



**VILLAGE OF MATTESON
COMPREHENSIVE DEVELOPMENT PLAN**

Adopted by Village of Matteson
October, 1987

Amended: September, 2010 Land Use Intensity Map

-COMPREHENSIVE DEVELOPMENT PLAN

**VILLAGE OF MATTESON
COOK COUNTY, ILLINOIS**

ACKNOWLEDGEMENTS - 1987 Original Plan

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COMPREHENSIVE DEVELOPMENT PLAN

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INTRODUCTION

AIMS OF COMPREHENSIVE PLANNING

The Village of Matteson is a rapidly growing residential, commercial and employment center whose location along I-57 has assured its continual growth and the establishment of this community as a keystone to the development of the entire area. While the Village has already been recognized as the economic center of the area, the majority of the area planned for development within the community is still vacant. The Village needs to formulate a Plan to see that this future development proceeds in a manner which promotes optimal development by establishing community-wide goals. This Plan should develop harmony between encouraging the development of the community while controlling the development to assure the protection of existing properties and the protection of the long-term success of the community.

The purpose of comprehensive planning can be numerous, but some basic functions are always present. First, the Plan must express the goals of the community, the vision of what the Village is to become. Second, the Comprehensive Plan serves as a policy framework to guide the public and private decision-makers who will create the future Village form. Thirdly, the existence of an adopted Comprehensive Plan give a security to property owners that their investment in existing and future development will be protected by a reasonable land use policy. Finally, the Comprehensive Plan, although advisory in nature by Illinois Statute, provides a comprehensive rationale for the regulation of property within the Village by such controlling ordinances such zoning and subdivision regulations.

THE CONTENT OF COMPREHENSIVE PLANNING

To be effective, a Comprehensive Plan can contain a wide variety of functions and activities depending on the desires of the community, but certain factors are consistent for all Comprehensive Plans. The Plan is basically a physical development proposal. While these physical developments may have implications for social and economic activities within the community, the actual Plan deals with the physical development of the community rather than the provisions of services. Any Plan proposed must be long-range to be effective. Development of a community is a long-term activity. Any Plan which deals only with the short-term future without matching short-term development with long-term Village goals, will eventually find extreme difficulty in reaching those goals.

The Village is a large interacting body; therefore, in order for a Comprehensive Development Plan to be effective, it must include geographically not only areas of existing development, but undeveloped areas and the areas outside the Village limits which are perceived to have an impact on the community's future. Technically, development and land use demands are constantly changing. In order for a Plan to be a guideline well into the future, it must be general in nature to allow for yet unforeseen changes. A Plan must be general enough to absorb these changes while still moving toward the Village's overall goals.

Lastly, the design of the development being proposed should clearly match the development policies which the Village establishes. The schematic drawing of the proposed development pattern is secondary to the policies on which it is based. The main function of this map is to illustrate the development policies. If it fails to fulfill the policies, then it should be altered to be in line with the primary long-term guidelines which are the Village development policies.

FORMAT OF THE COMPREHENSIVE PLAN

Traditionally, Comprehensive Plans like the Matteson Plan of 1973, consisted of details maps which attempted to allocate a specific use to each parcel within the planning area. These types of detailed plans lack any flexibility. Changes in development trends, or economic and land use demands would leave them outdated or constantly under revision. Such specification of development presumes a knowledge of future events well beyond our actual data base for making these decisions. In addition, the map as Comprehensive Plan lack the understanding of the underlying policies which the land use pattern. Thus, there is no way to measure whether it is responding to the goals of the community.

The challenge of the Comprehensive Plan is to make it responsive to the goals of the community, be flexible enough to accommodate future changes in the factors that will affect development and to be general enough to be a valid Plan of development well into the future yet maintaining the overall goals of the community.

In order to accomplish these tasks, the Comprehensive Plan will consist of the following parts:

1. A statement of general goals for the physical development of the community.
2. A series of policy statements which are the main factors affecting development.
3. A map of the Village planning area, which will in a general manner outline areas according to the intensity of activity which is expected to be acceptable in each area. This map will illustrate the development policies that have been accepted and should reflect the overall general design for the community.

In addition to the goals, policies and overall Comprehensive map, two other major components of the Comprehensive Planning process are necessary. First, an interim development plan should be developed which shows where development is expected in the next 5-10 year period to highlight needed annexation and utility plans. Second, in order for the Plan to be effective, the planning process must include implementation of ordinances, detailed plans and budgets to bring the plan to reality. Implementation activities include:

1. Rezoning properties to reflect the Comprehensive Plan.
2. Infrastructure plans for future development.
3. Long-range capital improvement programs to fund the infrastructure which will serve development.
4. Parks and open space plans to complement the development.
5. Revision of existing ordinances.

