

Renee Hanlon

From: Cathy Hoyda <CDMJH@msn.com>
Sent: Wednesday, January 30, 2019 2:30 PM
To: Renee Hanlon
Subject: Crown Community Development

Good afternoon,

I am listed as speaker number 34. I will not be able to keep coming to the hearings.

My main point for the Crown Community Development, and for the Planning Commission, is to keep in mind the need for affordable and accessible housing for individuals with disabilities.

I have periodically been to open houses and mentioned at public comments times, with and without my disabled son, about this need.

I spoke with Sean Michels about this when my son was 11 years old. My son is now 25.

Then specifically about the current zoning change to PDD, I can not see any good coming out of it. Many have presented information well researched. The TIF way is totally unnecessary and unfair to residents.

Thank you.

Cathy Hoyda
424 Brookhaven Circle

Opposition to the Rezoning of the Crown Development Property in Sugar Grove
Planning Commission Hearing
January 23, 2019

Submitted by: Lisa Maatman
1918 Hunters Ridge Lane, Sugar Grove

My name is Lisa Maatman and I own a lot in the Hannaford Farm subdivision in Sugar Grove. I'd like to start my remarks by thanking the Commissioners for their time tonight in listening to all of our statements. I know you are volunteers and I know you have the best interests of the Sugar Grove community and its residents in mind as you listen to us. Anyway, with respect to my lot in Hannaford Farm, my address there will be 1918 Hunters Ridge Lane. I am currently working with Builder Ed Saloga on house plans for a high-end, luxury home - we are about half-way through that process. Until three weeks ago, I thought I was going to break ground for my home during the summer of 2019, with plans to move-in during the summer of 2020. However, based on the outcome of these rezoning hearings, I may be forced to abandon my plans, sell my lot (most likely at a loss, if I can sell it at all) and move to another community instead of Sugar Grove. I purchased my lot on October 3, 2018 for \$120,000 (See attached Closing Statement). The estimated value of the home I intend to build is approximately \$800,000, in addition to the cost of the lot (See attached rendering).

My lot (which is known as Lot #60), is located at the corner of Hunters Ridge Lane and Wheatfield Avenue (See attached plat.) Wheatfield Avenue is one of the closest Sugar Grove residential roads to Crown Development's proposed 215 acre, 4 million square foot warehouse facility (See attached map). Hannaford Farm is an upscale, residential community of professionals who take great pride in their homes and yards and work hard to maintain the integrity of their neighborhood. If I had any idea that the Village Trustees intended to turn this area into possibly a traffic-jammed, emissions-polluted, truck stop full of monstrous warehouses, I would have never purchased my lot. This proposed warehouse/distribution facility is in stark contrast to the tranquil, upscale area I thought Hannaford Farm represented. If the rezoning goes through and I still choose to build, I will have to look at that facility every day from my front yard - my future home will have mega-warehouses in direct view. I purchased my lot with the knowledge that the Crown Development property was zoned for single family homes. I feel like I've had the rug pulled out from under me with this recent news that the Village may approve a rezoning proposal which could change the character, integrity, and value of the area I planned to live in.

So as a resident with the closest proximity to the facility, what are my biggest concerns regarding this proposal?

First, how will living next to a 24/7 365 day a year mega-warehouse facility impact my property values?

Exhibit P

Crown anticipates 1,840 heavy truck visits and 3,840 car visits to this site EVERY DAY (See attached chart taken from Crown's materials submitted to the Planning Commission last week.) That sounds like a traffic nightmare on Route 47 – with no end in sight since the warehouses will operate day and night. With basically one access road to get to the site and one access road to get to the warehouses, congestion will be constant. I can only imagine how terrible the constant noise of the trucks will be (with their safety beeps while backing into the docks and their braking and idling noise) right in my front yard. Additionally, there will be a huge increase in diesel emissions in the area, causing health concerns, which certainly doesn't seem like it will have a positive impact on my property values. And how about the unsightliness of looking at a concrete sea of warehouses instead of the pristine farms that are there now?

Besides the increased car and truck traffic on Route 47, I also anticipate that many more cars will use Wheatfield Avenue as a cut-through to avoid the traffic back-ups on Route 47. This may include vehicles heading to the warehouse site as well as vehicles heading to Waubensee Community College and other areas of Sugar Grove. I imagine a constant stream of traffic going past my front yard, which is now a very low-traffic area.

In the article entitled "The Effects of Commercial Property on Residential Value," by Ryan Cockerham, written in July 2018, (see attached) the author notes:

"One of the biggest concerns that homeowners have when commercial developers begin purchasing plots of land close to them is whether or not the projects planned will significantly increase the amount of vehicle traffic. A surefire way to hurt property values is to make them hard to access due to constant traffic."

This quote doesn't even touch on how aesthetically unpleasing it is to be so close to constant truck and vehicle traffic and how that impacts property values.

As further explained in the article entitled "How Does Commercial Development Impact Your Property Value?" prepared by Max Properties LLC in April 2017, (see attached):

"Any conscious, concerned homeowner is definitely going to want to know the impact of new ... commercial property nearby on their property values. And much of the impact depends on the proximity to your property... Those larger commercial developments...tend to have a much greater impact – a negative one – on your home values. Let's face it...people don't want to live near factories or warehouses."

In my research to prepare for my remarks tonight, I tried to find examples of how building new warehouse/distribution facilities like the one proposed by Crown

actually increased property values for existing high-end residences like those in Hannaford Farm. I couldn't find any examples to demonstrate an increase (or even a break-even) of property values. Accordingly, I propose that before this rezoning is considered any further, both Crown Development and the Village Trustees provide the residents of Sugar Grove with specific examples of how this kind of a facility can increase property values for those who live closest to it, as well as for the residents of Sugar Grove in general. If the Trustees truly believe this rezoning is in the best interests of the Sugar Grove residents, they should provide **evidence** of such from other, similar communities. Flowery talk is cheap – we deserve facts and evidence.

