INTRO/QUALIFICATIONS

[IMAGE #1 ON SCREEN]

Good evening.

My name is Jeff Thompson.

I am the founder and a current Member of both

> **the permit Applicant entity (GreenWay Resource Recovery, LLC)**
>
> **and**
>
> **the entity that currently owns the Subject Property (Greenway Development LLC).**

I am personally familiar with the Subject Property, which is located at 2100-2136 S. Kilbourn Avenue.

I am also personally familiar with Applicant's operational practices and history for the past 8.5 years.

I have physically worked at the Subject Property almost every day for the past 8.5 years.

I would like to refer to the permit applicant, GreenWay Resource Recovery as GreenWay for the balance of my presentation.

Just a bit of my background for those of you who may not know me:

I have been in the waste and recycling industry for a little over 30 years and have worked for companies including John Sexton Contractors and The Resource Management Companies prior to starting my first waste and recycling collection business in 1998. Over the years, I have worked in many aspects of the waste and recycling industry doing everything from driving collection vehicles, to working at transfer stations and landfills. I've worked at a large private MRF where I developed some of the first sorting systems to successfully sort glass cullet by color. I've developed several material handling and processing systems and found that my true passion and the reason I am in business, is to build a company that applies practical, innovative ideas to reclaim recyclable material from the waste stream, ultimately diverting it from the landfill and preserving precious landfill airspace.

In 2009, I started the GreenWay family of companies of which our current operations were born.

EXISTING OPERATION AND PURPOSE OF APPLICATION

[IMAGE #1 STILL ON SCREEN]

GreenWay has operated as a Class II and Class V Recycling facility at the site since 2012.

> **Our existing Class II operation recycles primarily paper, cardboard, and plastics.**
>
> **Our existing Class V recycling operation recycles construction and demolition waste materials.**

As of the end of 2019, GreenWay had received and processed over 700,000 tons of waste material that would have been otherwise sent to a landfill.

GreenWay regularly receives mixed loads it cannot process without permission to function as a Transfer Station. We are currently limited to accepting loads not containing more than 25% household waste.

> **For example, truckloads of construction debris arrive with household waste such as furniture, mattresses, couches, old toys or storage bins are turned away if the composition is over 25% waste by volume.**

As a Transfer Station, GreenWay will no longer have to reject those loads and can instead recycle and repurpose a portion of the household waste – for example, much of the unusable furniture can be ground into wood chips for fuel, mulch, and erosion control socks. Some of the plastic can be sent to a pelletizing plant we work with to create infeed stock for the plastics manufacturing industry. Much of the recovered fiber products can be baled and sent to paper mills, etc.

In other words, the requested permit is necessary to accommodate the waste recycling needs of the area GreenWay is intended to serve.

THESE WASTE RECYCLING NEEDS ARE NOT BEING MET CURRENTLY.

This is not just my opinion,

[SWITCH TO IMAGE #2]

The low rates of recycling in the City of Chicago, Cook County and State of Illinois, generally are widely documented, and on the screen, we list just some of that documentation.

Also on this screen are links to evidence of governmental pledges by the City of Chicago, Cook County and State of Illinois to improve recycling rates in part by expanding capacity.

As you'll see, these sources include

- The Final Report of the State of Illinois Task Force on the Advancement of Materials Recycling
- The Cook County Solid Waste Management Plan
- The City of Chicago Waste Characterization Study and Waste Diversion Study
- The 2018 Better Government Association Investigation; and
- The Illinois Public Interest Research Group report, "The State of Recycling in Illinois"

The quote and infographics on this screen, which are directly excerpted from the City of Chicago's website summarizing the Waste Characterization Study and Waste Diversion Study Results, clearly show how important it is to expand recycling.

- Chicago, even a decade ago, was generating 7.3 Million tons of waste every year
- Only 45% of that was being diverted from landfills.
- Diversion rates for DSS-Collected Residential and Privately-Collected were just 8% and 19%.
- The City found that the maximum reasonably achievable diversion rates for these two categories were 43% (not 8%) and 42% (not 19%).

This permit will allow us to be able to receive at least a small portion of the 26% of privately-collected waste.

The simple fact, and the bottom line is that as an industry, we need to do a better job recycling materials and we need to have more facilities that are committed to doing so.