Only with all these components will the Village of Matteson have Planning document which will place our community on the path to continuing as an economically healthy area with a high quality of life for our residents.

GOALS

MATTESON'S GOALS FOR DEVELOPMENT

In order to establish policies and an overall view of the development pattern to be established by the Village, it is necessary to establish a set of goals which the general public can agree are best for the community to achieve. By their nature, these goals are board general statements of the needs and desires of the majority of the community. They are idealistic, yet are physically and economically achievable.

General Goals

1. To develop a land use development pattern that unifies the community.
2. To protect existing and proposed low density residential development from the intrusion of incompatible land use.
3. To maintain and enhance the economic viability of the community as a commercial and employment center.
4. To provide natural and man-made amenities to provide a high quality of life for all residents.
5. To establish a land use pattern that promotes the highest degree of health, safety, efficiency and well-being of the entire community.
6. To develop a circulation system of both roadways and mass transit that provides safe and convenient movement to, from, and within the Village of Matteson.
7. To establish Matteson as a keystone community in the future development of the south/southwest suburban area.

POLICIES

MATTESON DEVELOPMENT POLICIES

While goals generally set the desires and directives of the community, more detailed statements of development policy to bring these goals to reality are needed. These development policies set the framework for development in the community. They are statements of the relationship between land uses, between development and the environment, development impact on roadways and utilities, and preservation of the quality and visual image of the community.

Urban Design Policies

1. The Design Should Unify The Community.
The future development pattern should include a central focus for the Village and unite all the areas of the community so that citizens feel a part of a single, focused area.

2. The Design of the Village Should Produce A Distinct Image For Matteson.
The Village needs an identity to allow it to stand out in the southern suburban area and be immediately recognizable as a distinct area with clearly-defined image. This identity will provide the citizens with a commonly-held symbol of the Village and also serve as a symbol for attracting new citizens and businesses.
3. The Village Design Should Foster Further Development.
The spatial arrangement of activities should encourage new development in the Village by choosing development patterns which match the physical needs of the desired developments.
4. The Village Should Encourage A Diversity Of Activity Types And Intensities.
The Village of Matteson has the ability to support a wide range of activities, from quiet natural open spaces to high intensity high-rise office complexes. This diversity provides a rich mixture of activities for the citizens and should be encouraged.
5. The Village Design Should Modern, Efficient Development While Maintaining The Atmosphere And Community Of A Small Village.
The growth of new, modern buildings, wide six-lane roadways and major developments must be accomplished while maintaining the human scale of the Village so that these new developments and improvements are part of Village life rather than isolated areas. The new developments should be designed and located to enhance movement, including pedestrian movement into and through new areas.
6. Linkages Should Created Between The Four Village Quadrants.
The Village is divided into four areas by the major traffic movement on Interstate 57 and Lincoln Highway. The Village design should attempt to reduce the barrier of these roadways and promote interaction between the four quadrants.
7. Distinct Areas Within The Village Should Maintain Their Identity But Without Sacrificing The Unity of the Community.
Many areas of the community such as the Original Town site, Applewood Manor, and the Lincoln Mall area already have a distinct identity and sense of community. These identities should be maintained, but the separate should also be integrated into one community.
8. The Highest Intensity Areas Should Be Located Adjacent Or Near I-57.
High intensity uses which generate considerable activity, higher densities, heavy traffic movement, and considerable light and noise should be located on I-57. The proximity to I-57 allows heavy traffic volumes to move quickly from the area with the least negative effect on local traffic. Also, since the interstate itself is a high intensity area, these uses provide less distraction to adjacent areas.
9. The Spatial Distribution Of Development Should Reflect A Reduction In The Intensity Of The Uses That Occur Further From The Central Focus Of The Village.
The amount of activity created by uses should gradually decrease from the high intensity activities such as shopping center and office complexes at the Village focus to less intense uses such as single family residences at the furthest point from the center.
10. The Village Design Should Provide For Pedestrian And Bicycle Movement.

The development of the Village should include provisions to allow citizens to utilize all the areas of the Village without requiring vehicle use. This not only provides a more human scale for development, but reduces the traffic congestion which accompanies development.

