminal.
- The City of CC will now annex the 1,500 acres from the La Quinta Channel to CR 2986 and will enter into Industrial District Agreements with industries within the area; they enter into an agreement with GCGV to not annex their 1300 acres if they enter into an Industrial Agreement in 2033.
- The Port purchases 2,800 acres (4 sq miles) south of Hwy 35 to Hwy 361, skirting the western edge of Aransas Pass and Ingleside; the purpose is to support industrial development within that area.
- The City will now annex another 5,700 acres south of Hwy 35 to the La Quinta Channel and will have Industrial Agreements with all industries within the area; the area closely abuts the Port's purchase.
- Cheniere and Oxy Chem plan expansions along the La Quinta Channel.
- The area purchased by the Port is being billed as a possible site for Project Falcon, an "unknown" industry.
- Back to the west, Steel Dynamics has filed for its application for an air permit for its new rolled steel manufacturing facility just east and northeast of Sinton; a new reinvestment zone of 2,500 acres is created to accommodate the facility

- Further to the east, Axis Midstream applies for a permit to build a VLCC terminal on Harbor Island; it will include massive storage tanks.
- To support VLCCs, the Port of CC applies for a permit from the Corp of Engineers to deepen the ship channel to 75 feet and plans its own VLCC terminal on Harbor Island.
- New pipelines are heading from the Eagle Ford Shale and Permian Basin to supply feedstock to GCGV and other petrochemical facilities; they will also provide crude oil to load the VLCCs.
- New waterlines are being built to provide industry with the water needed for operations.
- The Port of CC is seeking a permit to build seawater desalination facility on Harbor Island to bolster the supply of water for the industrial growth.
- The City of Corpus Christi will select two sites to build seawater desalination facilities, one in the inner harbor, and one along the La Quinta Channel, to bolster the supply of water for industrial expansion.
- San Patricio Regional Economic Development Corporation acknowledges the need for additional rail service in San Patricio County and the plans for more “rural” rail service throughout the area; with that will come rail yards, such as the mile long, 12 tracks deep, yard on the GCGV site.

And, what of the area north of Hwy 35 and south of Hwy 188? Do they actually think this area would accommodate neighborhoods, schools and churches, all being downwind of this industrialized area? Or, is that an area yet to be usurped by industry?

Even though there is a clear master plan to industrialize the region, each permit sought, whether it be for air, water, desalination, VLCC terminals, or dredging, all will be judged on their own, one at a time, and they will all get their individual permits. This industrialization plan will happen if we let it. We may not stop it all, but we can slow it down. We can have more say. We can challenge industry to be better at tipping the scale of balancing profits and environment, in the environment’s favor. We can challenge local leaders to fully understand the cumulative effects of this massive build-out and stand strong for a healthy environment.