BESIDES MEETING AN IMPORTANT PUBLIC NEED, APPROVAL OF THIS APPLICATION WILL NOT BE AGAINST THE PUBLIC INTEREST

(1) FIRST, THERE'S SIGNIFICANT GOVERNMENTAL REGULATIONS AND OVERSIGHT.

AND

GREENWAY HAS A PROVEN TRACK RECORD OF COMPLIANCE AND PUBLIC BENEFIT

GreenWay has always operated with all applicable permits.

Our permits are monitored by governmental agencies.

Our site and operations are inspected at least monthly by the City of Chicago

In 8.5 years, GreenWay has not received any notice of violations.

To my knowledge, in the 8.5 years I have been an owner and member of GreenWay:

> **GreenWay has never received a complaint from a neighboring property owner or occupant that our recycling operations were incompatible with the area or causing problems for the area.**
>
> **GreenWay has not had an adverse impact on the general welfare of the neighborhood or community and has, instead,**
>
> > **created job opportunities, (we started with 4 employees and now have close to 40, many of whom live in the immediate area).**
> >
> > **improved the taxable value of the site through physical improvements,**
> >
> > **paid all applicable taxes,**
> >
> > **operated with all required permits,**
> >
> > **passed each governmental inspection,**
> >
> > **and have donated labor and materials to neighborhood groups and causes,**
> >
> > **and overall, have been a good neighbor to the other businesses and residents of the 24th ward.**

(2) SECOND, WE HAVE THE RIGHT DESIGN, THE RIGHT OPERATIONS, AND RIGHT LOCATION

[IMAGE #3 ON SCREEN]

The existing site is designed with visual buffers from adjacent streets and properties and to minimize dangers to surrounding areas from fires, spills, and from other operational accidents.

All of these features will continue when the site is used as a Transfer Station.

For example, site safety features – as detailed in the Application – include:

the building material (brick),

inspection procedures for incoming loads,

daily cleaning practices,

employee training and practices in connection with fire hazards and accidents,

and on-site safety equipment,

Another example - the site is already improved with adequate fencing, screening, landscaping.

Transfer Station sorting activity will occur inside of the site's existing, 57,000 square foot building.

The site already has adequate utilities, lighting, sidewalks, and driveways.

Site design and GreenWay operations minimize traffic impacts.

For example, our weighing and inspection, loading and unloading activities occur entirely inside our site boundaries.

Based on the lack of complaints and incidents in the last 8.5 years of operating, these improvements have proven they're adequate for buffering and compatibility with the area street network and neighboring uses.

It's important to note that we will not have to make significant physical alterations to our successful site layout, and none of the alterations we'll make will be visible from adjacent properties.

[IMAGE #4 ON SCREEN]

For example:

(a) the building will only require minor modifications to accommodate recycling of the waste stream allowed for Transfer Stations, such as installation of sorting lines and baling equipment, concrete containment walls, and paving

(b) outdoor site lighting will continue to be for security purposes only;

(c) there will be no modifications to the site's perimeter landscaping, screening, fencing, or access; and

(d) all truck movements and recycling activities will continue to be accommodated inside the site as shown on this truck-movement exhibit,

[IMAGE #5 ON SCREEN]

The Transfer Station use should have no adverse effect on residential properties.

[IMAGE #6 ON SCREEN]

There are no residential properties in the immediate vicinity.

The site is completely surrounded by railway and industrial uses.

The site's western boundary is an elevated railroad grade with several active railroad tracks.

The site's southern boundary consists of CTA tracks.

The site's northern side of the site is occupied by the existing building, with an industrial neighbor to the north.

Surrounding business operating characteristics include

24-hour operations,

outdoor lighting of storage and processing areas,

noise from vehicles and heavy machinery

significant truck and rail traffic,

little car traffic,

and almost no pedestrian activity.

Hours, lighting, traffic and noise of our existing and proposed uses are not more intense than those of our neighbors.

The new use will be essentially identical to existing uses, but with one additional stream of material.

The site is located in an established Industrial Corridor (the Roosevelt-Cicero Industrial Corridor) with:

surrounding railway, manufacturing, and other industrial uses,

close proximity to highways

an appropriate street grid,

an existing driveway with ample visibility for vehicular turn movements,

and large interior open spaces for truck inspections and loading/unloading.

The adequacy of site design and location is evidenced by

the lack of neighbor concerns over 8.5 years

and approvals from the City of Chicago Department of Transportation, including correspondence that CDOT provided to the Zoning Board of Appeals and a stamped site plan.