11. The Major Entrance Areas To The Village Should Reflect The Quality Of The Village.
The strategic points where the majority of people enter the Village will set the tone for Matteson's image. Special care should be taken to ensure that people's first impression is a favorable one.
12. Overall Design Should Attempt To Protect Low Density Residential Area From High Intensity Activities.
Most single family users chose these areas to be separated from more intense uses. When designing road improvements, multi-story buildings and high traffic generating uses, separation should be maintained for single family uses whenever possible.
13. A Linkage Should Be Maintained In The Village Design With Large Open Space On The Village's North Border.
The availability of the large forest preserve areas to the north of the Village should become an attribute of the Village. Bike and hike trails could be linked to the Village and County Forest Preserve District encouraged to development activities which the citizens could enjoy.
14. The Original Matteson Site Should Be Preserved And Emphasized As A Unique Feature.
The Original Village site should be utilized as a design feature in Matteson and exposure to this unique area should be enhanced by developing the entranceways of 216th Street and Main Street.
15. The Village Should Utilize The Two Commuter Stations As Secondary Focusts Of The Village Design.
The railroad stations serve great numbers of people, both Village citizens and other commuters each day. These activity areas may serve both a detriment with high traffic and parking, and as an asset with large numbers of people focused in one location. Viewed either way, these two activity centers deserve special attention.

ENVIRONMENTAL POLICIES

Environmental Policies are intended to set outlines for development regulation and site considerations which will protect the general public from flood hazard, air and noise pollution, water pollution and allow preservation of natural amenities.

1. Open Spaces Should Be Planned To Be Located Within The Village.
As development continues in the Village, care should be taken to set aside open spaces to enhance the aesthetics of the area and to reduce the density and level of activity within commercial and residential areas.
2. Butterfield Creek Should Be Maintained As A Public Open Space With Public Access.

Being one of the few natural features within the Village, the Butterfield Creek should serve as a public natural open space. Maintaining the creek area will not only preserve a valuable natural area, but will allow the Village to protect this critical flood control area. In areas of new development, public access should be maintained to preserve the stream flow, provide maintenance and allow public utilization.

3. No Development Will Be Allowed In The Floodway Of Any Creek.
Flood hazard is a major concern of development in the Village and surrounding areas. Any new development which would impede the flow of run-off through the natural creek system should be prevented.
4. The Village Will Maintain And Enforce A Flood Damage Control Ordinance.
To prevent property damage and risk to life and safety, the Village should maintain a Flood Damage Prevention Ordinance which complies with the guidelines of the National Flood Insurance Program of the US Flood Emergency Management Agency (FEMA).
5. Development Of The Flood Plain Area Of The Village Should Be Limited.
The flood plain area of the Village serves as a holding area after extreme rains to prevent dangerous flooding down stream. Development in the flood plain should occur if no adverse effect on the capacity of the area occurs or if compensatory storage is provided.
6. Open Space And Park Land Should Be Located Along Floodways Where Possible.
Open space and park dedications should be considered along floodways where possible in order to protect the creekway from built environments which are more likely to pollute the stream and impede its flow. Care must be taken to insure that the parkland is usable and not too low to preclude functional use. Also care must be taken that access to the park area is convenient.
7. Natural Vegetation Should Be Retained and Protected Whenever Possible.
Stands of mature trees in an urban area are often irreplaceable. Whenever possible, trees should be retained on all development sites. Along natural water courses vegetation prevents soil erosion and filters run-off from adjacent properties. The maintaining of vegetation along waterways should be a high priority.
8. A Soil Erosion Ordinance Should be Maintained And Enforced.
Soil erosion and air pollution caused by construction work should be controlled. Development should be related to the topography and soils of the site so as to create the least potential for erosion. Natural contours should be followed as closely as possible.
9. Sound Buffers Should Be Maintained Between Obnoxious Uses And Residential Areas.
Noise buffers of either distance or material should be maintained between noise generators such as highways or industrial uses and residential dwelling units.
10. Storm Water Retention Will Be Required To Reduce Run-Off And The Potential For Flooding.

The Village will require storm water retention techniques that will permit ponding of water and reduce run-off rates. On-site detention will be required of all major developments.

11. Development Will Be Restricted To Areas With The Ability To Connect To Village Water And Metropolitan Water Reclamation District (MWRD) Sewer Service.
No development should occur unless the development connects to the Village water system and the Metropolitan Water Reclamation District (MWRD) facilities. In addition, no development should occur unless these systems have sufficient capacity to handle the proposed development without hampering other future Village development.