Second, how will living alongside a 4 million square foot warehouse/distribution facility **improve the quality of life** for me as a Hannaford Farm resident and for Sugar Grove residents in general?

As stated above, common sense dictates that no one really wants to live near a warehouse facility. I think most Sugar Grove residents moved to Sugar Grove to get away from warehouse facilities, and traffic, and congestion. I think most Sugar Grove residents enjoy the slower-paced existence that this community provides, the beautiful vistas of farmland and open country, the small-town feel of the Corn Boil and the pumpkin farm on Route 47. And the great people who live here. That's why I chose Sugar Grove as my next place to settle down (I currently live in Wilmette.) So I'll ask again, how does allowing Crown to take over our town with this mega-complex (which may eventually add over 22,000 vehicle trips per day on its properties) (see attached chart taken from Crown's submissions to the Village) improve the quality of life for Sugar Grove residents as they enjoy it now?

Certainly not aesthetically or environmentally. And not from a health perspective since diesel emissions from truck traffic will dramatically increase based on the 1,840 additional truck visits per day. Then there's safety. Is it possible Sugar Grove residents will be more safe on the roads with all the extra truck traffic? No. Note the article entitled "Large Truck Traffic Fatalities Increased in 2017, Bucking the Overall Trend," by Matt Cole, published in October 2018 (see attached.)

On the Sugar Grove website, it states that in terms of economic development, the goal is to attract business that "will provide an economic base and create job opportunities in Sugar Grove **while enhancing the quality of life** for its residents and business partners." (See Sugar Grove website: www.sugargroveil.gov/departments/community-development/).

So maybe the argument can be made that Sugar Grove residents' quality of life will improve because of economic improvements that occur due to the warehouse facility? Let's start with considering an increase in jobs that may result from the warehouses. The majority of jobs created will most likely be low-income pick and pack warehouse jobs. The average hourly pay for warehouse workers in 2018 in the Chicagoland area was \$11.97/hour. Which equals about \$25,000 annually – poverty level is currently \$24,600. (See attached Payscale.com article). Additionally,

warehouse jobs have a turnover rate of 31-34%, one of the four highest turnover rates in the country. (See attached article "Four Industries that Have High Turnover Rates, and What to do About Them" prepared by DailyPay in March 2018). To meet demand for these low-paying jobs, warehouse companies may rely on temp agencies and/or bus large groups of employees to the warehouse facilities from other communities. So the creation of possible jobs doesn't really seem to demonstrate a means to enhance the life of Sugar Grove residents.

How about enhancing life for residents through increased tax revenues from the Crown Development properties? Surely all of this capitalistic development will result in more tax revenues coming into Sugar Grove for the benefit of **all** of its residents? If you weigh all of the negative consequences of this development to property values and quality of life, there had better be enormous and immediate economic benefits to all of the residents who are sacrificing their town for Crown to get its way. Or maybe not.

It is my understanding that Crown is demanding a TIF from the Village in order to move forward with its development. A TIF usually means that all of the tax revenue created by a designated TIF district (in this case, all of the Sugar Grove property owned by Crown) goes back to Crown to use for further development or maintenance of its own property. It cannot be used to benefit the rest of the Sugar Grove residents. TIFs usually last for 23 years. Additionally, if Sugar Grove needs improvements due to the Crown Development like added police & firefighters, street improvements and maintenance, or added services for its schools, the current Sugar Grove residents would foot those bills through our taxes since Crown wouldn't contribute to the Village's pool of taxes under a TIF. So how would I as a Hannaford Farm resident or all of the current residents of Sugar Grove benefit economically from the increase in revenue that will possibly result from this community-changing development? We won't know unless the Village Trustees explain in detail the terms of any TIF they may be considering to meet Crown's demands. May I ask a representative of Crown: "Are you requesting a TIF from the Village of Sugar Grove?" _____ If so, full disclosure is required.

One final point about improving quality of life for us is that Crown mentioned last week it believes more businesses will be attracted to Sugar Grove to support its warehouses and employees. However, I don't believe Crown has ever developed a facility like this before - in a community like ours before. So they have no comparisons to share with us. It's nice to say that new businesses will show up in Sugar Grove and further expand our economic base. But where is the proof that this will really happen? And what might these new businesses be: vape stores, more dollar stores? Will they be stores that enhance our lives or enhance the lives of the employees who work for the warehouses but don't live here? It sounds like a lot of speculation without facts or evidence to support it.

I understand that the Village Trustees wish to take advantage of the new I88 interchange to bring new business to Sugar Grove. I believe that they think they

have the best interests of residents in mind by entertaining Crown's proposal for rezoning, along with a TIF, which will **forever** change the culture of our community. Regardless, the needs and the concerns of the Sugar Grove residents with respect to any future development of the Village should outweigh the desire to exploit the Village's resources by developers. Not all development is good development – especially something like this that has a negative impact on property values and quality of life for the current residents. There has got to be some other use for this land that aligns with our community and our culture. So I implore the Commissioners to vote no for this rezoning proposal.

One final housekeeping point is that I believe as a Sugar Grove land owner who will be directly impacted by Crown's proposal, I was legally entitled to receive notice of the rezoning proposal from Crown. For the record, I never received any such notice and only learned about the proposal because of postings on Facebook by friends of mine who live in Hannaford Farm.

Thank you again for your time and attention.

Submitted by:


Lisa Maatman

1/23/19

Acknowledgments

The taking of an acknowledgment consists of positively identifying the signer of a document. The signer need not sign in the notary's presence but must personally appear before the notary and state that the signature on the document is his or hers. Acknowledgments may be taken in an individual capacity or in a representative capacity (as an authorized representative of another – for example, as officer of a corporation for and on behalf of the corporation or as an attorney in fact for another person). These short form certificates are sufficient to meet the requirements of the law.

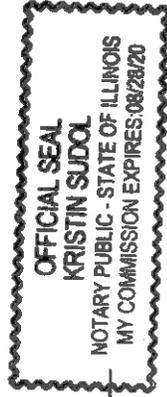
Acknowledgment (in an individual capacity):

State of Illinois
County of KANE.