The subject property is located outside of the 100-year flood plain as determined by the Illinois Department of Transportation. There are no significant historic resources, and no impacted wetlands.

The related maps and reports included in the Application.

COMMUNITY PROCESS

[IMAGE #7 ON SCREEN (SAME AS IMAGE #1)]

We have been working on presenting and refining the proposed use – FOR YEARS NOW – with

the Alderman,

City staff in multiple departments,

and community members.

We held not one, but two additional community and Aldermanic meetings, in addition to the public hearing before the City of Chicago Zoning Board of Appeals. (One on February 5th and one on February 27th)

We even made a courtesy postcard mailing for the February 5th meeting to Chicago residences within the 500-feet of the site boundaries.

There were no objections raised by any members of the public at either of these meetings.

In a March 4, 2020 letter to the Zoning Board, the Alderman Michael Scott wrote [QUOTE] "The Applicant has operated a Class II and Class V recycling facility in the 24th Ward for eight years and has established itself as a good operator and good neighbor." [UNQUOTE]

On June 5, 2020, the City of Chicago Zoning Board of Appeals,

> **after holding a properly noticed public hearing at which there were ALSO NO objections,**
>
> **determined that GreenWay will be permitted to establish a transfer station for non-hazardous municipal waste.**

The Board found the transfer station use complies with all applicable standards of the City of Chicago Zoning Ordinance.

The Board found that the transfer station will be in the interest of the public convenience.

The Board found that the transfer station will not have a significant adverse impact on the general welfare of neighborhood or community.

The Board found that the transfer station will be compatible with the character of the surrounding area in terms of site planning and building scale and project design.

The Board found that the transfer station will be compatible with the character of the surrounding area in terms of operating characteristics, including hours of operation, outdoor lighting, noise, and traffic generation.

The Board found that the transfer station has been designed to promote pedestrian safety and comfort

In conclusion, over the last almost 9 years, GreenWay has demonstrated that it is a competent and environmentally conscious operator. We have established ourselves as a very good community business and neighbor to the other businesses and residences of the 24th ward of Chicago. We repurposed a blighted, and for several years vacant building, and created nearly 40 full time positions and dozens of related jobs from subcontractors, vendors, trucking companies, etc. and in that time received and processed over 700,000 tons of material while receiving no governmental violations or complaints from our neighbors.

This permit will allow us to become an even better waste and recycling company and expand our ability to have an even more positive environmental impact in the area GreenWay serves.

Thank you.

I am happy to take questions.


Looking north west at subject

CHICAGO'S WASTE RECYCLING NEEDS ARE NOT BEING MET CURRENTLY

- State of Illinois Task Force on the Advancement of Materials Recycling Final Report (2015) https://www2.illinois.gov/dceo/AboutDCEO/ReportsRequiredByStatute/Approved%20Final%20Report%20-%20Recycling%20Advancement%20Task%20Force.pdf;
- Cook County Solid Waste Management Plan and 2018 Update (https://www.cookcountyil.gov/sites/default/files/service/solid-waste-management-plan-2018-update-final.pdf);
- 2009/2010 Chicago Waste Characterization Study and Waste Diversion Study (https://www.chicago.gov/city/en/progs/env/waste_and_recycling.html);
- 2018 Better Government Association Investigation, https://projects.bettergov.org/2018/recycling-chicago/; and
- Illinois PIRG November 14, 2019 report, "The State of Recycling in Illinois" (https://illinoispirg.org/reports/ilf/state-recycling-illinois).

"How much was generated and how much are we diverting?
As a whole, the City of Chicago generates 7,299,174 tons of waste every year (See Figure 1 for generation by sector). Of that, 3,248,231 tons is currently being diverted, which represents a current overall diversion rate of 45%. The current diversion rates for the DSS-Collected Residential, Privately-Collected and C&D sectors are 8%, 19% and 65%, respectively. The maximum reasonably achievable overall diversion rate is 57% and 43%, 42% and 67% for the DSS-Collected Residential, Privately-Collected and C&D sectors."

