



MATTESON

COMPREHENSIVE PLAN

Adopted March 15, 2021

thank you

Village President

Sheila Y. Chalmers-Currin

Village Board of Trustees

Veloid Cotton, Sr.
Robbie Craig
Paula F. Farr
Juanita Hardin
Andr  C. Satchell
Adam Shorter III

Yumeka Brown, Village Clerk

Plan Commission / Zoning Board of Appeals

Sebronella Howard-Davis, Chairperson
A. J. Pearson
Frank Anderson
James Floyd
Marty Patton
William Harris

Village Staff

Anthony Burton, Village Administrator
Odelson, Sterk, Murphey, Frazier
& McGrath, Ltd., Village Attorney
Mike Jones, Police Chief
Chris Schwalbe, Fire Chief
Ernest R. Roberts III, Community Development Director
Zatonya McCoy, Community Development Deputy Director
LaVern Murphy, Economic Development Deputy Director
Rama Raman, Planner, Economic Development
Gordon Hardin, Public Works Superintendent
Lisa Hill, Recreational Services Deputy Director
Dwayne Howard, Human Resources Director
Robinson Engineering, Consulting Engineer
Rasheed Jones, Finance Director

Community Partners

Dr. Gina de Rossier, Prairie State College, Matteson Area Center
Alisha Clark, Prairie State College
Kathy Berggren, Matteson Library District
Principal Larry Varn, Rich Township High School
Pastor Andrew Singleton, Victory Apostolic Church
John Opyt, Matteson Historical Society
Alex Devlin, Regional Transit Authority



Prepared in coordination with
the Village of Matteson
by Teska Associates, Inc.
24103 West Lockport Street, Unit 107
Plainfield, Illinois 60544
(815) 436-8495
www.TeskaAssociates.com

table of contents

- 1 | INTRODUCTION.....1**
- 2 | ENGAGEMENT15**
- 3 | GOALS + OBJECTIVES21**
- 4 | FUTURE LAND USE 27**
- 5 | TRANSPORTATION..... 37**
- 6 | ECONOMIC DEVELOPMENT 57**
- 7 | COMMUNITY FACILITIES 81**
- 8 | IMPLEMENTATION 87**

**All photographs not sourced were provided by the Village of Matteson or taken by the consultant.*



Natural landscape near Matteson Village Hall

Chapter 1

INTRODUCTION

The Village's last Comprehensive Plan, adopted in 1987, was the starting point for preparing this Plan Update ("Plan" or "Update"). This Plan reaffirms many of the values articulated in the 1987 document, as reflected in similar statements of goals and objectives. However, they have been updated to address new issues that have emerged over the past decades.

This document constitutes the updated long-range vision for the Village of Matteson and will provide the official policy guide for development and redevelopment opportunities in the Village. Since it provides community focus and direction regarding future physical and economic changes in the community, this Plan Update should serve the Village for the next 10-15 years.

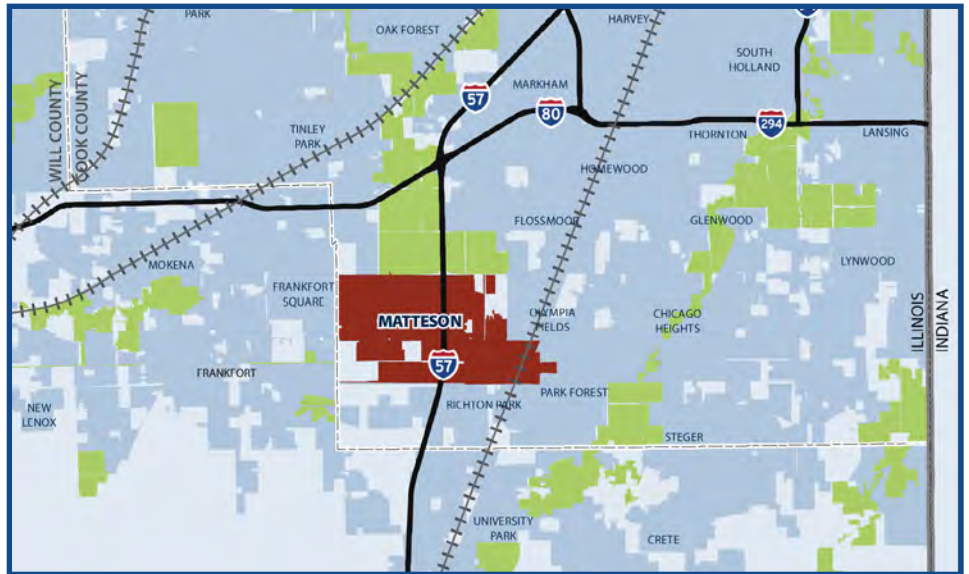
Matteson, like many communities in the south suburbs of Chicago, has experienced significant change since 1987. The Comprehensive Plan is designed to respond to this challenge of change by articulating a vision and setting priorities to achieve that vision for Matteson's future. Based on the analysis of where Matteson is today, this Plan provides the direction for future growth and development. It suggests the ways in which we can invest in the community and continue to build value for the 21st century. Most importantly, the Plan focuses on specific actions that will make the desired future a reality.

PURPOSE OF THE COMPREHENSIVE PLAN

The Plan is more than a land use document. It serves as the policy document by which funding, staffing, and programming decisions can be made. The Plan provides a future vision of the Village. It directs how the Village of Matteson will look in the future, the quality of life the citizens will experience, and the mechanisms for implementing that vision.

There are many benefits to comprehensive planning. First, the Plan expresses the goals of the community and the vision of what the Village is to become. Second, the Comprehensive Plan serves as a policy framework to guide public and private decision-makers who will create the future village form. Thirdly, the existence of an adopted Comprehensive Plan gives 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 rationale for the regulation of property within the Village by such controlling ordinances as zoning and subdivision regulations.

The Comprehensive Plan is intended to be used by the Board of Trustees, Village Plan Commission, all other Village Commissions, and the various groups and units of the Village Administration in making decisions relating to public and private development. It is also intended to be used by citizens, property owners, and corporate entities that are affected by those decisions or those who participate in the decision-making process.



To be a truly dynamic and useful tool, the Comprehensive Plan should bear a direct relation to the everyday regulatory and development needs of the community. This includes providing a foundation for the Village's zoning, subdivision, and other land development regulations, as well as a means of guiding capital improvements programming and other resource allocation decisions. Although land throughout the United States is predominantly privately owned and controlled, the potential development capacity of any given parcel of land is highly influenced by the public sector decisions to provide public services. The Comprehensive Planning process enables the community to view the overall needs for services and to plan for the public distribution of resources in a manner that reflects public goals and values.

How to Use This Plan

The Comprehensive Plan should be used in a number of capacities in managing future growth and development, including:

- **Review of Development and Redevelopment and Zoning Proposals** – Proposed development should be compared with recommendations in this Plan. When consistent, the Village should generally view the project favorably. When inconsistent, the proposal should be examined more closely for benefit to the community. It is acknowledged that changes in economy, environment, and other factors will evolve over time and suggest an alternative use or development approach may be appropriate. In such cases, it is recommended that the Village modify this Comprehensive Plan to reflect such changing conditions.
- **Capital Improvement Planning** – The Future Land Use Plan should be used when planning for future infrastructure improvements including water and sewer capacity, roadway extensions, and stormwater management.
- **Grant Applications** – The Village should pursue grants that will assist in implementation of the plan's vision. Having a current plan, and pursuing grants that support the plan, will increase the opportunities of leveraging local resources with outside funding.
- **Modifications of Development Regulations** – The Village should review zoning, subdivision, and other development regulations to ensure consistency with the vision outlined in this Comprehensive Plan.

History of Matteson

Matteson was platted in 1855 and named in honor of the tenth governor of Illinois, Joel Aldrich Matteson. The area now known as “Old Matteson” began as an agricultural trade center at the junction of two railroads, the Joliet and Northern Indiana (later known as the Michigan Central) and the Illinois Central. By the late 1880s, the Elgin Joliet and Eastern Railway was running parallel to and about a quarter of a mile south of the Michigan Central. According to the 1880 census, there were approximately 500 people living in Matteson. At that time, Matteson had approximately 85 buildings constructed that consisted of homes or combination of a residential unit and a small business, two hotels, two general stores, two saloons, a wagon and harness shop, a shoe shop, a blacksmith and a grain elevator.