HOUSING DEVELOPMENT POLICIES

The Village of Matteson is concerned about availability of quality housing to stimulate growth of new residents to our Village. The Village also recognizes a demand for a full range of housing types and prices which will allow citizens with different housing needs and improving economic status to satisfy their housing needs without leaving the Village.

1. The Village Should Locate The Most Suitable Sites For Residential Development And Protect Them From Intrusion By High Intensity Commercial And Industrial Use.
The Village will locate future sites for residential development which offer single-family and low-density development protection from noise, traffic, light, odor and high activity which are considered detrimental to the quality of low density living. Multi-family development must be located where services and the transportation system can be provided to handle higher anticipated demand.
2. The Village Will Require A Minimum Lot Size And Building Size Which Relate To Adjacent Villages And To The General Trend Of Development.
The Village will maintain minimum building and lot size requirements which more than favorably compare to surrounding communities and to homes being constructed in our Village. Since building and lot size do not always reflect the quality of construction nor the value of a home, flexibility should be allowed in these standards where developers show the proposed homes will enhance the quality of the area.
3. The Village Should Maintain High Building Code Standards And Aggressive Inspection Of New Houses and Apartments.
The desire of the Village to increase its housing stock should not be allowed to reduce its high standard for building. The Village's standards should be maintained and upgraded as needed. Care must be taken though not to rule out technological improvements simply because they are different from current regulations. After proper evaluation and testing, new standards should be created to reflect technology.
4. The Village Will Aggressively Enforce A Property Maintenance Code.
Quality construction will result in a quality community only if properties are properly maintained. The deterioration of houses such as lack of proper painting, lawn maintenance, window repair, etc., detracts from the value of all the housing in the community, so reasonable maintenance is expected from all property owners.

5. When Property Is Annexed Into The Village, The Annexation Agreement Should Clearly Define Development Requirements Beyond Normal Village Ordinance.

Annexation allows the opportunity to clearly define the expectation of the Village for development in a particular area of the Village. The Village will utilize this opportunity to indicate lot size, building size, building material and other requirements to insure these new areas meet the Village's expectations.

6. The Village Will Require That New Homes Constructed In Areas Of Existing Homes Be Of Equal Or Higher Values To Protect Existing Home Values.

In order to protect the overall value of homes in the Village and thus the general welfare of the citizens, the Village will require that new homes, located in areas where a housing pattern is already established, be of similar size and value. Building permits will be granted only where new homes have a square footage and building material equal to the average of existing homes. In cases where homes of lesser square footage or differing materials are proposed, the builder shall present plans to the Plan Commission and should that the proposed housing will have a positive effect on the existing home values before building permits will be issued.

7. The Village Should Maintain A Wide Variety Of Lot Sizes Including A Large Lot District In Order To Accommodate A Variety of Housing And Living Styles.

The Village will benefit from offering a wide variety of housing styles and settings from townhouses and apartments to well separated homes on larger lots. This variety allows a wide and diverse range of housing to be developed and permits a full range of potential citizens to find suitable housing in the Village.

8. The Village, In An Effort To Continually Increase The Availability Of Quality Housing, Will Consider Innovative Regulations And Infrastructure Incentives To Enhance The Value Of Areas Which Are Perceived To Be Most Suitable For Residential Development.

In order to increase the feasibility of new residential development projects, the Village may develop incentives in regulation and infrastructure that would serve as an attraction to quality builders to open new subdivisions which the community. The incentives can be utilized to increase the Village's control over the quality, lot size, building size and design of the housing being built.

TRANSPORTATION POLICIES

The transportation policies have been broken down into five (5) areas: Roadway, Train, Bus, Pedestrian and Bicycle, and movement in the high intensity area.

Roadway Policies

1. The Village Should Produce A Street Plan Which Indicates The Location Of Future Arterial And Collector Streets Plus Anticipated Street Widening To Handle Future Traffic Demand Indication By The Comprehensive Plan.

The Village should develop a street hierarchy system which indicates the primary function of each street. Those descriptions should indicate that the only functions of expressways are for traffic management. Arterials are primarily movement streets which serve also as access to major frontage properties. Collector streets are designed to gather traffic in neighborhoods and intersect arterials at limited locations. Local streets are designed to access residences and should minimize through traffic movement.