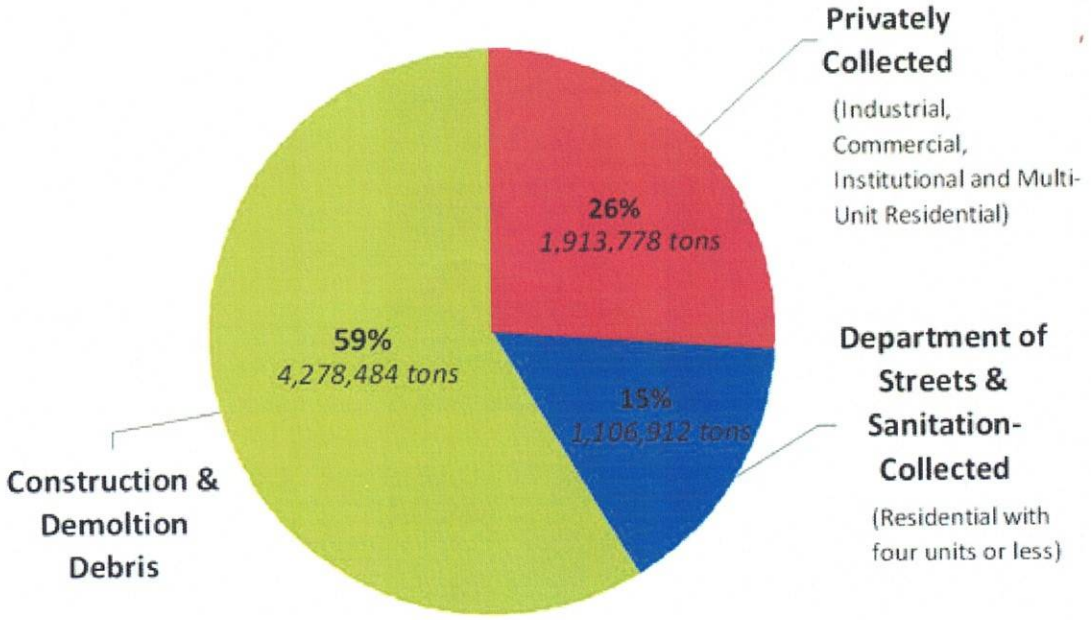