This instrument was acknowledged before me on 01-23-19
(date) by Lisa Matman (name of person).

(seal)


signature of notary public



Fidelity National Title Company, LLC

2325 Dean St, #525, St Charles, IL 60175
 Phone: (630)377-2280 | FAX: (630)377-2471

MASTER STATEMENT

Settlement Date: October 3, 2018
Disbursement Date: October 3, 2018

Escrow Number: KA18024647
Escrow Officer: Theresa A Lustig
Email: Theresa.lustig@fnf.com

Buyer: Lisa Maatman, Trustee for the Lisa E Maatman Declaration of Trust
 1918 Hunter Ridge Lane
 Sugar Grove, IL 60554

Seller: Lear Real Estate Enterprises, LLC
 Lot 60 - Hannaford Farm
 Sugar Grove, IL 60554

Property: 1918 Hunter Ridge Lane
 Sugar Grove, IL 60554
 Parcel ID(s): 14-04-402-004-0000

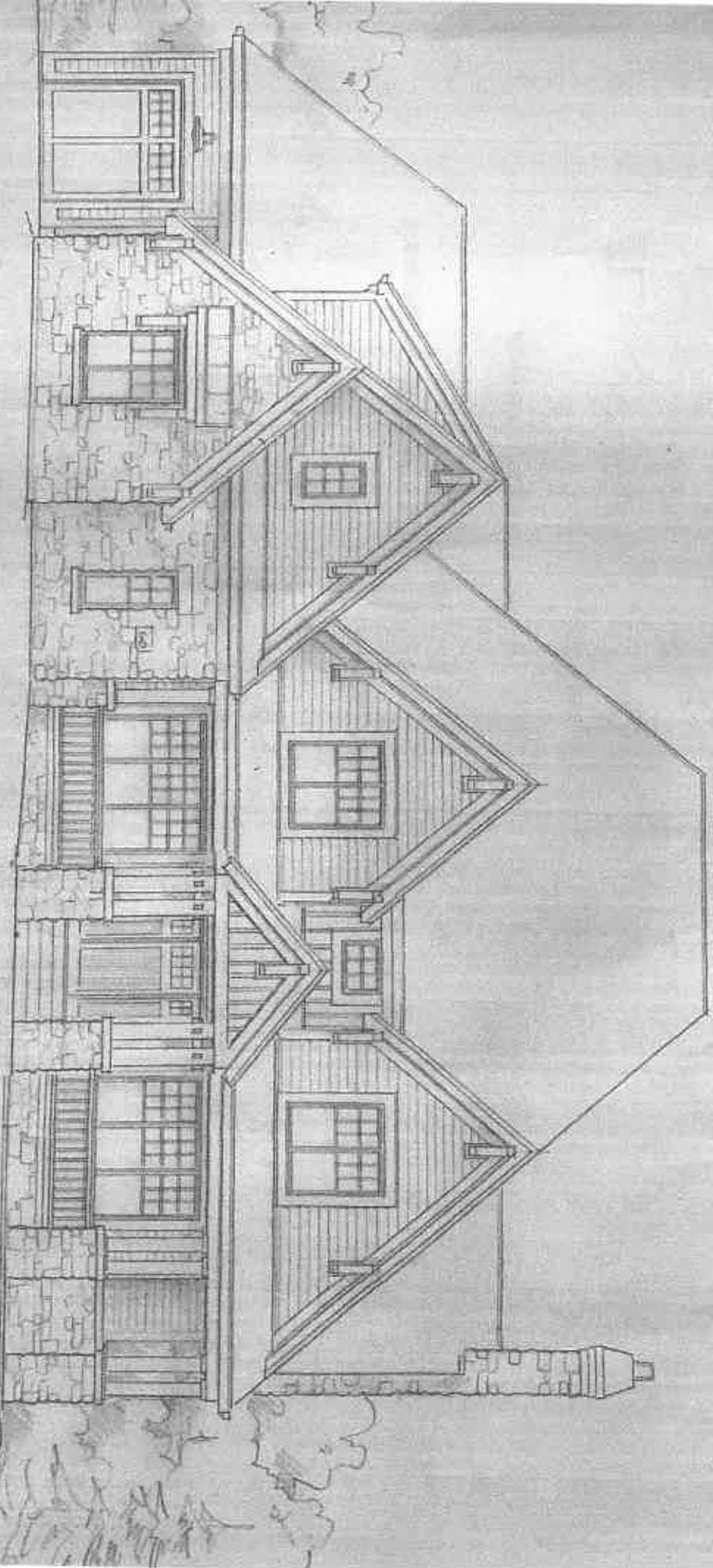
SELLER		BUYER	
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PRORATIONS/ADJUSTMENTS			
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1,382.76			1,382.76
TITLE & ESCROW CHARGES			
150.00			
		25.00	
50.00			
637.50		637.50	
		150.00	
		15.00	
3.00			
		40.00	
1,700.00			
GOVERNMENT CHARGES			
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60.00			
120.00			