2. Arterial Streets Should Have Limited Access Points.
Because the major function of arterial streets is traffic movement, access points, including both streets and driveways, should be kept to a minimum.
3. Front Yard Setback Should Reflect Future Roadwork.
In areas where roadways are expected to be increased, additional front yard setback should be designated to assure the minimum disruption and cost when traffic demands require widening.
4. Traffic Generation Should Be Considered In Land Use Decisions.
Land use decisions and rezoning should take into consideration traffic generation from the type of use requested. Land uses which expect traffic to exceed the capacity of the Village roadway network should be denied or should be required to finish roadway improvements.
5. Local Streets Should Be Designed To Minimize Through Traffic In Residential Neighborhoods.
Local streets should be designed to limit traffic to access and egress of local residents. Through traffic should be directed to arterial and collector streets wherever possible.
6. Signalization Should Be Minimized To Allow Efficient Traffic Movements.
Signalization is the major constraint to the capacity of a roadway system. Whenever possible, signals should be placed a minimum of 1600 feet apart to assure the maximum capacity of the roadway. Street networks should be designed to intersect arterials at these points.
7. Goods Movements Should Be Routed To Avoid Residential And High Traffic Areas.
Truck movement causes excessive noise, hazards and wear on local streets so wherever possible trucks should be provided alternative routes and restricted from residential areas. Trucks also provide an increased burden on heavily travelled streets and intersections. Alternative routings and land use patterns that minimize truck usage on these streets should be provided.
8. Development Along Major Existing Or Proposed Transit Routes Should Be Designed To Accommodate Transit Service And Allow Easy Access For Pedestrians To Reach The System.
As development continues in our Village, we could face the same automobile gridlock facing commuters in other growth areas of the country. The Village should require

design to provide for future transit systems to reduce the automobile demand in our growth corridors.

9. Residential Area Land Uses Which Generate Higher Traffic Volumes Should Require Larger Street Design.

Despite the normally low traffic volumes of residential area uses, some uses such as schools, parks, and churches do generate higher traffic volumes. The uses should be located on collector streets or have wider rights-of-way to allow for on-street parking.

Train System Policies

1. The Use Of The Metra Train Linkage With Chicago And Other Destinations Should be Encouraged.

The Metra train system is a major benefit to our Village. The encouragement of ridership for work and nonwork trips will allow a high degree of service to our community and reduce the demand on our roadway system.

2. Convenient Access And Parking Should Be Provided To Train Stations.

In order to encourage ridership, the Metra Train Stations have to have good access and sufficient parking and drop-off locations to allow convenient usage of the train system. In addition, good ease of access and sufficient parking should reduce use of local streets for entry to the area and parking.

3. Land Uses Around Train Stations Should Provide Services To Train Users And Provide Residential Uses Which Encourage Pedestrian Access To The Train System.

The train stations should be a major factor in land use determination in their areas. Service areas to accommodate the needs of commuters should be encouraged and residential development which would allow pedestrian connection of the stations should be provided.

4. Bus Or Van Linkage Systems Should Be Provided To Allow Frequent And Convenient Connection Between Residential Neighborhoods And Train Stations.

In order to encourage usage and reduce parking requirements, a feeder bus system should provide service between neighborhoods and the train stations.

Bus System Policies

1. The Regional Transportation Authority (RTA) Should Be Encouraged To Increase Its Service To Our Area.

The current bus service along Lincoln Highway should be expanded to service the area west of I-57 and eventually connect to mass transit systems in Tinley Park. In addition, a new north-south service should be provided down Cicero Avenue to provide access to shopping centers, employment areas, and Governors State University.

2. As Demand Requires, Internal Bus Or Van Systems Between Major Employment Areas, Shopping And Restaurant Areas, And Major Transit Facilities Should Be Provided.

The continued growth of employment along Cicero Avenue will cause increased automobile congestion on the Lincoln-Cicero intersection. In order to reduce this congestion, mass transit facilities should be available to reach employee destinations within the Village.

3. An Internal Transit System To Link Neighborhoods With Services Should Be Encouraged.

The presence of I-57 as a divider and the distance between neighborhoods and services discourages many residents from utilizing some of the Village's services. Linking the neighborhoods with shopping, parks, train stations, the Village Hall, the Library and other facilities by transit should increase our residents' enjoyment of our Village services.

Pedestrian and Bicycle Movement

1. Pedestrian And Bicycle Routes Should Be Provided To Offer Alternatives To Automobile Travel.

As vehicle travel increases with future growth, pedestrian and bicycle routes can offer Village residents an alternative method to reach recreation area, public facilities, shopping centers and in some cases even employment centers. Routes should be identified and set aside to provide recreation activity areas for our residents.