By the 1900’s, Matteson had grown to include all the previous businesses plus a bank, a third tavern, barber shop, two meat markets, grocery store, candy store, men’s furnishing store, shoe repair shop, and furniture and undertaking establishment. There was also growth in industries to include the Matteson Lumber and Coal Company, an icehouse, a cigar factory, and an additional grain elevator. The 1890s and early 1900s brought about Village improvements that included a streetcar line running from Joliet through downtown Matteson to Chicago Heights and a two-story Village Hall located at 215 Locust Street. In 1913, Lincoln Highway made the same connections along the northern border of the Village.

At the close of World War II, Matteson began its development into a major retail and commercial center for the southern suburbs of Chicago. Old Matteson immediately expanded with the construction of 300 houses.

The first shopping center, built by E.J. Korvette, opened in 1963, at Crawford Avenue and Lincoln Highway just beyond the northwest corner of the original Village. During the following decade, close to 1,500 acres of land was annexed. In 1968, I-57 was completed as far as Kankakee, and in 1973 the Village celebrated the opening of Lincoln Mall at the intersection of Cicero Avenue and Lincoln Highway. It was in this post-war era that the center of the Village began to shift to the west both commercially and residentially with the opening



Looking north to Downtown Chicago from Matteson, date unknown

Source: Matteson Historical Society

of the Matteson Farms and Glenridge subdivisions, in 1950 and 1961 respectively. In 1987 the police station and in 1990 the post office, moved from Old Matteson to the “Village Commons” area and a new public library was built a few blocks east in the Applewood-Oakwood subdivision.

The Matteson Historical Society, founded in 1975, has designated 12 sites in Historic Matteson/Old Matteson as landmarks. In the 1980s, when the Michigan Central rail line was abandoned, the Village became an active participant in the development of the Old Plank Road Trail, which is now a hike and bike path running from Park Forest on the east through Matteson to Joliet on the west. Since this entire neighborhood is within walking or biking distance of the Metra station (formerly the Illinois Central), Old Matteson has been able to maintain its historic position as a transportation hub, formerly for grain and milk, now for commuters into Chicago. Throughout the years, Matteson has been known as the “Crossroads of Heritage and Progress”. Recent community branding efforts have reframed the messaging for the Village, focusing on “a Home for Business, a Heart for Family.”

Matteson Today

The basis of any comprehensive plan is the establishment of community needs, constraints and opportunities. The initial step toward this is a description of existing conditions within the community and its environs. The existing conditions or planning factors which have been inventoried and analyzed include:

- Demographic & Socioeconomic Characteristics
- Housing
- Employment
- Educational Attainment
- Land Use
- Open Space

Demographics & Socioeconomic Characteristics

Matteson began as a small town of under 2,000 residents and has grown significantly since the 1950s. Today, the Village population is just under 20,000, though most of that growth in population occurred before 1980. The rate of growth has not been consistent historically and has levelled off since 2010. A limiting factor for a continued pattern of significant future residential growth is the declining availability of developable land. According to the Chicago Metropolitan Agency for Planning (CMAP), the forecasted 2030 population (published along with the ON TO 2050 Plan in 2018) is 24,808. Forecasts also indicate that the Village could reach as high as 28,618 by 2050. In both cases, this growth is dependent on additional residential development in the Village. New housing built may be developed in annexed areas, infill locations, and potential development/redevelopment opportunities within the downtown and near the Metra Station.

Figure 1.1: Population Growth 1950-2019

YEAR	POPULATION	% CHANGE
1950	1,211	-
1957	2,620	+53.7%
1960	3,225	+23.0%
1965	3,898	+20.8%
1970	4,471	+14.7%
1980	10,362	+131.7%
1990	11,378	+9.8%
2000	12,928	+13.6%
2010	19,009	+47%
2018	19,336	+2%
2019	19,136	-1%

Figure 1.2: CMAP Population Forecasts

YEAR	POPULATION	% CHANGE
2030	24,808	+29%
2040	27,014	+8%
2050	28,618	+6%

Source: U.S. Census Bureau, American Community Survey, ESRI Business Analyst (2019), CMAP ON TO 2050 Population Projections (2018)

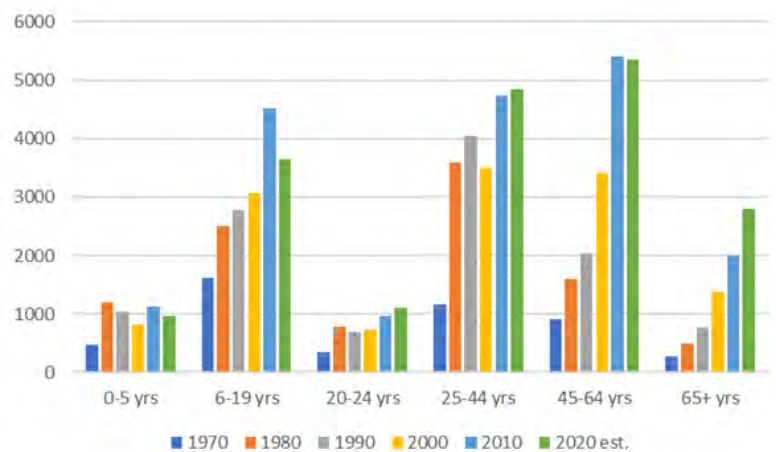
Age Distribution

Until recently, there had been a consistent increase in school age children (ages 6-19) since 1970 though the number of children under 5 has changed very little. That trend reversed course in 2010. For traditional college age, 20-24, the population has remained relatively stable though it has increased since 2000 and could continue to do so. The age group 25-44 has continued to increase except for a slight drop in 2000. The combined age groups that comprise the population of people 45 to 64 years has seen the greatest increase, nearly doubling between 1990 and 2000 and jumping again between 2000 and 2010. Similarly, residents 65 and older have increased each decade since 1970, doubling between 2000 and 2020. With the development of new senior living options, it is likely that this age group could continue to increase as residents may continue to live in Matteson well beyond retirement.

Many communities have begun to see an increase in median age, indicative of an aging local population and therefore an important consideration for long-term plans. Matteson's median age was 41.5 in 2018 (CMAP Snapshot), up from 40.4 in 2010 and 37.3 in 2000 (Census and ACS).

Given the increase in the aging population, there is likely to be greater demand for additional senior residential development, need for greater emergency medical service, bus/paratransit service, and other services and programs that support older residents, such as snow shoveling and handyman/home maintenance assistance.

Figure 1.3: Age Group Distribution

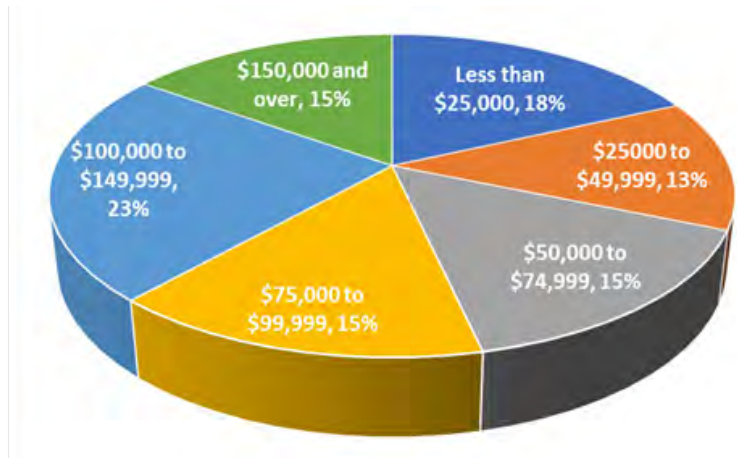


Household Income

One of Matteson's strengths is a strong median Household income. As of 2018, the Village's median household income was approximately \$81,700. This is well in excess of the Cook County median household income of \$62,100. Such strong income levels are appealing to potential retailers and help provide the Village with a bright future.

As Figure 1.4 shows, household income levels are reasonably distributed with approximately 40% of households with incomes above the median and 45% below.

Figure 1.4: Matteson Household Income



Source: U.S. Census Bureau, ESRI Business Analyst

Housing

As the population grows, the demand for more quality housing increases. To meet this increased demand, the housing stock must continue to grow to accommodate the needs of the Village. The Village should encourage the development of a varied stock of housing types to serve a diverse population in terms of income and preferences of single-family housing, multi-family housing, and rental housing. Multi-family housing in locations near good access to transportation, services, and jobs should be supported as well as infill and redevelopment in the areas surrounding the Metra Stations.