PLAN

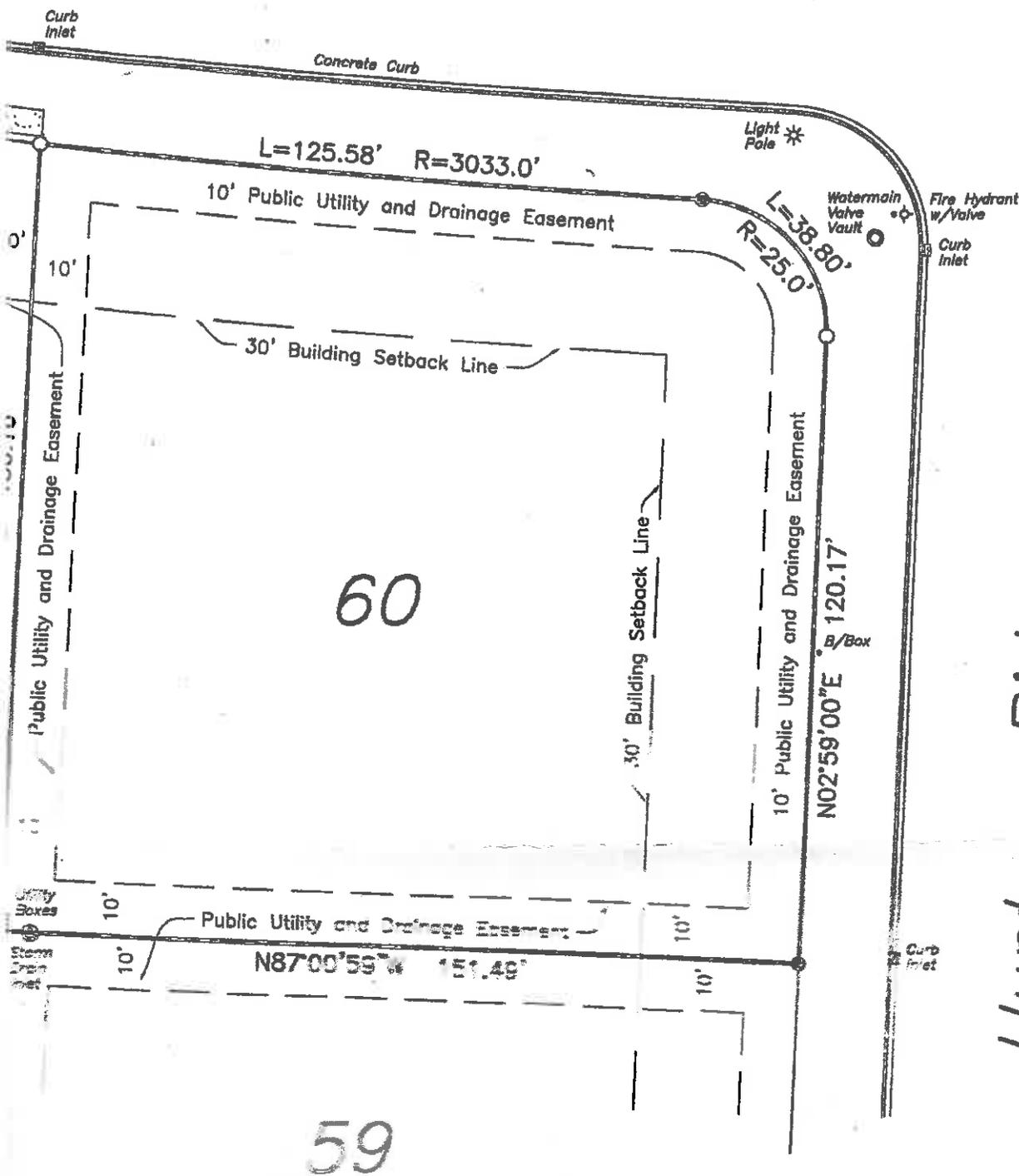
FRONT ELEVATION (NORTHEAST)

SCALE 1/4" = 1'-0"

Handwritten signature



Wheatfield Avenue



Hunters Ridge Lane

N

SCALE
 1"=30'