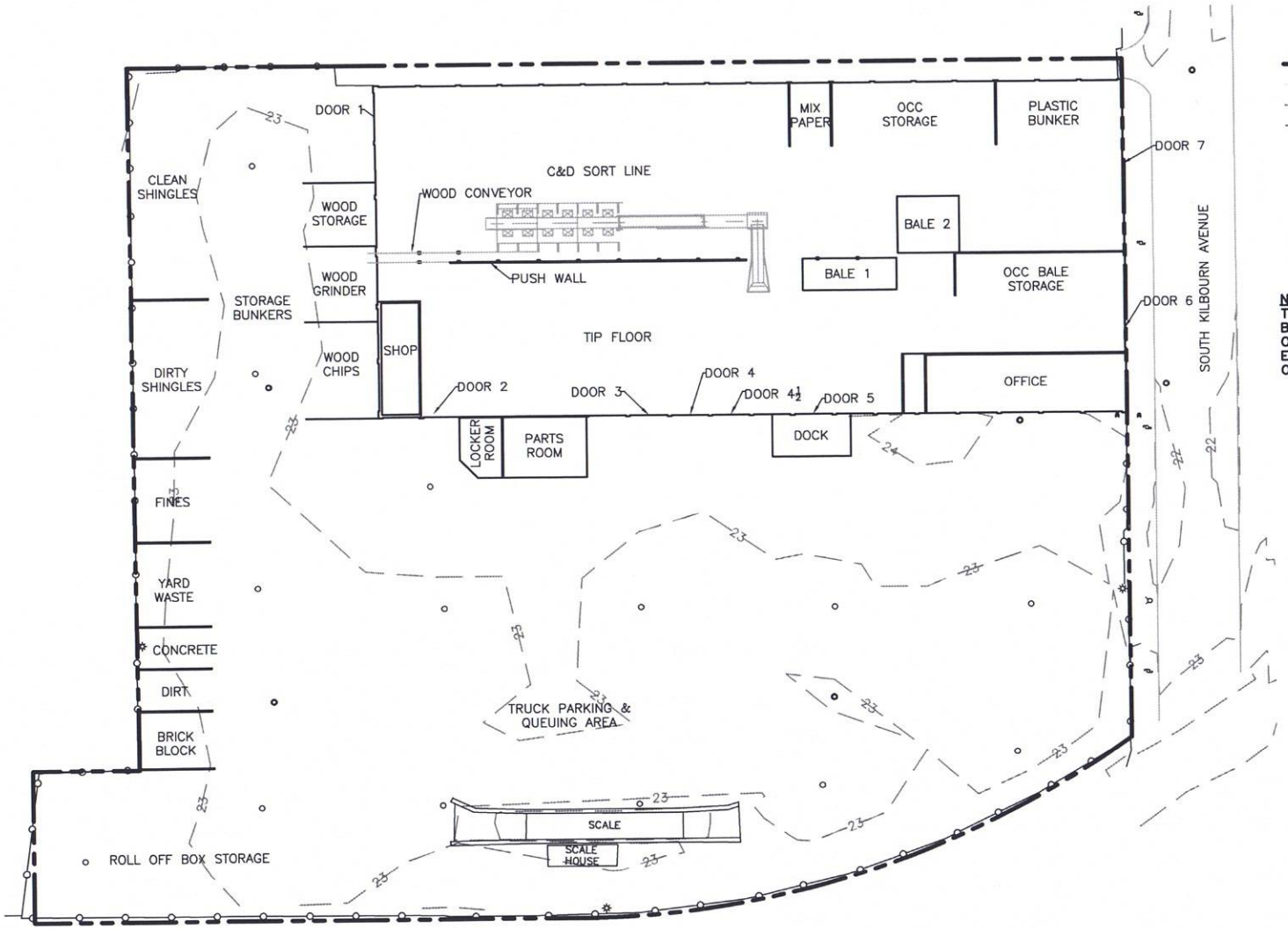