The Village has over 7,000 housing units according to ESRI 2020 estimates (based on U.S. Census data), an 56% increase from the 2000 Census. The Village's total number of units has experienced a continuous increase since 1960, though new construction slowed considerably after 2010. The Village's households increased significantly (+135.8%) from 1970 to 1980 and again between 2000 and 2010 (+53.7%) (Figure 1.5). Since 2000, the Village initially experienced significant growth in number of households due to a steady influx of new residential development. According to CMAP forecasts, Matteson's total number of households could reach as high as 12,071 by 2050. This growth could occur as a result of new single and multi-family owner-occupied housing built in newly annexed areas, infill locations, and potential redevelopment/development areas within the downtown area and in proximity to the METRA Stations.

The growth in the housing stock since 2000 has included a variety of housing. The Village should continue to encourage a mixture of housing types, sizes and densities in future residential development to ensure a balance of housing options to satisfy the needs and incomes of a range of current and potential residents. Table 1.6 details recent residential developments, which include single-family homes, apartments, condominiums, senior living, townhomes and housing affordable to residents earning less than the area median income.



Source: Google

Figure 1.5: Housing Unit Growth, 1960-2020

YEAR	UNITS	% CHANGE
1960	838	-
1970	1,334	+59.1%
1980	3,146	+135.8%
1990	3,673	+16.7%
2000	4,561	+24.1%
2010	7,011	+53.7%
2020	7,123	+1.6%

Source: U.S. Census Bureau, ESRI Business Analyst

Figure 1.6: Recent + Under Construction Residential Developments

DEVELOPMENT	HOUSING TYPE	UNITS
Alexi Senior Living Facility	Senior living	135
Generations at Applewood	Senior living	30
Brookmere	Single-Family, Duplexes and Quadplexes	300
Mustacchi Manor	Public Housing	16
Regents Pointe Townhomes	Townhomes	40

Source: Village of Matteson

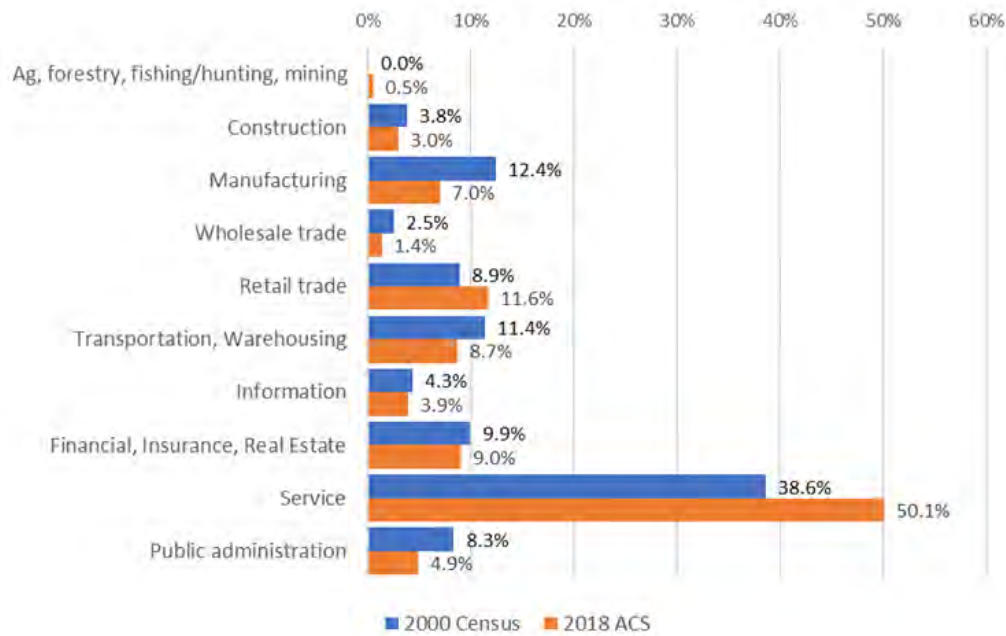
Employment

One of the main concerns for communities are fluctuations in the unemployment rate. Economic shocks, either general or industry specific, can significantly impact the financial stability of households and at a large scale, can destabilize neighborhoods. At the writing of this Plan, the COVID-19 pandemic has impacted employment stability for employees in many industries, especially in the retail and accommodation and food service industry. For others, the pandemic has forced many to begin working from home, significantly changing commuting patterns and decreases in ridership on public transportation.

Estimates from 2018 suggest that Matteson experiences slightly higher unemployment (9.5%) compared to Cook County (7.8%) and the CMAP region (6.7%). The Bureau of Labor Statistics unemployment data is only published for communities with populations above 25,000, therefore data from 2020 is not available for Matteson. However, the Village must be cognizant of the industries in which Matteson residents are primarily employed, and employment location, to better anticipate impacts. In 2017, one third of the residents worked in Chicago and another 11.4% worked either in Matteson or nearby in Chicago Heights, Tinley Park or Orland Park.

The national economy has been shifting towards a more service-based economy since before the early 2000s, though the shift has been more obvious in the past 20 years. In Matteson, this shift is quite evident. Employment in services was already the top industry in 2000 (38.6%) and in 2018 (the most recently published data from the Census Bureau) indicates it has risen to 50.1%. Similarly, employment in Retail Trade increased from 8.9% in 2000 to 11.6% in 2018. Other top industries include Transportation and Warehousing and Utilities (9%), Financial, Insurance, and Real Estate (9%), and Manufacturing (7%), each of which have declined slightly since 2000.

Figure 1.7: Employment by Industry in Matteson



NOTE: The service industry consists of those working in business and repair, personal services, entertainment and recreation, and professional and related services primarily. In Matteson, the largest service employers continue to be in educational, health and social services.

Source: U.S. Census Bureau

Several new developments currently under construction are expected to generate over 1,200 jobs in the transportation and warehousing industry alone. Along with these developments, the Village is also pursuing redevelopment of the former Lincoln Mall and surrounding properties which are being re-branded as Market Square Crossing, a total of 50 acres which is slated to include up to 600 housing units. The site is also currently under consideration as a potential site for a casino in the south suburbs.

While rising e-commerce, and more recently the COVID-19 pandemic, have altered consumer behavior, demand for brick-and-mortar commercial space is evolving but definitely not disappearing. Many big box stores like Target are developing smaller store footprints and mixed-use development is becoming a more prominent strategy for redevelopment of largely vacant and outdated shopping centers in suburban communities. It is expected that new commercial uses will continue to develop along commercial corridors (primarily US Route 30, Cicero Avenue and Vollmer Road) and existing commercial centers and the downtown will redevelop and potentially expand, increasing employment in retail trade, services, transportation and warehousing, and utilities information industries.



Amazon Fulfillment Center near completion, January 2021

Source: Seefried Industrial Properties, Inc.

Educational Attainment

Education is a key determinant of the Village's future. It provides the foundation for an economically and socially viable community. Educational attainment describes the highest level of education a resident (25 years or older) has achieved and when described at the community level, indicates how educated the population is.

According to the American Community Survey (2014-2018 5-year estimates), 13.9% of all residents over 25 have earned a graduate or professional degree, 22.9% of residents have earned a bachelor's degree and 9.4% have earned an associates degree -- meaning that 46% of residents have a college degree or higher. In addition, 30% of residents have completed some college.

Since 2000, the population over 25 years of age in Matteson has trended towards higher educational attainment among residents. This could be the result of Matteson youth achievement, a greater proportion of highly educated residents moving to Matteson, or more residents with less education leaving the community—likely a mixture of all three. As the Village's population continues to grow, new housing units are constructed and employment continues to experience an increase in the services industry, it can be expected that the percentage of residents with a higher level of education will continue to increase as well.

Figure 1.8: Educational Attainment, 25 years and older

LEVEL OF EDUCATION	2000	2018	% CHANGE
Less than High School Graduate	10.7%	4.5%	-6.2%
High School Diploma or equivalent	24.6%	19.3%	-16.7%
Some College, No Degree	31.4%	30%	-1.4%
Associate Degree	7.9%	9.4%	+1.9%
Bachelor's Degree	16.7%	22.9%	+6.2%
Graduate or Professional Degree	8.7%	13.9%	+5.2%

NOTE: Educational attainment changes over time in all communities, but often they fluctuate minorly. The trends in Matteson over the past 20 years strongly indicate a trend towards higher achievement.