● Indicates Iron Stake Found

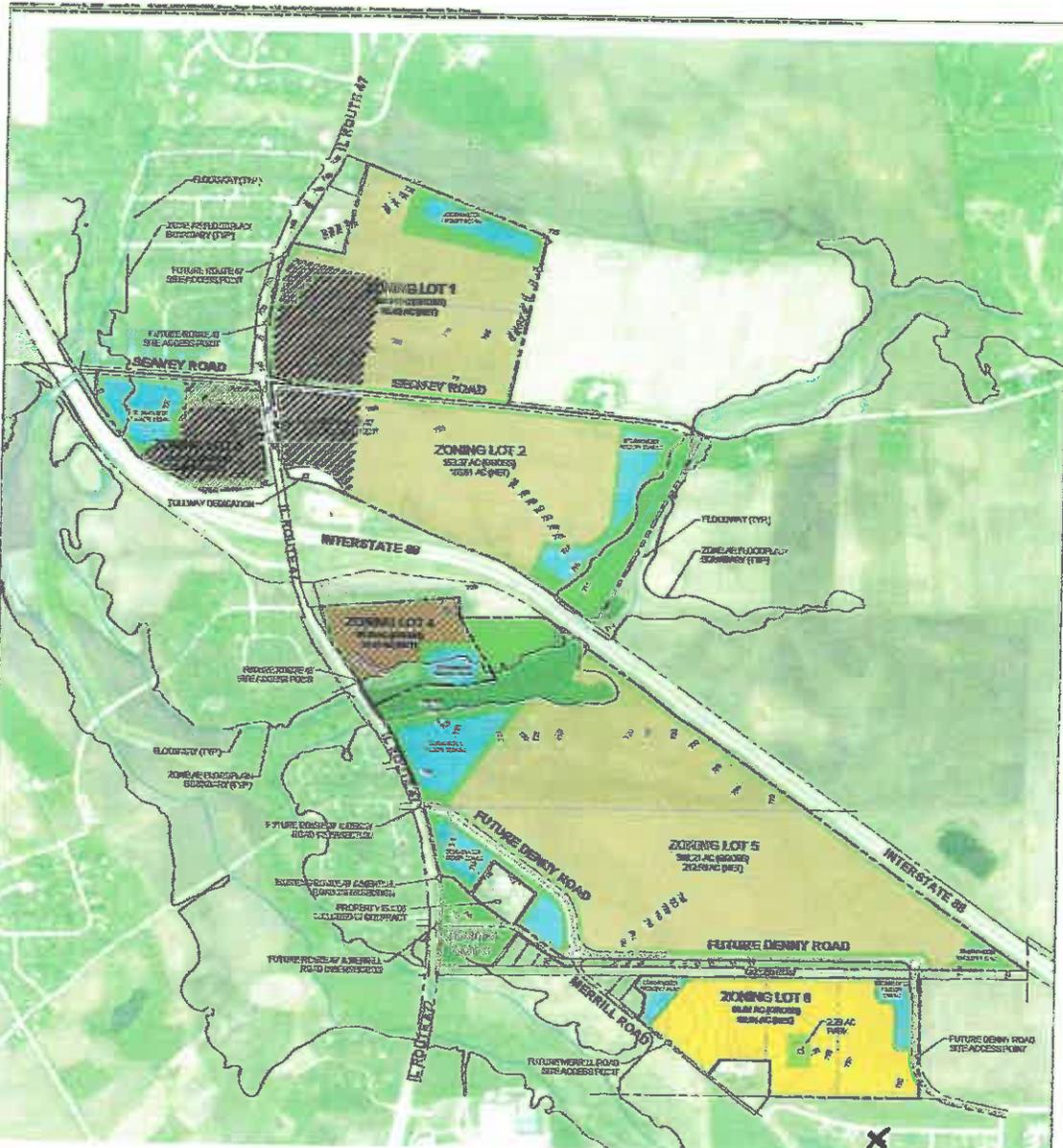
FLEXIBLE LAND USE

FOR
THE CROSSINGS
SUGAR GROVE, IL

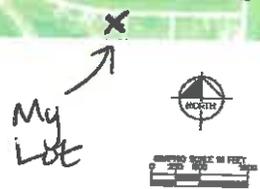


COMMERCIAL

My lot



- LEGEND**
- EXISTING PROPERTY BOUNDARY
 - EXISTING ROW
 - PROPOSED ROW
 - FLOOD FLOODWAY BOUNDARY
 - FEMA ZONING PLAN BOUNDARY
 - METS / WAREHOUSE
 - DSF RESIDENTIAL
 - COMMERCIAL
 - MULTI-FAMILY, RESIDENTIAL (EXCEPT ONE- AND TWO-FAMILY UNITS)
 - PROPOSED PUBLIC RIGHT-OF-WAY
 - PROPOSED PUBLIC RIGHT-OF-WAY
 - PRIVATE OPEN SPACE/SUBSIDERS
 - WETLAND
 - STORMWATER MANAGEMENT FACILITY



PDD AREA SUMMARY

NEIGHBORHOOD	GROSS AREA	R.O.W	STORMWATER FACILITY	GREEN SPACE	PRIVATE PARK	OPEN SPACE*	NET AREA	PERCENT OF OPEN SPACE
ZONING LOT 1	126.34 AC	6.09 AC	6.89 AC	17.84 AC	-	20.03 AC	56.42 AC	44.7%
ZONING LOT 2	153.37 AC	7.03 AC	10.81 AC	30.25 AC	-	49.73 AC	106.81 AC	69.1%
ZONING LOT 3	41.71 AC	1.88 AC	3.81 AC	7.26 AC	-	10.86 AC	32.36 AC	77.6%
ZONING LOT 4	33.22 AC	0.00 AC	4.77 AC	6.36 AC	-	10.86 AC	28.57 AC	86.0%
ZONING LOT 5	307.21 AC	17.65 AC	21.80 AC	59.43 AC	-	83.03 AC	212.83 AC	69.3%
ZONING LOT 6	38.81 AC	3.08 AC	7.81 AC	22.11 AC	2.39 AC	31.83 AC	62.84 AC	163.9%
NET TOTALS	748.22 AC	31.25 AC	61.23 AC	143.75 AC	2.39 AC	206.88 AC	522.13 AC	69.8%

*OPEN SPACE IS THE SUMMATION OF STORMWATER FACILITY, GREEN SPACE, AND PRIVATE PARK AREAS.

CROWN PD DISTRICT REGULATING PLAN
SUGAR GROVE, IL

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Appendix.

Table 5. ITE Trip Generation Data by Land Use

ITE Land Use / Unit	Unit	Type	Weekday		
			Daily	AM Peak	PM Peak
High-Cube Transload and Short-Term Storage Warehouse (LUC 154)	Per 1,000 sq. ft.	Passenger Vehicles	0.946X 50% in/50% out	0.056X 77% in/23% out	0.077X 28% in/72% out
		Heavy Vehicles ¹	0.454X 50% in/50% out	0.024X 77% in/23% out	0.023X 28% in/72% out

T – Site-generated trips X – 1,000 square feet gross floor area

¹ The ITE *Trip Generation, Tenth Edition* manual does not provide data for heavy vehicles. Per guidance provided in the ITE manual for LUC 154, data provided in the *High-Cube Warehouse Vehicle Trip Generation Analysis*, published in October 2016 was assumed. Tables 5-7 of the *High-Cube Warehouse Vehicle Trip Generation Analysis* outline the daily and peak hour trip generation rates for heavy vehicles. A copy of the supplemental data is provided in the appendix. The in/out distribution percentages were obtained from the *Trip Generation, Tenth Edition* manual.

The site-generated trips generated during the peak hour were rounded to the nearest multiple of five for the purposes of this analysis, and daily trips were rounded to the nearest multiple of ten. A summary of projected site trips is provided in Table 6.

Table 6. Site-Generated Traffic Projections¹

Land Use	Size	Type	Daily	Weekday					
				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Phase A									
High-Cube Transload and Short-Term Storage Warehouse (LUC 154)	4,062,225 sq. ft.	Passenger Cars	3,840	175	50	225	90	225	315
		Heavy Vehicles	1,840	75	20	95	25	70	95
Total (Phase A)			5,680	250	70	320	115	295	410

¹In/Out volumes are rounded to the nearest multiple of five. For rounding purposes, the total volumes are a sum of in and out trips.

The distribution of site-generated truck traffic was based on prevailing truck traffic volumes/patterns and the planned I-88 interchange improvements at IL Route 47. The distributions estimated for passenger vehicle traffic are based on a number of factors, including the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The planned interchange improvements were also considered for the estimated passenger vehicle distributions. The estimated trip distributions are summarized in Table 7.

