

PUBLIC COMMENTS: Hearing 1/19/23 10 am Zoning Reclassification 2800 E 106th St - App No. 21087

Linda Gonzalez <l.gonzalez@anewworldbread.com>

Tue 1/17/2023 10:19 PM

To: CPC <CPC@cityofchicago.org>

[Warning: External email]

To: Laura Flores, Chair, Plan Commission, City Hall, 121 N. LaSalle St., Room 1000, Chicago, Illinois 60602

Dear Chair Laura Flores and Members of the Plan Commission:

The People's Council of Southeast Chicago, a group that advocates for the public interest, strongly opposes the proposed zoning amendment that would allow truck storage at 2800 E. 106th St and the Calumet River in Chicago's 10th ward. The application to rezone the site from PMD 6 (Planning Manufacturing District 6 Lake Calumet) to a Waterway-Industrial Planned Development for vehicular storage with 638 non-accessory parking spaces does not meet public notification requirements and does not comply with the Air Quality Ordinance or Calumet Design Guidelines. The application states that site use is non-river dependent however the site plan depicts river access for planned development. The application states that the use is for truck storage however the 10th Ward Chief of Staff stated that it may be used for container storage. The public has a right to inquire about site use and learn how this large tract of land will be used and how truck and/or container storage will impact traffic conditions, air standards and water quality.

This zoning amendment proposal fails to meet notification requirements for public notice to surrounding property owners, posting of a sign about rezoning and holding a public meeting. Notice to surrounding property owners must be served at least 15 days before, and no more than 30 days before, a public hearing. In this case, the applicant gave notice that, "on or about July 20, 2022" the applicant will file an application for a change in zoning for the property located at 2800 East 106th Street from a PMD-6 to an Industrial Waterway Planned Development. Not only does that notification not meet the required timeframe for delivery, the information appears inaccurate since there was no hearing scheduled on or about July 20, 2022, for this proposal, based on a review of publicly available hearing agendas.

This application also fails to meet the requirement for a notice sign to be posted on the property as there are no signs about the application filing or hearing posted on site. A notice sign must be installed within 5 days of application filing and remain in place until the date of the hearing. Posted notice must be in the form of an official sign provided by the Office of the Zoning Administrator. The sign must be posted in such a way as to be plainly visible from each roadway or right-of-way abutting the property.

Furthermore, there was no public meeting as required for rezoning within an Industrial Corridor. According to the 10th ward office, community groups were not made aware of the application for zoning amendment because the site of the proposal is not located in a residential neighborhood. We know this is not consistent with the Chicago Zoning Ordinance. Rezoning within an Industrial Corridor requires one public meeting in the ward in which the proposed district is located for the purpose of explaining the proposal and soliciting comments on it.

This application fails to meet the requirements of the Air Quality Ordinance for truck storage which requires an air quality study for review and approval by the Department of Public Health. The Air Quality Ordinance pertains to Warehousing, Wholesale and Freight Movement and Storage, wholesale

and distribution of materials and equipment. Typical uses include storage warehouses, moving and storage firms, fulfillment centers, trucking or cartage operations, truck staging or storage areas, wholesale sales of materials and equipment to parties other than the general public; and container storage.

In addition, the applicant failed to provide a traffic study and approval by the Department of Transportation as required by the Air Quality Ordinance. The site plan indicates potential use of the ingress and egress located at the base of the bridge at 106th ST. This is a high traffic, two lane road in which cars heading west often speed down the bridge and may be at risk of collision with vehicles using the 106th ST entrance / exit. Department of Transportation safety recommendations are needed for the safety of vehicles, bikes and pedestrians.

Meanwhile, according to the site and landscape plan, the northeast corner of the property has a 0-foot setback for development of river use and does not have the landscaped minimum 30-foot-wide river setback that is required for non-river-dependent uses, per the Calumet Design Guidelines. As the Plan Commission may be well aware, the development's river use is also subject to additional requirements regarding soil design, roadway design, individual project design, and stormwater management.

Given the lack of compliance with the Chicago Zoning and Air Quality Ordinance requirements by TP 106th, LLC, it is inconceivable that the Plan Commission or City Council would consider approval of this proposed zoning amendment. On behalf of the People's Council of Southeast Chicago, we urge you to vote against this proposal. The omissions and misrepresentations of this application present a clear and present danger to the health and safety of our community.

Respectfully submitted,
Linda Gonzalez, LCSW, South Deering Resident
People's Council of Southeast Chicago

ReZoning 106th Street and the Calumet River

Nick Radakovich <nickrxhc@yahoo.com>

Tue 1/17/2023 10:58 PM

To: CPC <CPC@cityofchicago.org>

[Warning: External email]

This zoning change should not be allowed without a public hearing being held in the 10th Ward. Development on the River and an major street like 106th, should not be allowed without detailed plans being made available for community review and comment.