Source: U.S. Census Bureau



LAND USE

Over the years, land use decisions in Matteson have been heavily influenced by the major roadways, which cut-through the community: Interstate 57 and US Route 30/Lincoln Avenue. These major roadways make Matteson a choice location for regional commercial uses and industrial/business parks. These and other arterial roadways provide easy access to, from and throughout the Village, enhancing Matteson's attractiveness as a commercial and business location. The heavy traffic volumes along these routes make adjacent areas appropriate for development such as commercial, office/service or industrial uses. Less intense uses, such as residential homes are then generally located away from these transportation corridors and buffered from more intense uses.

The Village has made a concerted effort to create a well-balanced mix of residential, commercial and open space land uses. Residential development includes single-family detached, single-family attached (duplexes, and townhomes) and apartment or rental units.

Recent residential developments have incorporated both single-family detached and single-family attached housing units, creating diverse subdivisions. These efforts have not only helped to expand housing options in Matteson, but they have also served to establish greater integration of housing types and household incomes than is typically found in suburban communities. This type of integration can help reduce the polarity that often exists between housing types in terms of access to amenities, green space, and services, reducing disparities.

Most of the regional and general commercial development is located along Lincoln Highway (Route 30) and Cicero Avenue. Regional developments include the Auto Mall and various large-scale shopping centers which cater primarily to big box users, such as Home Depot. Small-scale or more local-type commercial establishments exist on Vollmer Road and within the downtown area. These include convenience centers and single commercial users.





With the changing landscape of retail and a growing reliance on e-commerce, brick-and-mortar retail space demand is much different today. Since the mid-2000s, Matteson shopping centers have experienced persistent vacancies and maintenance issues. Village staff have been equally persistent in working with the centers to re-tenant, establish financial incentives and support redevelopment. Major accomplishments include:

- Full-service grocery store: The former Dominick's had been vacant since 2013. The 75,000 square foot anchor space and the center's façade have been refreshed by the recently opened Pete's Fresh Market which has added 150 jobs.
- Sam's Fulfillment center: When the local Wal-Mart closed in 2018, the building has repurposed as a Sam's Fulfillment Center creating 600 jobs.
- Amazon Fulfillment Center: At the corner of Harlem Avenue and Vollmer Road, a new Amazon fulfillment center is under construction and slated to open in 2021. The design will allow for adaptation over time which is intended to extend the useful life of the building.
- Global Gymnastics: The former Best Buy building has been approved for use as a global gymnastics center.
- Renovations: Several businesses have renovated their locations, including Aldi and Burger King.

Coupled with the implications of restrictions put in place to curb the COVID-19 pandemic of 2020, businesses, especially small businesses, are generally experiencing unprecedented economic instability at the writing of this

plan. Recommendations and strategies to combat the implications of the pandemic and preexisting vacancy challenges and needed improvements for the older, less vibrant centers will be discussed later in this Plan.

Though office uses are not a predominant land use within the Village, existing office development includes various single users within shopping centers and the downtown area; and a multi-story office building located within the southeast quadrant of I-57 and Lincoln Highway (Route 30). Existing single users are generally professional services offices, such as insurance agencies. Vacancies among office space have been limited, though the Village has sought to encourage use by compatible uses in such cases. For example, the Ingalls Family Care Center building located at 4647 Lincoln Highway was approved for a special use permit to be operated by the nonprofit organization Veterans of Foreign Wars (VFW) Post 311 in 2020. Also, in 2020, Matteson Orthodontics was approved to redevelop the old motel site located at 2110 Kildare Avenue constructing a new 4,300 sq. ft. medical office building.

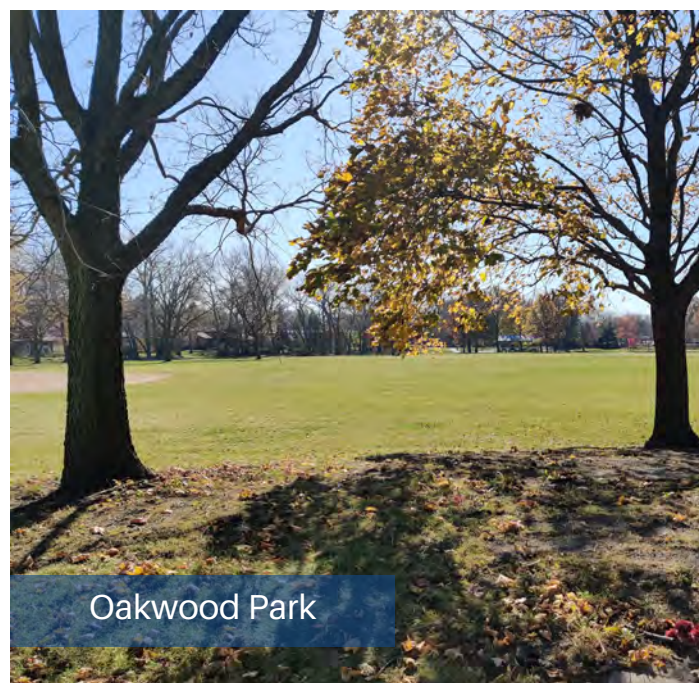
While industrial uses have historically been more limited than commercial land uses, that is rapidly changing.

The regional transportation network in Matteson poises the Village to see continued service, light industrial and business park development in coming years. Industrial uses and undeveloped land zoned for light industrial or service uses had been primarily located within the downtown area; south of Old Plank Road Trail on either side of I-57.

The area bounded by Harlem Avenue to the west, Vollmer Road to the north, Ridgeland Avenue to the east and Lincoln Highway (Route 30) to the south has remained largely undeveloped for many years, despite being an ideal location for additional industrial and large-scale commercial development. The Manheim Business Park currently includes the 903-acre site of the Manheim Chicago Auto Auction. The Auction is slated to expand into the area south of the existing location on an additional 200 acres in 2021. The area north of the Auction site is currently under development as an Amazon Fulfillment Center which will create 1,000 new jobs. The property west of Cox Avenue has been purchased by R+ L Carriers.

OPEN SPACE

The Village currently has eleven (11) public parks and each park is equipped with various facilities. These amenities include tennis courts, horseshoe pits, baseball diamonds, outdoor volleyball courts, picnic areas, playgrounds, pathways, and many more. The parks located throughout the Village range in size from 0.20 acres (tot lot) to 25 acres. The Village offers a variety of sporting activities and sponsors events like “Concerts in the Parks” for residents to enjoy.



Additional parkland has been acquired with the approval of several new phases of continuing residential development and new residential subdivisions. Though land has been acquired for future park purposes, the improvements needed to create usable park space has been an issue. With newer subdivisions, staff negotiated with developers to install park improvements as part of their development obligations. However, other future park sites await improvements to be completed by the Village. These needed improvements are completed incrementally by the Village as funding in the annual budget permits.

The Village has a first class fitness-oriented recreational community center co-located with Colin Powell Middle School that includes an indoor pool, gymnasium and ball fields. The center has a universal weight room, and classrooms for various classes and activities. These classes and activities are offered to both Matteson residents and non-residents at minimal charge and are geared toward people of all ages, including toddlers, teens, and seniors.

Figure 1.9: Parkland

Park	Type	Acres
Allemong Park	Neighborhood	18.6
Brookmere Park	Mini-Neighborhood	1.4
Dettmering Tot Lot	Tot Lot	.05
Gleneagle Park	Mini-Neighborhood	2.0
Governors Trail Park	Community	23.2
Matteson Park	Mini-Neighborhood	1.4
Memorial Park	Community	11.4
Miller Gardens	Mini-Neighborhood	2.0
Newbury Estates Park	Mini-Neighborhood	1.5
Notre Dame Park	Neighborhood	6.7
Oakwood Park	Neighborhood	10.6
Providence Manor Park	Mini-Neighborhood	1.5
Ridgeland Park	Community	15.2
Woodgate Park	Community	17.5
TOTAL		113.3

Source: Village of Matteson

Another opportunity for creating open space is the abundance of natural resources within the Village, including flood plain areas, wetlands, and wooded areas. With the increasing concern that development be sensitive to the preservation of these natural areas, the Village has worked with the development community to preserve greenway areas that can create open space links with Village parks sites. For example, Butterfield Creek which runs through the Village has been designated as an open space corridor. The Cowhey Property located on the west side of the Village, south of Old Plank Road Trail and the Central Avenue "North" Open Space, located primarily along Central Avenue north of Lincoln Highway, are intended for future recreation and natural area restoration.