2. Provide Safety Islands And Pedestrian Crossings At Major Intersections.

With the construction of major arterials to move large volumes of traffic, care must be made to prevent these arterials from becoming barriers to pedestrian movement. Major intersections and areas with anticipated high volumes of pedestrian movement should be provided with safety islands, pedestrian crosswalks and where suitable pedestrian signalization controls.

High Intensity Area Policies

1. Special Attention Needs To Be Paid To the High Intensity Growth Area Which Surrounds The Lincoln Highway – Cicero Avenue Intersection.

While encouraging growth in this high intensity growth area, the Village must be constantly aware of the strain development will place on the roadway system and encourage design and improvements to the adjacent roadway system.

2. The Design And Land Use In The High Intensity Area Should Encourage Pedestrian Movements.

The intensity of development in this area can cause a major impact in the adjacent roadway system. To help eliminate this impact, the land use mix and site design should allow pedestrian access to services and offices within the area.

3. Each Development In This High Intensity Area Should Provide A Traffic Impact Analysis.

Since the intersection of Cicero Avenue and Lincoln Highway is already running near capacity, each development which occurs in the area should provide a traffic impact analysis and a description of what steps are being taken to prevent the overburdening of the roadway system.

DEVELOPMENT INTENSITY MAPPING

The development policies of the Village were utilized to develop a map of the Village and contiguous areas which reflected the intensity of development which was expected generally in each area. Seven (7) distinct intensity levels were identified.

1. **Regional High Intensity Area.**
An area, which due its high visibility, freeway proximity, and superior roadway accessibility, will serve as a regional service area for an extremely large area. A mixture of high intensity uses with higher than usual density that generate high levels of traffic, parking and daily activity are expected. The uses are expected to include major commercial centers, large office complexes, high density residential structures and some office-distribution centers. The area must be insulated from low intensity activities and must move large volumes of traffic with minimal impact on adjacent uses.
2. **Community Intensity Area.**
An area which provides services and housing to the entire Village of Matteson and surrounding communities. The area is designed for commercial uses to serve Matteson and adjacent areas, provide medium density residential living units, and consumer service areas. The areas require frontage on a major arterial to accommodate higher traffic volume produced by these uses.
3. **Neighborhood Intensity Area.**
An area to provide commercial and service uses to service a neighborhood of the Village. In addition, the area may be used for compatible multi-family development of a density which will not affect surrounding properties. The areas should be centered around the intersection of secondary arterials and collector streets. The uses area anticipated to be lower traffic generators which will have a lesser impact on adjacent low intensity areas.
4. **Low Intensity Area.**
The majority of the Village will be a low intensity area. The primary use will be single family home development supplemented by low density condominiums, townhouses and garden apartments. The area should be insulated from extremely high intensity activities and buffered from industrial uses. Street patterns should reduce through traffic movement and provide only limited access to arterial streets.
5. **Service Intensity Area.**
The most common area designed to accept light industrial, heavy commercial and heavy service uses. This area is intended to have less impact on commercial and

residential areas than production intensity and often serves as a buffer to reduce the effect of production intensity uses. The uses included in this area include warehousing, etc.

6. **Production Intensity Area.**

An area that provides for the manufacturing and assembly of products and similar high intensity industrial uses. While heavy industry still in not recommended due to its proximity to the community, sufficient distance and buffer should allow medium intensity industries to operate without impact on the remaining community.

7. **Conservation/Recreation Areas.**

While these areas are limited in total area, they are extremely important to the development of the Village. These areas are designed to be left natural, provide recreation uses or allow only very limited development. Natural features, natural flood reservoirs and other developed recreation sites are included in this area. Especially important are the areas of floodway and flood plain which must be left undeveloped in order to prevent increased risk of flooding as further development occurs.

The actual uses which are allowed on any particular property will still be controlled by the Village Zoning Ordinance and Zoning Map. These documents take a more detailed look at each property, versus the general view without site specific data which this Land Use Intensity Map shows. In order to clarify the intensity areas, the following uses are suggested as suitable in some areas within an intensity area. The uses are listed by the Standard Industrial Code Classification of the US Department of Commerce system in order to provide a uniform classification system which has general nationwide understanding. The titles of each classification may not directly match similar uses in the Village Zoning Ordinance which will still be the ruling document for regulation. In addition, the residential density suggested for each intensity area is a maximum which may not be suitable for all locations within the intensity area.

LAND USE INTENSITY MAP

(Separate Document)