Figure 2. Waste Generation by Sector



LEGEND

- PROPERTY BOUNDARY
- ROAD
- EXISTING CONTOUR
- CHAIN LINK FENCE
- STORM SEWER MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- LIGHT POLE
- POWER POLE
- GAS VALVE

NOTE:
TOPOGRAPHIC CONTOURS SHOWN PROVIDED BY WEAVER CONSULTANTS GROUP. DATE OF SURVEY NOVEMBER 7, 2019. ELEVATIONS SHOWN ARE BASED ON CITY OF CHICAGO DATUM.

N

SCALE: 1" = 50'

0 25' 50' 100'

PREPARED FOR: GREENWAY RECYCLING

PLOT PLAN

GREENWAY RECYCLING
CHICAGO, ILLINOIS

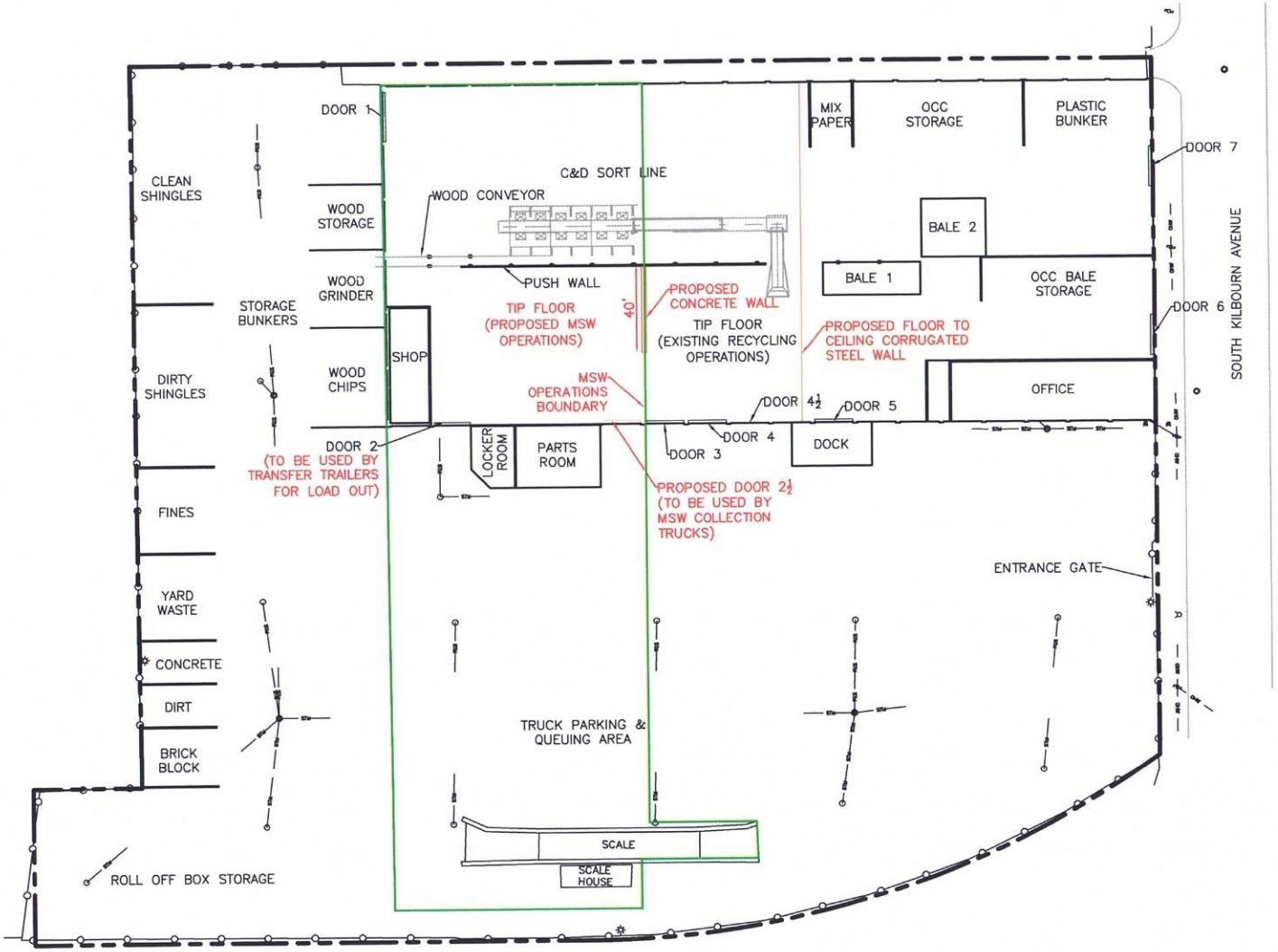
No.	DATE	REVISION DESCRIPTION

Weaver Consultants Group

WEAVER CONSULTANTS GROUP
1316 BOND STREET
SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

DRAWN BY: KMC
REVIEWED BY: BED
DATE: 11/19/2019
FILE: 3766-300
CAD: GW000013.dwg

DRAWING 2



LEGEND

- PROPERTY BOUNDARY
- MSW FACILITY BOUNDARY
- ROAD
- STORM WATER LINE
- OVERHEAD WIRES
- CHAIN LINK FENCE
- STORM SEWER MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- LIGHT POLE
- POWER POLE
- GAS VALVE

NOTE:
FIRST AID AND EMERGENCY SUPPLIES ARE LOCATED IN THE OFFICE, SCALE HOUSE AND TRANSFER BUILDING.

N

SCALE: 1" = 50'

0 25' 50' 100'