With the Cowhey Property, the Village has taken possession of a critical natural storage area and the headwaters of the Butterfield Creek. This property contains significant wetlands and is an important bird habitat and breeding area. The area had been designated for conservation of the existing property and potential restoration of the wetlands. The restoration of the wetlands will ensure the water quality of Butterfield Creek and maintain the floodwater storage capacity of the property.

The Central Avenue "North" open space area comprises an area of major stormwater storage and lies downstream from the Cowhey Property. The Village has acquired some portions of this area while a bulk of the area remains in private ownership. This area is comprised mainly of a canalized stream, degraded wetlands and

peat bog areas that are suitable for decanalization and restoration. Due to the nature of the area as a floodplain or floodway there is limited opportunity for active recreation. Development of this area will be limited to passive recreation. The Village is exploring funding for restoration of the property along with the possibility of installing a bike path through the area.

The South Branch Natural Storage Area comprises an area of significant floodplain and remnants of natural areas. This area lies east of Cicero Avenue and south of the Old Plank Road Trail. The Village is seeking to acquire ownership of this property to provide stewardship for the area and ensure that the area retains its ability to mitigate water flow and filter pollutants from stormwater runoff. The Village may seek to install a walking or bike path through the area.

The Village is fortunate to be one of the several communities along the Old Plank Road Trail, located in the southern portion of the Village, which extends to the eastern and western boundaries. The location of the Old Plank Road Trail has created opportunities to establish beneficial open space connections via the Preservation Path and Governors Trail Park, and the future Market Square Crossing.

The Village is also located in proximity to significant Cook County Forest Preserves north of Vollmer Road. The Forest Preserves provides a recreational opportunity for Matteson residents as well as a natural, permanent open space buffer.



Source: Matteson Historical Society



Chapter 2

OUTREACH & ENGAGEMENT

The Matteson Comprehensive Plan Update was guided heavily by Village staff, the Plan Commission and outreach with the community, local organizations, and residents. While many of the recommendations and visions in the Plan were informed by recent planning efforts, engagement with stakeholders and community leadership solidified the path forward and established priorities for the Village going forward.

PROJECT MILESTONES + PROCESS

2020

- October 12, 2020 – Council Presentation
- October 29, 2020 – Kick-off Meeting with Staff
- November 4, 2020 – Plan Commission Meeting #1
- December 3, 2020 – Plan Commission Meeting #2

2021

- January 7, 2021 – Plan Commission Meeting #3
- January 28, 2021 – Virtual Community Forum
- February 4, 2021 – Plan Commission Meeting #4
- February 18, 2021 – Public Hearing
- March 8, 2021 – Village Board Workshop
- March 15, 2021 – Village Board Adoption

Plan Commission and Village Staff involvement

Village staff from Community and Economic Development assisted Teska in gathering background information and provided a first review of materials. The Plan Commission (PC) assisted in the development of the Future Land Use Plan, the Transit Access Plan, the Downtown Plan, and the Bike/Pedestrian Trails Plan.

Each was brought to the PC and updated based on thoughtful discussion about concerns or preferences. The PC reviewed multiple drafts of the Plan and held a Public Hearing with the community on February 18, 2021. The PC then recommended the Plan for adopted by the Village Board.

COMMUNITY SURVEY

An online community survey was created to engage residents and business owners. The survey was available for three weeks, from January 21 until February 15, 2021. There was a total of 122 respondents, coming from all four quadrants of the community. Eighty-three percent of respondents identified themselves as residents, 7% as business owners in Matteson and 6% as workers in Matteson.

The survey included a total of seven (7) questions that asked about a range of topics, summarized below. In addition to more general questions about community members' priorities, respondents also shared specific information about issues and opportunities which was shared with Village staff. Feedback from the survey was reviewed for consistency with Plan elements and was found to largely correspond with the vision and goals laid out in the Plan.

Q: What do you LOVE most about Matteson?

122
respondents

83%
Matteson residents



Q: Which trail connection(s) is your highest priority?

"Bike/Walking Trail Connection to Vollmer Road Trail from Lincoln Hwy and Crawford. And bike/walking trail from Lincoln Hwy and Crawford to the OF and Matteson Lincoln Hwy Metra stations."

-Survey Comment

Q: What is the nearest park to you -- are there any improvements you would suggest regarding access or features?

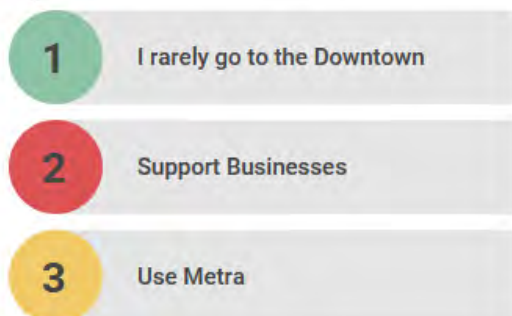
"Governors' Trail Park: With its parking options and open land, it would be a great place for pickleball courts or tennis courts and/or an ice rink."

-Survey Comment

Q: I'd like to see the following businesses or services in Historic Downtown Matteson:



Q: I go to the Historic Downtown Matteson area to



INTERVIEWS AND FOCUS GROUPS

Interviews with Community Partners

In order to understand issues and opportunities within the community, Teska reached out to community partners to gather their perspectives and ideas. Interviews were held with the Matteson Area Library, Prairie State College and the Matteson Area Center, Victory Apostolic, Rich High School, and Matteson Historical Society.

Meetings were also held with the Regional Transit Authority (RTA) and Pace Suburban Bus for updates on existing service, transit planning, and plans for future service. In particular, the Village is interested in expanding transit service into western Matteson and discussed a range of options with Pace.

Focus Group for Historic Matteson

To gather a greater understanding of what improvements are needed and desired in the Historic Downtown, focus groups open to area residents and business owners were held. Discussion during three Zoom meetings led to ideas about establishing a more significant trailhead for the Old Plank Road Trail and renewed interest in using the parking lot across from the old Village Hall as a community gathering space.

Residents expressed significant interest in beautification of the area generally and a strong commitment to preserving and celebrating local history and structures.

COMMUNITY FORUM + VIRTUAL PUBLIC HEARING

With the Comprehensive Plan moving towards a full complete draft, the Village held a Virtual Community Forum on January 28th, 2021. The Forum provided an opportunity for community members to learn about major plan components, ask questions, and share feedback. The meeting included a brief presentation about the Plan's purpose, the planning process and timeline, major components, including the Future Land Use Plan, Downtown Plan, Parks Access Plan, and Bike + Pedestrian Trails Plan.

Attendees were also asked to share their ideas via live polling. The word clouds on the following pages summarize the results of those polls and major themes that emerged from discussion. As with the Community Survey, feedback from the Forum was shared with Village staff, reviewed for consistency with Plan elements and priorities, and was found to largely correspond with the vision and goals of the Plan.



- Regional Accessibility
 - Major roadways and transit (Metra, Pace)
- Commercial Growth and Revitalization
 - US-30 and Cicero – major commercial corridors
 - Would like to attract additional Retail + Restaurants, including high end
 - Market Square Crossing mixed use development / Casino
 - Continue to diversity tax base through a range of uses

A word cloud of neighborhood attributes. The words are arranged in a circular pattern, with 'quiet' and 'diversity' being the most prominent. Other words include 'friendly neighbors', 'peaceful', 'safe', 'sense of community', 'community', 'thriving', 'convenient', 'affordable', 'nice neighbors', 'mix of people', 'my subdivision', 'transportation', 'close proximity to family', 'parks and old plank trail', 'clean', 'diverse', 'strong leadership', 'community on he move', 'relatively quiet', 'the neighborhood', 'raising children', 'great job', 'friendly safety', 'convenient opportunities', and 'neighbors'. The words are in various colors and sizes, creating a dynamic and visually appealing composition.

[illegible]

- Beautification + Maintenance
- Repair + Connect Sidewalks
- Revitalize of Downtown Matteson

Q: If you had a magic wand, what would you do to improve Matteson?