Nick Radakovich 9825 Muskegon

To: Laura Flores, Chair, Plan Commission, City Hall, 121 N. LaSalle St., Room 1000, Chicago, Illinois 60602

Dear Chair Laura Flores and Members of the Plan Commission:

I strongly oppose the proposed zoning amendment that would allow for truck storage at 2800 E. 106th Street and consequently more truck traffic on our streets. The application process employed did not meet the required public notification requirements nor does the application clearly state how the site will be used.

No public meeting was held about the development therefore the community could not express any concerns it might have.

Most importantly, any proposal centering around trucking is of high concern given that our streets are already highly trafficked with them (see attachments). A traffic study therefore should be required as part of the evaluation process.

I urge you to vote against this incompliant zoning amendment needed to accommodate a proposal that will have a huge impact on the community without input from it.

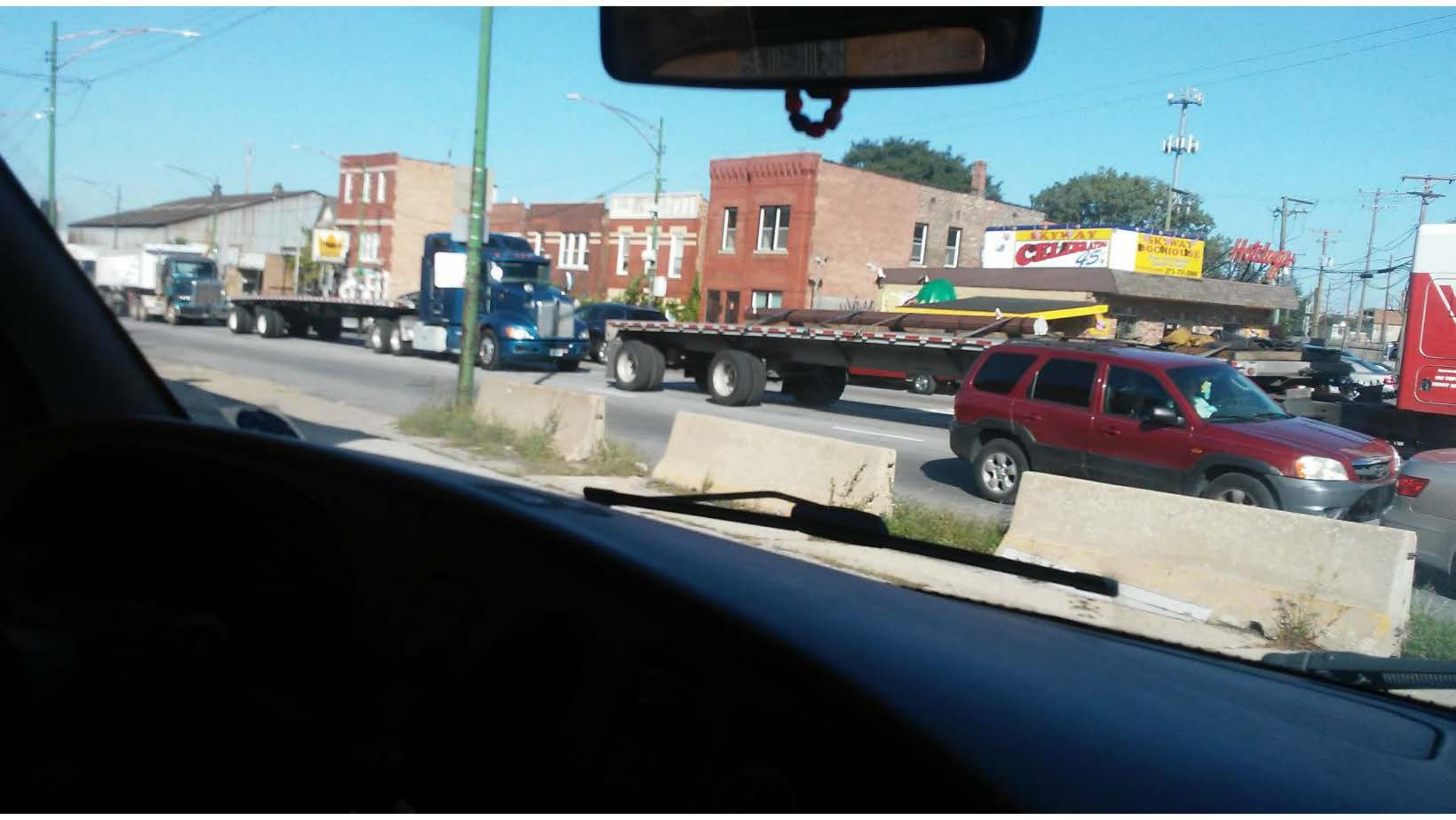
Sincerely,

Peggy Salazar
Resident 10th Ward
blackjac53@yahoo.com









SKYWAY
CELEBRATE
45
SKYWAY
BOOMBOX

Holiday

January 18, 2023
Chicago Plan Commission
City Hall, 121 N. LaSalle St.
Chicago, IL 60602