The Effects of Commercial Property on Residential Value

Written by Ryan Cockerham; Updated July 26, 2018



If you are in the process of buying a home or may be considering selling your home in the not too distant future, you have a vested interest in the current state of the housing market. Although a myriad of factors can affect housing prices, it is a commonly held assumption that the presence of commercial property (or the promise of future commercial development) can significantly impact the value of nearby homes.

The nature of this impact can vary widely. Whether or not home prices rise or fall due to commercial property can depend on many variables, including the demographic that the commercial property targets, the size of the property and the anticipated number of customers it will attract, among others.

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Congestion and Traffic

One of the biggest concerns that homeowners have when commercial developers begin purchasing plots of land close to them is whether or not the projects planned will significantly increase the amount of vehicle traffic in the area. A surefire way to hurt property values and reduce buyer interest in neighborhoods is to make them hard to access due to constant traffic.

A significant increase in the number of individuals near a residential area could also deter new parents who may be seeking a neighborhood that is safely isolated from denser areas. There are, of course, exceptions to this rule. Particularly in a city with a high population density, such as San Francisco, the presence of shops, restaurants and other commercial establishments could provide a boost in property value for nearby apartments, particularly if the commercial property caters to an affluent demographic.

Public Transportation

Residential properties in urban areas have been found to enjoy a boost in property value if they are located near transportation centers, such as train stations or San Francisco's BART system. Ultimately, this is due to the level of convenience these services provide. In situations where residents are unlikely to have their own form of transportation, such as a car, easy access to public transit can markedly increase demand for an apartment or condo in a prime location.

The Impact of Culture

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Commercial properties can provide an ambiance and unique cultural atmosphere that add an indefinable "polish" to an area, which attracts residents willing to pay higher prices for residential properties. With that in mind, it is quite likely that a collection of quality restaurants, clubs and shops may raise the property value of apartments and homes throughout the area in general. Of course, it goes without saying that the exact nature of the commercial properties will determine how the value of residential units is affected.

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Wilmette Illinois: Seniors With No Life

References (2)

- [Investopedia: 4 Key Factors That Drive the Real Estate Market](#)
- [Max Properties: How Does Commercial Development Impact Your Property Value?](#)

About the Author



Ryan Cockerham who has written extensively within the real estate and finance domain. He has collaborated with a number of property management companies across the United States and UK to craft compelling and engaging content which approaches all aspects of property ownership from a compelling and accessible perspective.

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Public transportation, which is a form of commercial development (believe it or not), typically will also have a considerable impact (<https://www.thoughtco.com/rail-transit-and-property-values-2798802>) on your home's property value. Think about it: in cities with high population density (and therefore high congestion), public transportation is the very reason certain neighborhoods' rents and home values are nearly twice those of areas far away from a transit network. Cities like New York, Chicago, and San Francisco are prime examples where apartments close to transit lines go for top dollar. . These are cities where people may prefer to live close(er) to downtown, or other major office areas, to be close(er) to work, therefore a mass transit system nearby is a must before even considering looking at an apartment, much less renting it. A 2011 Center for Housing Policy (<http://www.reconnectingamerica.org/index.php/resource-center/browse-research/2011/public-transit-s-impact-on-housing-costs-a-review-of-the-literature/>) report found that homes within a five-to-ten-minute walk from a transit line or network can see a 20 to 25 percent increase in value (<http://www.indymidtownmagazine.com/transit-oriented-development-boosts-real-estate-values/>)... And this is even if the neighborhood is considered to be undesirable overall.

Should construction cranes start looming in the skies nearby, clam down... don't fret just yet. The first and most important thing to do, before frying your brain over whether your property value will go down, is to find out exactly what is being built. Some commercial development can indeed have a negative impact on your property values, giving you all the more incentive to purchase a property in a more tightly-woven, dense neighborhood where perhaps the kinds of developments that hurt values might be less likely to pop up. When it's all said and done, though, if theaters, coffee shops, bookstores, or grocery stores, just to name a few, are coming to your neighborhood, kiss the heavens above because your home values are probably about to increase.

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Table 11. ITE Trip Generation Data by Land Use

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		Heavy Vehicles ¹	0.454X 50% in/50% out	0.024X 77% in/23% out	0.023X 28% in/72% out
Single-Family Housing (LUC 210)	Per Unit	Passenger Vehicles	$\ln(T) = 0.92\ln(U) + 2.71$ 50% in/50% out	$T = 0.71U + 4.80$ 25% in/75% out	$\ln(T) = 0.96\ln(U) + 0.20$ 63% in/37% out
Shopping Center (LUC 820)	Per 1,000 sq. ft.	Passenger Vehicles	$\ln(T) = 0.68\ln(X) + 5.57$ 50% in/50% out	$T = 0.50X + 151.78$ 62% in/38% out	$\ln(T) = 0.74\ln(X) + 2.89$ 63% in/37% out

¹The ITE *Trip Generation, Tenth Edition* manual does not provide data for heavy vehicles. Per guidance provided in the ITE manual for LUC 154, data provided in the *High-Cube Warehouse Vehicle Trip Generation Analysis*, published in October 2016 was assumed. Tables 5-7 of the *High-Cube Warehouse Vehicle Trip Generation Analysis* outline the daily and peak hour trip generation rates for heavy vehicles. A copy of the supplemental data is provided in the appendix. The in/out distribution percentages were obtained from the *Trip Generation, Tenth Edition* manual.

Per these assumptions and the calculations detailed previously, site-generated traffic projections were calculated for Phase B. The site-generated trips generated during the peak hour were rounded to the nearest multiple of five for the purposes of this analysis, and daily trips were rounded to the nearest multiple of ten. A preliminary summary of Phase B trips is provided in Table 12.