- Take care of what we have
 - Beautification
 - Repair streets
 - Improve landscaping + facilities in parks and public spaces
 - Improve schools
 - Repaint lane lines and crosswalks on neighborhood streets
 - Enforce codes
- Eliminate the need to leave the community for needs
- Bring in business
- Develop Market Square Crossing
- More Retail + Restaurant development
- Lower taxes
- Restore green areas pending development
- Family oriented events
- Create more parks
- New housing
- Promote homeownership
- Eliminate negativity
- Designer outlet mall

Major Themes of Discussion:

- Continue the momentum of current projects and development
- Need to establish strategies to secure funding for projects
- Matteson must balance new development with maintenance and revitalization of existing development
- Redevelopment of the former Lincoln Mall is an important catalyst
- The Village has a lot going for it – desire to sustain Matteson as a regional destination



Path at Matteson Village Hall

Chapter 3

GOALS + OBJECTIVES

Vision Statement

The Village of Matteson promotes a friendly, safe and diverse community, offering a variety of cultural opportunities and a high quality of living. The Village is committed to strengthening community spirit and embracing its historic character while improving transportation options, enhancing commercial areas, increasing access to services, and expanding usable open space opportunities. Both a home and a destination, Matteson is a place where friends and families gather to worship, shop, learn, work and recreate together.

This chapter outlines all recommendations included in this Plan, organized by topic (Land Use, Economic Development, etc.) Each goal has either a set of objectives or a set of policies. Objectives are key outcomes that a series of actions can be taken to achieve. Policies are enduring approaches to achieving a goal, acting as the guiding framework for decisions. Goals and Objectives recognize the present intentions of the Village, such as the redevelopment of the former Lincoln Mall, but also the larger context under which leadership will guide development in the long term to reach goals.

Strategies for specific actions to reach goals and objectives have also been identified where appropriate. The vision statement, drafted by the consultant, describes Matteson's community assets and goal to be a community residents can grow alongside and a regional destination.

GOALS, OBJECTIVES AND POLICIES

LAND USE

GOAL 1: ENHANCE MATTESON'S GATEWAYS AND REGIONAL CORRIDORS

Objective: Implement recommendations for gateway design, landscaping and locations per the Streetscape Plan.

GOAL 2: BUILD ON MATTESON'S DISTINCT IDENTITY THROUGH RESIDENTIAL AND COMMERCIAL DEVELOPMENT

Objective 1: Enforce development and design standards to ensure new residential and commercial development maintains the same level of quality and cohesion.

Objective 2: Encourage new development to include a mix of uses, including residential, commercial and recreational.

GOAL 3: PRESERVE & ENHANCE ACCESS TO NATURE AND OPEN SPACE

Objective: Dedicate additional land as parks to ensure that all Matteson residents have access to parkland within a half mile of their home.

GOAL 4: PRESERVE HISTORIC MATTESON AS A COMMERCIAL CENTER

Objective 1: Encourage reoccupation of commercial space and expand business types in Downtown.

Objective 2: Encourage infill residential development near the Matteson Metra Station.

TRANSPORTATION

GOAL 1: ENHANCE ACCESS TO PUBLIC TRANSPORTATION AND EXPAND SERVICE WITHIN MATTESON

Objective 1: Work with Metra and Pace to determine strategies to sustain or increase ridership and improve service of public transit.

- ✓ Consider redevelopment of parking areas at the Matteson station.
- ✓ Encourage mixed-use and transit-oriented development around the 211th Station.
- ✓ Support mixed-use development along fixed public transportation routes.
- ✓ Analyze local transit needs to determine what type of transit service alternatives would best serve the Matteson community.

Objective 2: Support modifications to public transit routes and stops to encourage residents to use public transit for everyday trips and to help workers more efficiently reach their destinations or transit connections.

- ✓ Work with Pace to consider alternative transit options to extend existing networks to new employment hubs.
- ✓ Matteson, Park Forest, and Olympia Fields work with Pace to reconfigure existing bus routes to provide better access between the station and local shopping, employment, and recreation destinations to encourage ridership for everyday trips.
- ✓ Support the development and implementation of Pulse Pace service along US Route 30.

GOALS, OBJECTIVES AND POLICIES

TRANSPORTATION CONT.

GOAL 2: ENCOURAGE ACTIVE TRANSPORTATION

Objective 1: Create a safe and uninterrupted pedestrian sidewalk network.

- ✓ Eliminate sidewalk gaps along major corridors and within neighborhoods.

Objective 2: Create an uninterrupted trail system which connects to regional trail systems.

- ✓ Connect gaps between existing trails to establish an uninterrupted trail system.
- ✓ Within existing subdivisions and parts of the community where no off-street trail has been installed, it is recommended that an on-street trail be provided using signage and/or striping to designate the street trail and alert motorists that the roadway is to be shared with pedestrians and bicyclists.
- ✓ As has been the practice, the Village should continue to incorporate trails as part of future park improvements.
- ✓ Extend Preservation trail across Vollmer Road to connect to the Forest Preserve Trail at a new signalized intersection at Treehouse Road and Vollmer Road.

Objective 3: Establish new trails through existing open space and greenway corridors throughout the community.

- ✓ Given the extensive open space and greenway corridors throughout the community, the Village should look at ways to incorporate trails as part of the enhancement of these areas. A trail along Butterfield Creek is a key opportunity for adding to the trail system.

Objective 4: Repair and enhance Preservation Path.

- ✓ Prioritize repairs and enhancements to Preservation Path, including mitigation for areas affected by flooding.

Objective 5: Expand supportive infrastructure for pedestrians and cyclists.

- ✓ Provide benches, bike repair stations and other appropriate amenities along major trails.
- ✓ Add bike parking requirements to the Zoning Ordinance.
- ✓ Add bike parking / racks to all public institutional locations, including parks, schools and public facing governmental facilities (locations as indicating in Streetscape Plan).
- ✓ For all existing and future trail crossing locations, solar controlled crossing devices that include flashing lights are recommended when the crossing cannot be enhanced by a traffic signal installed as part of existing or future roadway improvements.

GOALS, OBJECTIVES AND POLICIES

ECONOMIC DEVELOPMENT

GOAL 1: DIVERSIFY AND STRENGTHEN MATTESON'S TAX BASE.

Policy 1: Redevelop the Former Lincoln Mall area as mixed-use.

Policy 2: Pursue additional industrial development.

GOAL 2: REDUCE COMMERCIAL AND OFFICE VACANCIES ALONG US-30 AND CICERO AVENUE.

Policy 1: Promote modernization and continuous improvement of Matteson's shopping centers.

Policy 2: Seek opportunities to mix residential and offices uses into commercial areas.

Policy 3: Collaborate with community partners to support start-ups and local businesses.

GOAL 3: REVITALIZE HISTORIC MATTESON DOWNTOWN.

Policy 1: Support development to increase local demand for businesses and Metra.

Policy 2: Prioritize preservation and beautification of Historic Matteson.

Policy 3: Establish the downtown as a destination.

GOAL 4: SUSTAIN A DIVERSE AND WELL-MAINTAINED HOUSING STOCK.

Objective 1: Provide a full range of housing options in Matteson.

Objective 2: Enhance mobility and access to community park + trail amenities.

GOALS, OBJECTIVES AND POLICIES

COMMUNITY FACILITIES, SERVICES AND PROGRAMMING

GOAL 1: MITIGATE OR ELIMINATE SOCIAL, ENVIRONMENTAL AND ROADWAY FACTORS WHICH CREATE UNSAFE CONDITIONS.

Objective 1: Improve the design and function of major regional roadways to increase safety for all users.

Objective 2: Identify concerns and needs specific to seniors to support aging in place.

GOAL 2: STRENGTHEN RELATIONSHIPS BETWEEN THE VILLAGE AND COMMUNITY INSTITUTIONS.

Objective 1: Support collaborative programming and strategic partnerships between Village Departments, educational facilities and community organizations to serve the evolving needs of Matteson residents.

Objective 2: Enhance opportunities for cross-promotion to better market services and use available space effectively.

GOAL 3: ENSURE PUBLIC SAFETY AND SUPPORT SERVICES NEEDS ARE MET.

Objective 1: Identify existing and projected personnel and equipment needs and potential revenue sources.

Objective 2: Create a strategic plan to address the personnel and equipment needs for Village departments.



Hidden Manna Cafe in Historic Matteson

Chapter 4

FUTURE LAND USE

The guiding principle behind the Comprehensive Plan is to create a balanced community—one where residents have what they need to feel at home and one that is a destination, attracting visitors from the region. This balance requires thoughtful effort to maintain and improve existing facilities, housing, and employment opportunities and careful consideration for expansion, infill and new development.