PREPARED FOR: GREENWAY RECYCLING

GENERAL FACILITY LAYOUT

GREENWAY RECYCLING
CHICAGO, ILLINOIS

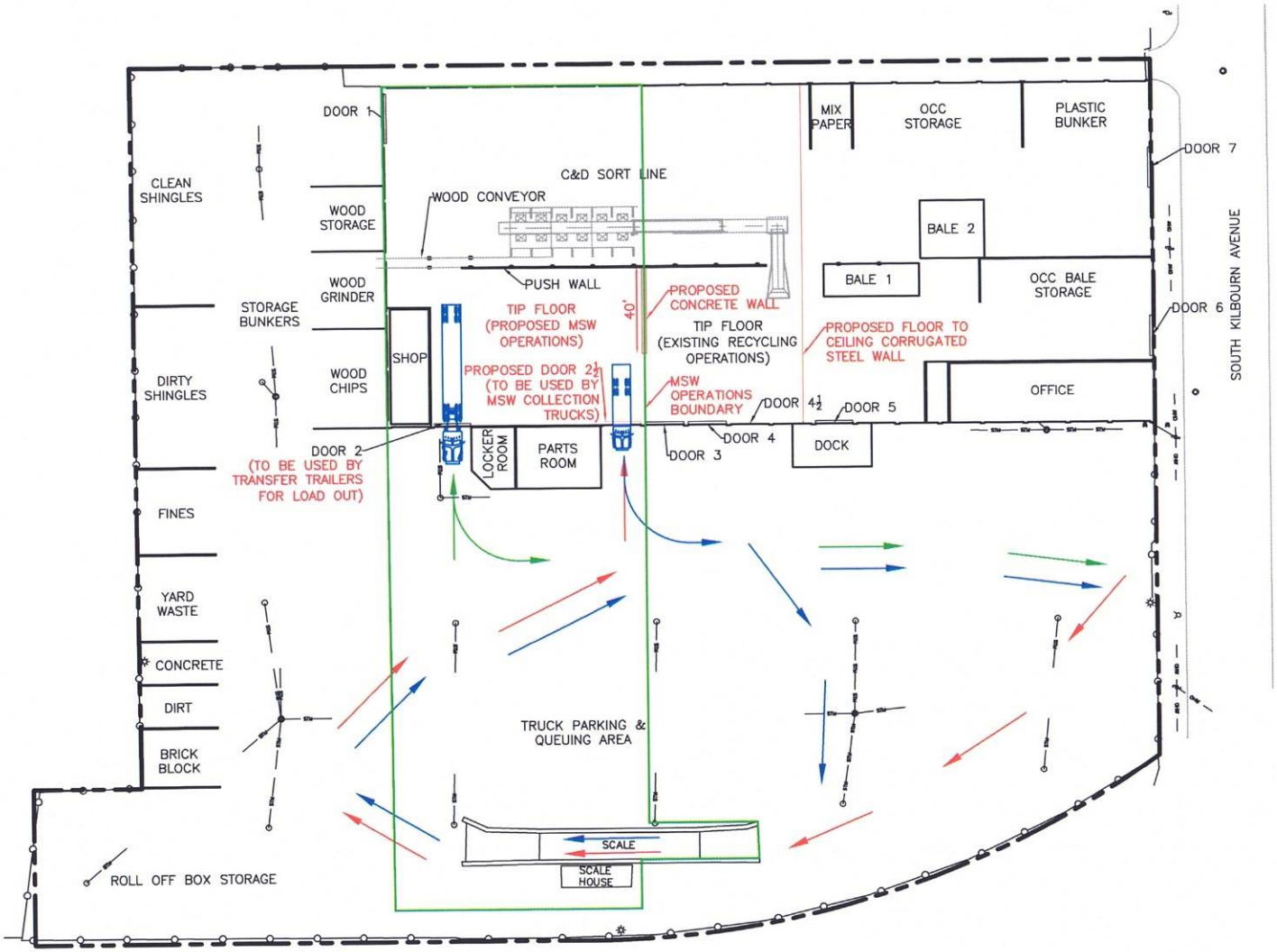
No.	DATE	REVISION DESCRIPTION

Weaver Consultants Group

WEAVER CONSULTANTS GROUP
1336 BOND STREET
SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

DRAWN BY: KMC
REVIEWED BY: BEC
DATE: 11/19/2019
FILE: 3766-300
CAD: GW000014.dwg

DRAWING 3



LEGEND

- PROPERTY BOUNDARY
- MSW FACILITY BOUNDARY
- ROAD
- STORM WATER LINE
- OVERHEAD WIRES
- CHAIN LINK FENCE
- STORM SEWER MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- LIGHT POLE
- POWER POLE
- GAS VALVE
- COLLECTION TRUCK INCOMING TRAFFIC
- COLLECTION TRUCK OUTGOING TRAFFIC
- TRANSFER TRAILER OUTGOING TRAFFIC

N

SCALE: 1" = 50'

0 25' 50' 100'

PREPARED FOR: GREENWAY RECYCLING

TRAFFIC PLAN

GREENWAY RECYCLING
CHICAGO, ILLINOIS

NO.	DATE	REVISION DESCRIPTION

Weaver Consultants Group

WEAVER CONSULTANTS GROUP
1316 BOND STREET
SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848
www.wcgrp.com