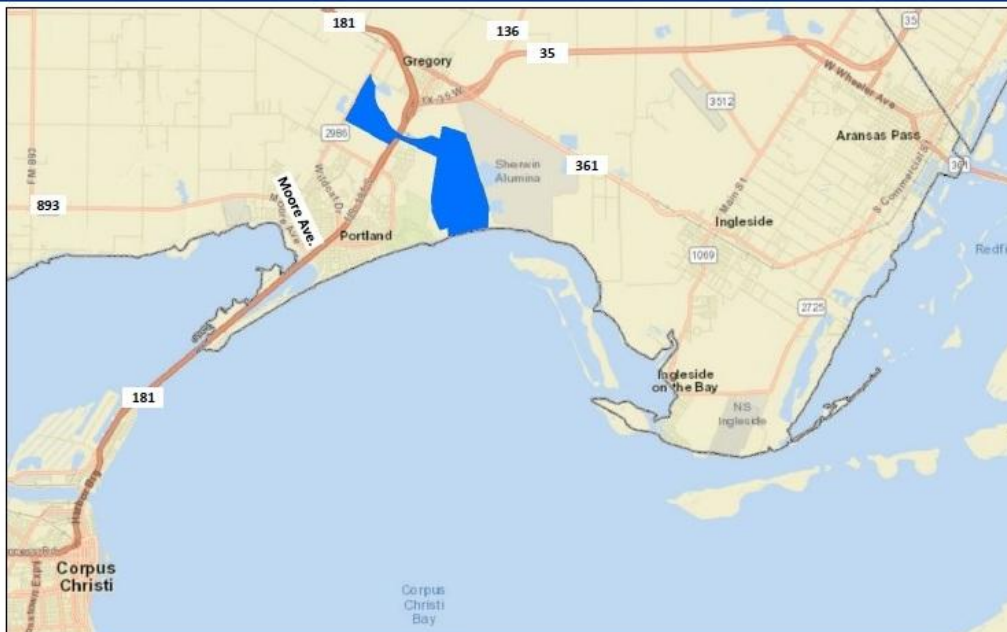




## Overview of Annexation Area



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Port Purchase



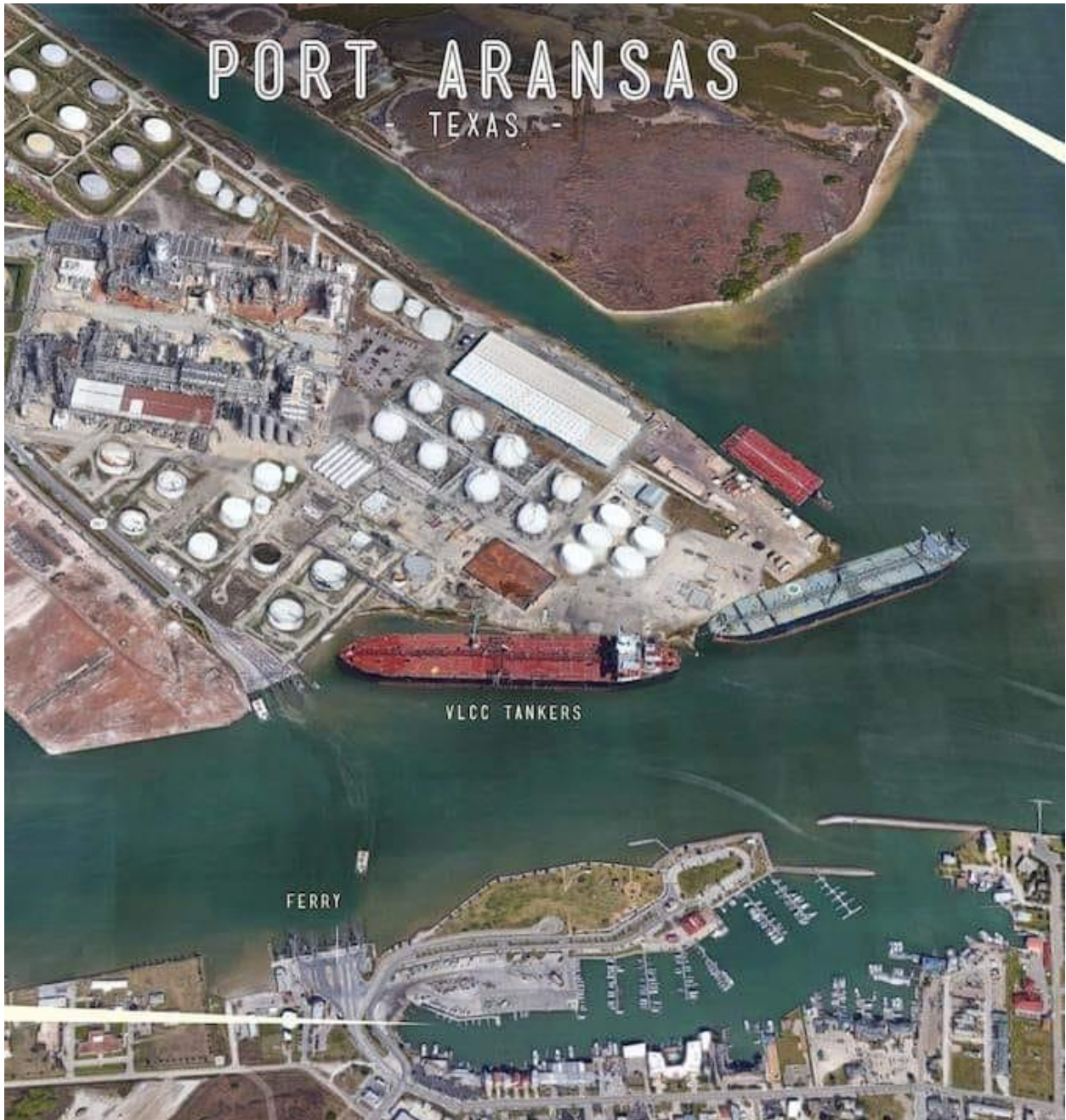
Port Desal on Harbor Island





# PORT ARANSAS

- TEXAS -



VLCC TANKERS

FERRY