The Future Land Use Plan guides both, highlighting areas for future residential development, mixed-use development, and flex (commercial or light industrial). The Historic Downtown Matteson Area Plan identifies infill and redevelopment opportunities near the Matteson Metra Station and strategies to enhance the historic commercial center. The community aims to build on the existing development pattern to offer a wide range of housing choices, employment opportunities, goods and services, cultural opportunities, space for recreation and a full range of government and quasi-public services.

COMMUNITY CHARACTER

Community character is an important element in Matteson's planning; it is a unifying concept that combines land use, economics, and lifestyle. Such elements shape decisions to move or stay in a community. In addition, community character is frequently an issue in zoning decisions. The following four goals illustrate the motivations behind the Future Land Use Plan.



Source: Matteson Historical Society

GOAL 1: ENHANCE MATTESON'S GATEWAYS AND REGIONAL CORRIDORS

An entrance into the Village should be more than a sign welcoming a visitor, it is the first step into the community and as such should clearly represent the community's unique character. The Village adopted a Streetscape Plan in 2020 toward this effort, identifying improvements and locations for additional gateway signage along arterials and major collector roads. US Route 30, Vollmer Road, Cicero Avenue, Front Street and Governors Highway are major entrances into the Village. Gateway signage currently exists at the following locations:

- ✓ Cicero Avenue, just south of Vollmer Road (southbound)
- ✓ Cicero Avenue at Gateway Drive (northbound)

The Streetscape Plan highlighted the following proposed locations for additional gateways:

- ✓ US Route 30 at Governors Highway (westbound)
- ✓ US Route 30 at Harlem Avenue (eastbound)
- ✓ US Route 30 at I-57 offramp, near Matteson Avenue (eastbound)



The plan highlighted the need for entrance treatments, including intensive landscaping such as trees, flowers, flowering trees, and plantings that provide distinctive character. By incorporating a unifying design element into the Village's gateway features, a sense of community is also developed.

Recommendations

- ✓ Implement recommendations for gateway design, landscaping and locations per the Streetscape Plan.

GOAL 2: BUILD ON MATTESON'S DISTINCT IDENTITY THROUGH RESIDENTIAL AND COMMERCIAL DEVELOPMENT

The Village encourages creative land planning which provides for a mixture of housing types, integrates open space within the development and to adjacent properties, and includes compatible related uses. The Design & Development Guidelines adopted in 2007 provide clear direction on these desired community features and the Future Land Use Plan provides a blueprint for appropriate locations for residential and commercial uses, including Mixed-Use and Flex (commercial or light industrial).

Recommendations

- ✓ Enforce development and design standards to ensure new residential and commercial development maintains the same level of quality and cohesion.
- ✓ Encourage new development to include a mix of uses, including residential, commercial and recreational.

GOAL 3: PRESERVE & ENHANCE ACCESS TO NATURE AND OPEN SPACE

The Village has an opportunity to utilize greenways to link various areas of the community together into a unified open space system. Throughout the Village, the flood plain, wetland and wooded areas provide natural open space connection opportunities. As development has occurred in proximity to Butterfield Creek, extensive open space areas have been planned for the Creek corridor. Greenways and trails can also be designed to connect to surrounding communities and the region through the creation of a trail system. A greenway will also provide a wildlife corridor through which wildlife can migrate without having to cross through properties that have been developed and causing a conflict between nature and the built environment.

Recommendations

- ✓ Dedicate additional land as parks to ensure that all Matteson residents have access to parkland within a half mile of their home.

GOAL 4: PRESERVE HISTORIC MATTESON AS A COMMERCIAL CENTER

The Downtown Land Use Plan focuses on uses within a half mile of the Matteson Metra Station. The convergence of the Metra Stations and the Old Plank Road Trail in Historic Downtown Matteson makes the downtown an ideal location for multifamily residential in and near the downtown area to take advantage of the walking distance to the Metra Station.

Recommendations

- ✓ Encourage reoccupation of commercial space and expand business types in Downtown.
- ✓ Encourage infill residential development near the Matteson Metra Station.

LAND USE CATEGORIES

The land use categories shown on the Future Land Use Plan and Historic Matteson Downtown Land Use Plan are described below:

Residential

- **Single-Family Detached:** Matteson's housing stock is primarily comprised of single-family detached homes. Some of these homes are in the Historic Downtown Matteson area, while others have been more recently constructed in the north.
- **Single-Family Attached:** Matteson also has many single-family attached homes. Several subdivisions include clusters of single-family attached units near single-family detached units, creating greater density while maintaining a similar neighborhood character, look and feel.
- **Multifamily:** There are also some multifamily units, include group homes, and small apartment buildings. Multifamily uses in Matteson are lower density and spread throughout the community.
- **Manufactured Home:** Manufactured home communities are similar in design to single-family neighborhoods though at greater affordability and higher density. The Maple Brook (and adjacent unincorporated Timber Ridge) Mobile Home Park offers a fourth residential type in the Village.
- **Future Residential:** Approximately 500 acres of land, half of which is currently unincorporated, are prioritized for future residential development. Density and housing types are not specified for these areas; however, they are generally expected to develop with a range of types and densities, similar to the pattern of development in other areas of the Village. Each subdivision/neighborhood should install sidewalks and paths connecting to adjacent paths and trails and must dedicate appropriate, centrally located parkland.

COMMERCIAL

- **General Commercial:** These commercial uses are often standalone businesses, such as personal and professional services and restaurants. While many are located along busy corridors and may serve residents and visitors alike, they are contrasted with larger shopping clusters. Uses typically abut or front and have access to major roadways.
- **Regional Commercial:** Primarily shopping centers, regional commercial uses cluster a mixture of commercial uses together including retail, restaurants and personal and professional services. The range of goods and services cater to regional demand and uses typically abut or front, whether directly or through frontage roads, heavily traveled arterials roadways.
- **Mixed Use:** As the name suggests, mixed-use areas are intended to allow for a combination of commercial, residential and institutional uses. These areas provide a greater level of flexibility as there is not singular use priority and uses are designed to benefit from proximity to each other.
- **Downtown Mixed-Use:** This mixed-use category addresses the immediate downtown area and allows for a mix of retail, office, and limited residential uses typical to a traditional downtown. The category also provides for live-work (residential-commercial) units that can serve as both a residence and an office or work/space in and around the historic core and the METRA Station. On-street parking should be encouraged and flexibility in parking requirements should be considered for this part of the Village.
- **Office:** There are a limited number of office uses located throughout the Village. These include larger multi-tenant office buildings and small single-tenant buildings.
- **Industrial:** Currently all industrial uses are located south of Lincoln Highway and are primarily light industrial uses. These uses are differentiated from Regional Industrial / Commercial and Flex areas in that they are small clusters of light industrial uses surrounded by other uses. These uses should be prioritized where they have access to arterial type roadways to avoid increasing traffic in residential neighborhoods.
- **Regional Industrial / Commercial:** Uses in this category are anticipated to be a mixture of large scale complementary industrial and commercial uses. The most prominent example is the northwest area of Matteson between Harlem and Ridgeland Avenues where an Amazon Fulfillment Center is currently under construction, located adjacent to Manheim's Greater Auto Auction and the future site of RLR Trucking.
- **Institutional / Religious:** This category includes all land owned and operated by federal, state, or local governments; public and private educational facilities, cemeteries, churches, hospitals, nursing homes, or other non-profit facilities; and public or private utility services, buildings, or structures.
- **Flex:** Areas designated as flex are generally undeveloped sites surrounded by other uses. Many presently act as open space and could reasonably be developed as commercial or small light industrial uses. NOTE: Flex areas are not intended to include residential uses though they may be adjacent to residential uses.
- **Parks/Open Space:** This category includes passive and active recreational and open space areas generally accessible and usable by the public, and environmentally sensitive areas targeted for protection from development. While these environmental features are often preserved for their aesthetic qualities, they also provide natural functions such as flood storage and conveyance, pollution control, and wildlife habitat. Open space boundaries shown on the map are only conceptual; appropriate boundaries for a particular open space shall be determined based on specific analyses at the time of pending development of nearby properties.