DRAWN BY: KMC
REVIEWED BY: BED
DATE: 11/19/2019
FILE: 3766-300
CAD: GW000015.dwg

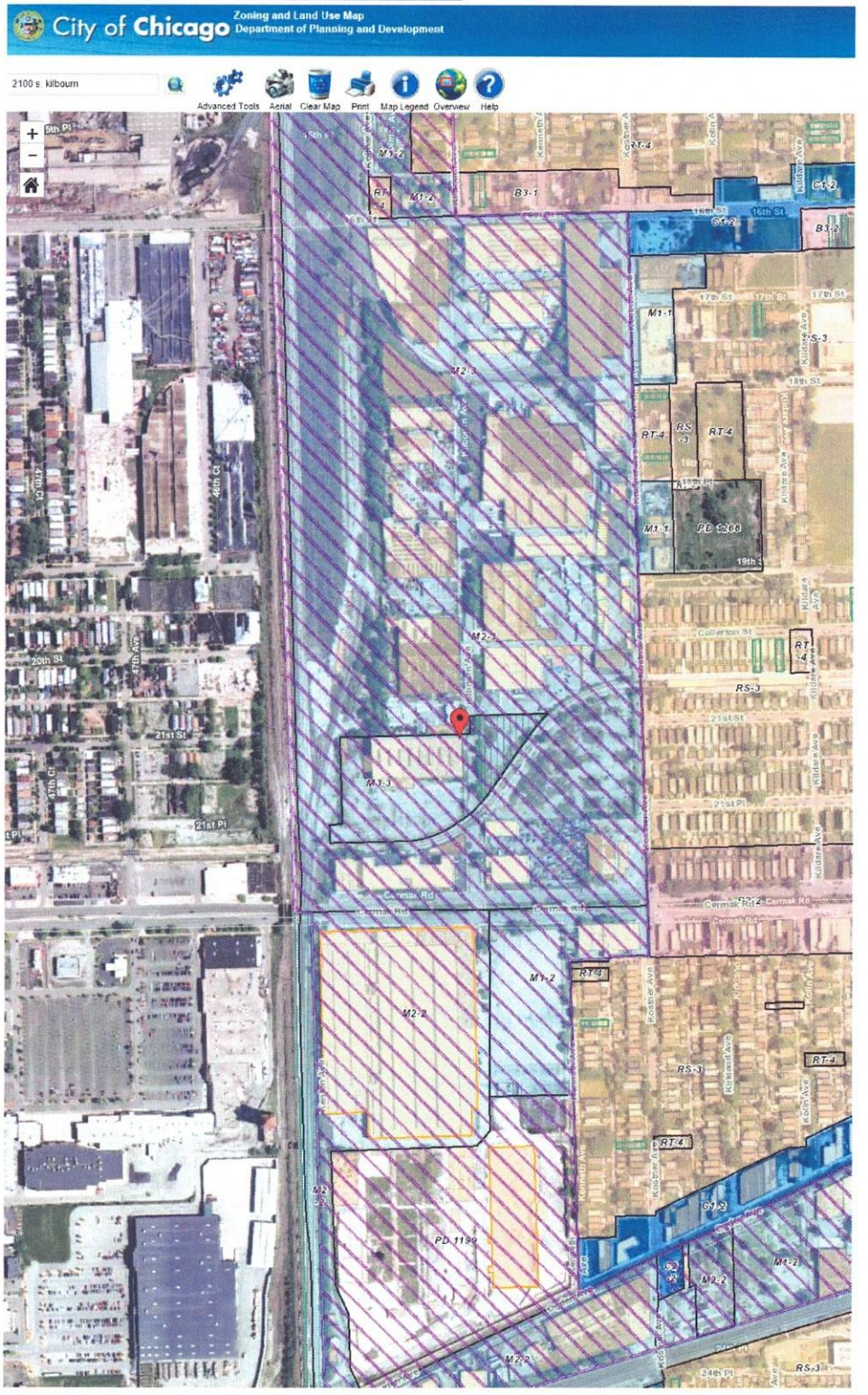
DRAWING 4

Exhibit D-1

GreenWay Resource Recovery, LLC
2100 South Kilbourn Avenue
Transfer Station Special Use Application

SURROUNDING LAND USES

Section 13-0902-B(2)(a) of the Chicago Zoning Ordinance requires that Transfer Station Special Use applications include a "*Surrounding land use report, including a description of the nature and intensity of surrounding land uses and the anticipated impact of the proposed special use upon surrounding land uses and property values. The report must also assess the number of existing and closed waste-related uses within a 3-mile radius of the proposed site and the proximity of the proposed facility to residential uses and schools.*"



Description of the Nature and Intensity of Surrounding Land Uses

As indicated by this March 4, 2020 excerpt from the City of Chicago Zoning Map (with underlying aerial photo base map), the Subject Property is surrounded by railroad tracks and heavy industrial uses (all on sites that are zoned for Manufacturing uses and are located within a designated Industrial Corridor.