Table 12. Site-Generated Traffic Projections¹

Land Use	Size	Type	Weekday						
			Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Phase B									
High-Cube Transload and Short-Term Storage Warehouse (LUC 154)	4,021,900 sq. ft.	Passenger Cars	3,800	175	50	225	85	225	310
		Heavy Vehicles	1,830	75	20	95	25	70	95
Single-Family Housing (LUC 210)	177 units	Passenger Cars	1,760	30	100	130	110	65	175
Shopping Center (LUC 820)	149,000 sq. ft.	Passenger Cars	9,780	235	145	380	415	450	865
Subtotal Phase B			17,170	515	315	830	635	810	1,445
Subtotal Phase A (Table 6)			5,680	250	70	320	115	295	410
Total Site-Generated Traffic (Phase A + Phase B)			22,850	765	385	1,150	750	1,105	1,855

¹In/Out volumes are rounded to the nearest multiple of five. For rounding purposes, the total volumes are a sum of in and out trips.

In multi-vehicle crashes involving large trucks, there were 280 more fatalities in 2017 than in 2016, an 8.8 percent increase. The number of large truck occupants killed in crashes, both single- and multi-vehicle, increased by 116 year-over-year, a 16 percent jump.

Fatalities in all other segments decreased in 2017 when compared to 2016. Passenger vehicle fatalities were down 1.4 percent, motorcycle fatalities were down 3.1 percent, pedestrian fatalities were down 1.7 percent and cyclist fatalities dropped by 8.1 percent.

Additionally, speeding-related fatalities declined by 5.6 percent from 2016 to 2017. The number of fatalities in distracted driving-related crashes was 3,166, or 8.5 percent of all traffic fatalities in 2017.



[\(https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/?utm_medium=single_article&utm_campaign=site_click&utm_source=in_story_promotion\)](https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/)

Fatal truck-involved crashes increased in 2016, FMCSA says

There were 3,864 fatal crashes involving 4,213 large trucks, those weighing more than 10,000 pounds, in 2016, up from 3,622 crashes with 4,074 trucks in ...

[\(https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/?utm_medium=single_article&utm_campaign=site_click&utm_source=in_story_promotion\)](https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/)

[\(https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/?utm_medium=single_article&utm_campaign=site_click&utm_source=in_story_promotion\)](https://www.overdriveonline.com/fatal-truck-involved-crashes-increased-in-2016-fmcsa-says/)

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traffic- www.overdriveonline.com/2017/04/20/fatal-truck-traffic-fatalities-increased-in-2016-fmcsa-says/

fatalities- truck-

increased-traffic-

in- fatalities-

2017- increased-

bucking- in-

overall- 2017-

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The truck-acquisition decision: Lease v. purchase considerations

(<https://www.overdriveonline.com/making-the-truck-acquisition-decision-to-lease-or-purchase/>)

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POLL

United States / Job /

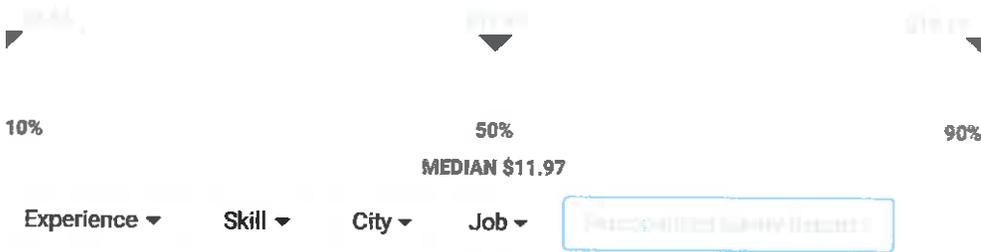
Average Warehouse Worker Hourly Pay in Chicago, Illinois

\$11.97

Help us gather more data! Is Warehouse Worker your job title? Find out what you're worth.

Avg. Hourly Rate [Show Salary](#)

The average pay for a Warehouse Worker in Chicago, Illinois is \$11.97 per hour.



Hourly Rate	\$8.56 - \$19.11
Overtime	\$17.87
Bonus	\$750
Total Pay (?)	\$18,218 - \$38,634

Country: United States • Currency: USD • Updated: 17 Jan 2019 • Individuals Reporting: 28

Is Warehouse Worker your job title? Get a personalized salary report!

Location: Wilmette, Illinois [United States \(change\)](#)

Years in Field/Career: [Get your salary report](#)

Your Market Worth Over Time

How has your pay changed over time for your market? Find out by taking our salary quiz.

Experience Affects Warehouse Worker Salaries

Mid-Career	▲7%
Experienced	▼0%
National Average	\$25,000



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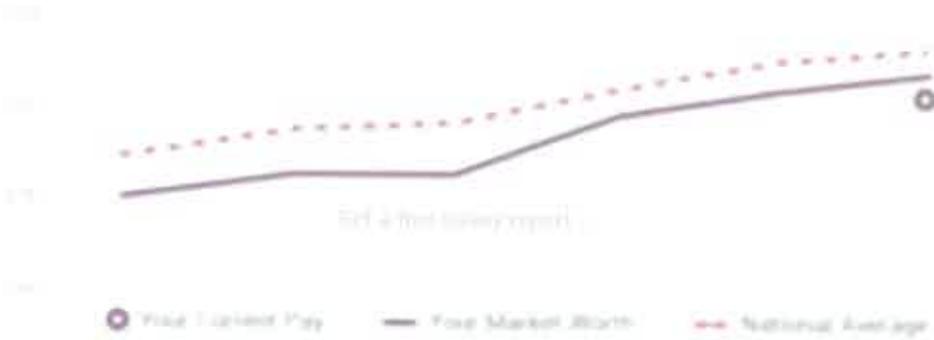
[Evaluate a job offer](#)

[Research](#)

[Employment Policy](#)

Entry-Level

▼5%



Skills That Affect Warehouse Worker Salaries

Inventory Control	▲11%
National Average	\$25,000
Picking	▼1%
Shipping	▼1%
PICK Basic	▼4%
Packaging	▼5%

Job Description for Warehouse Worker

Warehouse workers facilitate the distribution of goods into, within and out of their warehouse. They load and unload trucks, place goods in storage and move inventory as needed. These workers may use equipment such as hand trucks, ladders and forklifts to complete their work, and they may wear protective equipment such as a back brace or gloves. Generally, these employees work with a team of warehouse workers and truck drivers and report to a warehouse supervisor or a manager of shipping and handling.