As a collective of organizations that are part of and/or care deeply about the communities around Chicago's rivers, we are writing today to express concern about the proposed development at 2800 E 106th St. and to **recommend that consideration of the proposal is deferred until the Cumulative Impacts Assessment, Far South Industrial Corridor modernization, and HUD investigations are complete and resolved.**

In June 2022, the River Ecology & Governance Task Force reviewed the Transport Properties plan for 2800 E 106th St. The Task Force is a group that facilitates coordination between government agencies and civic, nonprofit, local, and private organizations with an interest or jurisdiction over the rivers in Chicago. The Task Force reviews new developments proposed along Chicago's rivers for alignment with current design guidelines and Task Force principles and priorities. Following the review meeting in June, [written feedback](#) was provided to the development team noting some items of concern with how the development relates to the Calumet Design Guidelines as well as opportunities for them to improve on their initial plan and incorporate community benefits.

The collective of organizations writing today has evaluated the materials submitted to the Plan Commission, along with the Task Force comments from June. In reviewing, we find that many of the site-specific recommendations from the Task Force letter have been addressed, such as improved tree cover, a 30' natural setback on all sides of the site, using road salt best management practices to reduce water quality impacts, improving stormwater management, and a robust planting plan.

We recommend two site-specific changes in particular that we do not see reflected in the current submission: 1) The provision of a small, publicly accessible riverfront space at the southeast corner of the site with a pedestrian connection to 106th St.; and 2) Designing the on-site stormwater storage for rate control instead of only volume control, to account for more frequently occurring record rainfall events due to climate change.

However, there remain critical issues that cannot be addressed through site design. Due to these concerns, detailed below, the collective of organizations writing today recommends that the Plan Commission defer review and consideration of the 2800 E 106th site until the City's ongoing Cumulative Impacts Assessment is complete, the pending Far South Industrial Corridor modernization process is initiated and completed, and negotiations between the City and the US Department of Housing and Urban Development (HUD) regarding the investigation into Chicago's industrial corridor planning and permitting practices are resolved. Our two principal concerns are:

Air Quality and Cumulative Impacts: Transport Properties plans to remove and replace the contaminated soil on the site. We agree that these remediation efforts would reduce the overall environmental and health risks associated with the property in its current state and that this remediation is unlikely to happen without the developer's investment, due to the challenging nature of this site. However, there are also environmental and health risks associated with the proposed use, especially located in the context of an industrial corridor near communities that are already overburdened with pollution, poor air quality, and their related negative health impacts. We would like to see the impacts of the proposed use considered within the context of the cumulative impacts of the surrounding land uses, and appropriate environmental mitigation measures required. Until the Cumulative Impacts Assessment is complete and the HUD investigation is resolved, it is not possible to fully understand the potential impact of this development and what appropriate mitigation measures would be.

Resident Engagement: At the time of the Rivers Task Force review meeting, Transport Properties had not yet engaged residents living within a half-mile of the site, particularly the Slag Valley and Vets Park neighborhoods (South and North of 100th St., respectively). It is unclear whether any residents have been engaged at this point. At open houses hosted in 2022 by UIC Great Cities Institute and partners regarding riverfront access at 100th St., residents shared a desire for safe river access, pedestrian safety, and concerns about the health impacts of truck traffic and the legacy of heavy industry in the area. Neighbors' opinions should be taken into account, especially regarding any plans for soil remediation, mitigation of air quality impacts, and whether there should be any public riverfront access provided at the site.

In closing, the environmental and human health of the surrounding neighborhoods, residents, and the Calumet River itself should be paramount in riverfront development decisions, especially in neighborhoods already facing undue environmental and health burdens. The economic, health, and environmental needs along the Calumet Industrial Corridor cannot be properly understood and balanced until the Cumulative Impact Assessment, Industrial Corridor planning, and HUD investigations are resolved.

In Partnership,

Alliance for the Great Lakes
Calumet Collaborative
Friends of the Chicago River
Friends of the Parks
Jeffrey Manor Community Revitalization Council
Metropolitan Planning Council
Southeast Environmental Task Force
UIC Great Cities Institute
Urban Rivers