[Read More...](#)

Warehouse Worker Tasks

- Inspect documents that are present from external suppliers.
- Perform filling work orders in a timely manner.
- Maintain inventory management of the sub-inventory.
- Call vendors for pick ups or returns.
- Perform packaging, handling, transportation and other related shipping duties.

About Chicago, Illinois

County, State	Population	Gender	
Cook County, Illinois	2,720,556	Male:	1,320,015 (48.5%)
		Female:	1,400,541 (51.5%)

Chicago (/ˈtʃɪˈkɑːɡoʊ/ or /ˈtʃɪˈkɔːɡoʊ/), officially the City of Chicago, is the third-most populous city in the United States. With over 2.7 million residents, it is the most populous city in the state of Illinois and the Midwestern United States, and the county seat of Cook County. The Chicago metropolitan area, often referred to as Chicagoland, has nearly 10 million people and is the third-largest in the U.S. Chicago was incorporated as a city in 1837, near a portage between the Great Lakes and the Mississippi River watershed, and grew rapidly in the mid-nineteenth century. The city is an international hub for finance, commerce, industry, technology, telecommunications, and transportation: O'Hare International Airport is the second-busiest airport in the world when measured by aircraft traffic; the region also has the largest number of U.S. highways and rail road freight. In 2012, Chicago was listed as an alpha global city by the Globalization and World Cities Research...

[Read more from Wikipedia »](#)

Median Household Income (2015)

Chicago:	\$50,702
Illinois:	\$59,588

Median House/Condo Value (2015)

Chicago:	\$238,500
Illinois:	\$180,300

Job Satisfaction

Extremely satisfied

Rated 5 out of 5 based on 4 votes.

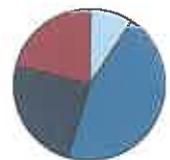
Gender

Female
17%

Male
83%

Years of Experience

Less than 1 year	9%
1-4 years	45%
5-9 years	24%
10-19 years	21%



Median Gross Rent (2015)

\$985

Unemployment Rate

6.3%

Sources: [Wikipedia](#), [Wikidata](#), [Census](#)

Common Health Benefits

Medical: 67%

Dental: 44%

Vision: 28%

None: 28%

Warehouse Worker Job Listings

Warehouse (9821)

Novolex

Dec 17

Chicago, IL, US

Warehouse /Shipping Assistant Position Summary: The WarehouseShipping Assistant is primarily ... tolerate **working** environment with inside excessive hot and cold temperatures About the Company

View Full Details

Distribution Warehouse Manager

Power Play Distributors

Nov 28

McCook, IL, US

Distribution **Warehouse** Manager Power Play Distributors is seeking a motivated and responsible ... Organize and assign the daily work activity of the Dock **Workers** 2. Reconcile the previous day ...

View Full Details

Production Workers 1st and 2nd shift

Express Employment

Dec 18

Countryside, IL, US

Production **Workers** JOB SUMMARY: Positions in Countryside - seeking individuals eager to join busy ... Positions require the ability to work in either a refrigerated **warehouse**, or an unheated and/or non ...

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Chicago, Illinois

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FOUR INDUSTRIES THAT HAVE HIGH TURNOVER RATES, AND WHAT TO DO ABOUT IT

MARCH 19, 2018

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Depending on what you read, or who you speak to, a healthy employee turnover rate is somewhere between 10 and 15 percent.

In some industries though, a 'healthy' [employee turnover rate](#) is never obtainable. In fact, sometimes turnover has to do with conditions beyond an employer's control - certain industries are inherently subject to high turnover rates.

This means employers in these industries must work harder to engage and appreciate their staff. But which industries struggle the most with turnover? And what can you do to reduce employee turnover if you work in an industry with high turnover rates?

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Turnover in the food service industry

The food service industry is prone to one of the highest turnover rates in any industry. A combination of seasonal employees, a young workforce that is still in school, and historically low wages create a perfect storm for consistent employee turnover. In fact, in 2016 The National Restaurant Association put the average employee turnover rate at 72.9%.

According to data from [the Upserve Restaurant Insider](#), "the highest turnover was among roles like counter service/cashier (36%), support staff like bussers, dishwashers and runners (34%), and among "other" roles (32%) which encompass functions such as catering staff, sommeliers, etc. The lowest turnover was among bar staff at 25% and managers at 23%."

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Non-management hospitality workers

Hospitality workers are on the front lines when it comes to customer service. And, dealing with large amounts of people can be stressful. Non-management hospitality workers are often low-wage earners, the [Bureau of Labor Statistics](#) (BLS) estimates a national average for hospitality workers to be \$15.40 per hour.

Similar to the food service industry, hospitality positions tend to have high turnover rates. Some studies measure the turnover between 31% and 34% as the industry- norm. Other studies show employee turnover rates level among non-management hotel employees are up to 50%.



Warehousing jobs

Warehousing jobs are among the top industry for employees to call it quits. In April 2017, the [BLS](#) indicated that warehousing jobs experienced a year-over-year uptick in the number of 'quits' (versus layoffs, or terminations). From 2016, there were 25,000 more 'quits' in the industry.

Warehousing jobs are expensive to replace, too. The cost of turnover for warehouse workers can [reach 25%](#) of salary. Salary.com data pinpoints the average salary for warehouse workers at \$28,000.00. This would mean employers spend about \$7,000 to replace every warehouse worker that quits.

Transportation industry employee turnover

Transportation jobs are also on the BLS list of year-over-year growth for turnover. Similarly to warehousing professions, the number of quits increased in transportation has increased by 25,000.

Data from rideshare service, Uber, shows even in a shared economy, transportation jobs aren't immune to attrition. 11% of new drivers stop driving [within a month](#), and about 50% are gone within a year.

Case Study: RLS Logistics Reduces Turnover

[See How](#)

Additional factors causing high turnover rates

Turnover could be largely due to disengagement in the workplace. The percentage of U.S. workers in 2015 who Gallup Polls considered engaged