FUTURE LAND USE TABLE

The planning area as illustrated on the Future Land Use Plan and the Historic Matteson Downtown Land Use Plan encompasses approximately 5,018 acres (7.8 square miles) within current Village limits and an additional 915 acres (1.4 square miles) of currently unincorporated land. The following table (Figure 4.1) provides a summary of the break-down of land uses within the Village, including approximate acreage of development opportunities.

Figure 4.1: Future Land Use, Existing and Development Opportunities

VILLAGE OF MATTESON				ADJACENT UNINCORPORATED AREAS			
USE	ACRES DEVELOPED	DEV. OPP.	PERCENT (Village)	ACRES DEVELOPED	DEV. OPP.	PERCENT (Unincorp.)	TOTAL ACRES
Single-Family Detached	1,276.9	-	25%	207.8	-	23%	1,483.3
Single-Family Attached	100.1	-	2%	-	-	0%	100.1
Manufactured Home	147.3	-	3%	147.7	-	16%	294.9
Multifamily	103.5	-	2%	-	-	0%	103.5
Future Residential	-	250.9	5%	-	171.6	19%	422.5
Downtown Mixed Use	8.16	-	0%	-	-	0%	8.2
Mixed Use	-	222.0	4%	-	-	0%	222.0
Commercial	168.8	-	3%	-	4.8	1%	173.6
Flex	4.9	186.0	4%	-	168.9	18%	359.8
Institutional	154.5	-	3%	1.7	-	0%	156.2
Industrial	152.8	63.5	4%	144.9	-	16%	361.2
Office	26.6	-	1%	0.7	-	0%	27.3
Parks/Open Space	810.9	-	16%	58.8	-	6%	869.7
Regional Commercial	225.1	-	4%	-	-	0%	225.1
Regional Commercial Industrial	669.1	277.3	19%	-	7.4	1%	953.9
Religious	92.5	-	2%	1.1	-	0%	95.0
Misc. (transportation, railroad, special judicial permit)	77.2	-	2%	-	-	0%	77.2
Subtotal	4,018	1,000		563	353		
TOTAL	5,018 acres		100%	915 acres		100%	5,933

Source: Teska Associates, Inc,

PARK ACCESS

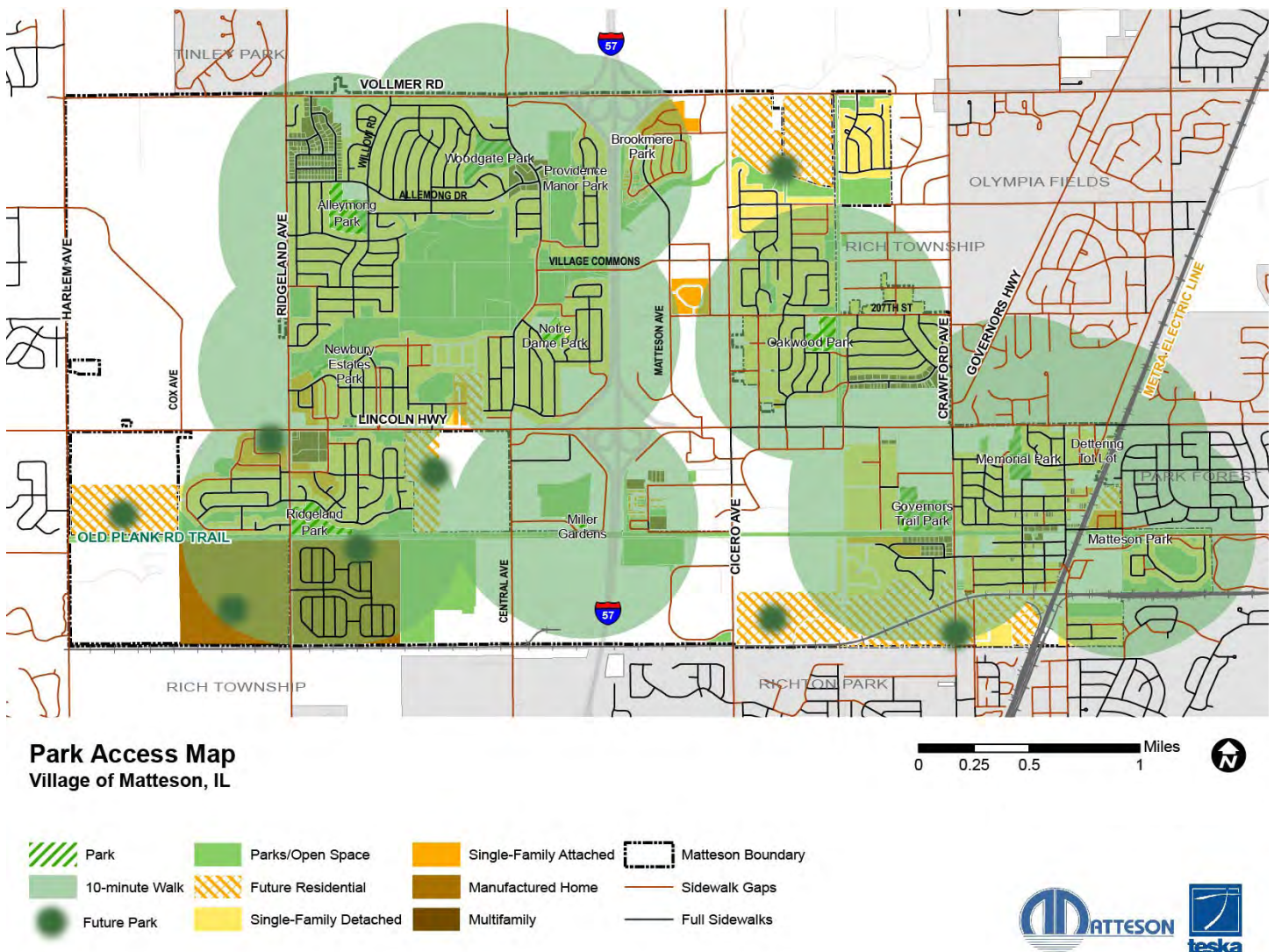
The Village's goal is to ensure that all residents have a park within a half-mile (10-minute walk) from their home. There are currently 14 parks throughout the community, ranging in size from 1 to 23 acres. (see page 12 for additional park information).

Their locations have helped ensure that most residents do have a park within a short walk, but there are still some areas where this is not the case. Figure 4.2 highlights areas where residents do not have parkland within a half mile and illustrates potential locations for new parks. These include potential locations where the land is presently undeveloped and could be used as a park, and

also possible locations for new parks in future residential areas. In addition, the National Recreation and Parks Association (NRPA) recommends communities aim for 10 acres of parkland per 1,000 residents. The Village of Matteson currently has just under 6 acres per 1,000 residents.

The Village is pursuing grants to upgrade park equipment, renovate field houses and tennis courts at multiple parks, in line with the Recreational Services Strategic Plan. The Village is also interested in incorporating exercise hills into parks which could be used year-round to promote activity in all seasons.

Figure 4.2: Parks Access



POPULATION CAPACITY

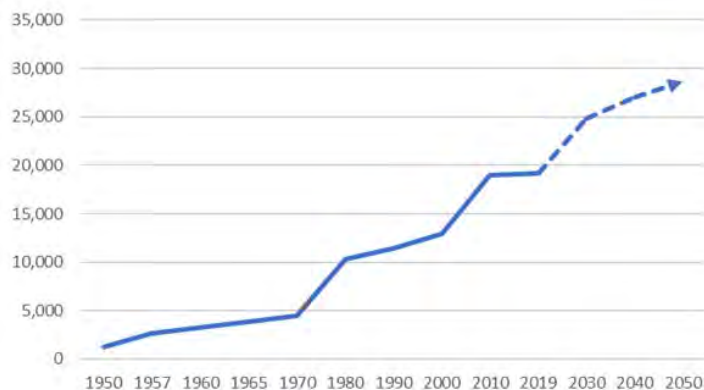
Population trends and development patterns are key factors in determining a Village's ultimate population at build-out. Population estimates typically provide a basis for determining the appropriate allocation of resources to establish the need for new schools, parks and services such as water, sewer, police and fire protection.

The Future Land Use plan assumes an additional 422 acres dedicated to future residential use. This includes around 250 acres of undeveloped land within current Village boundaries and anticipates an additional 171 acres of presently unincorporated land that could be annexed and developed for residential use. Over time, mixed-use redevelopment opportunities surrounding Village Hall and Market Square Crossing will create additional residential uses as well.

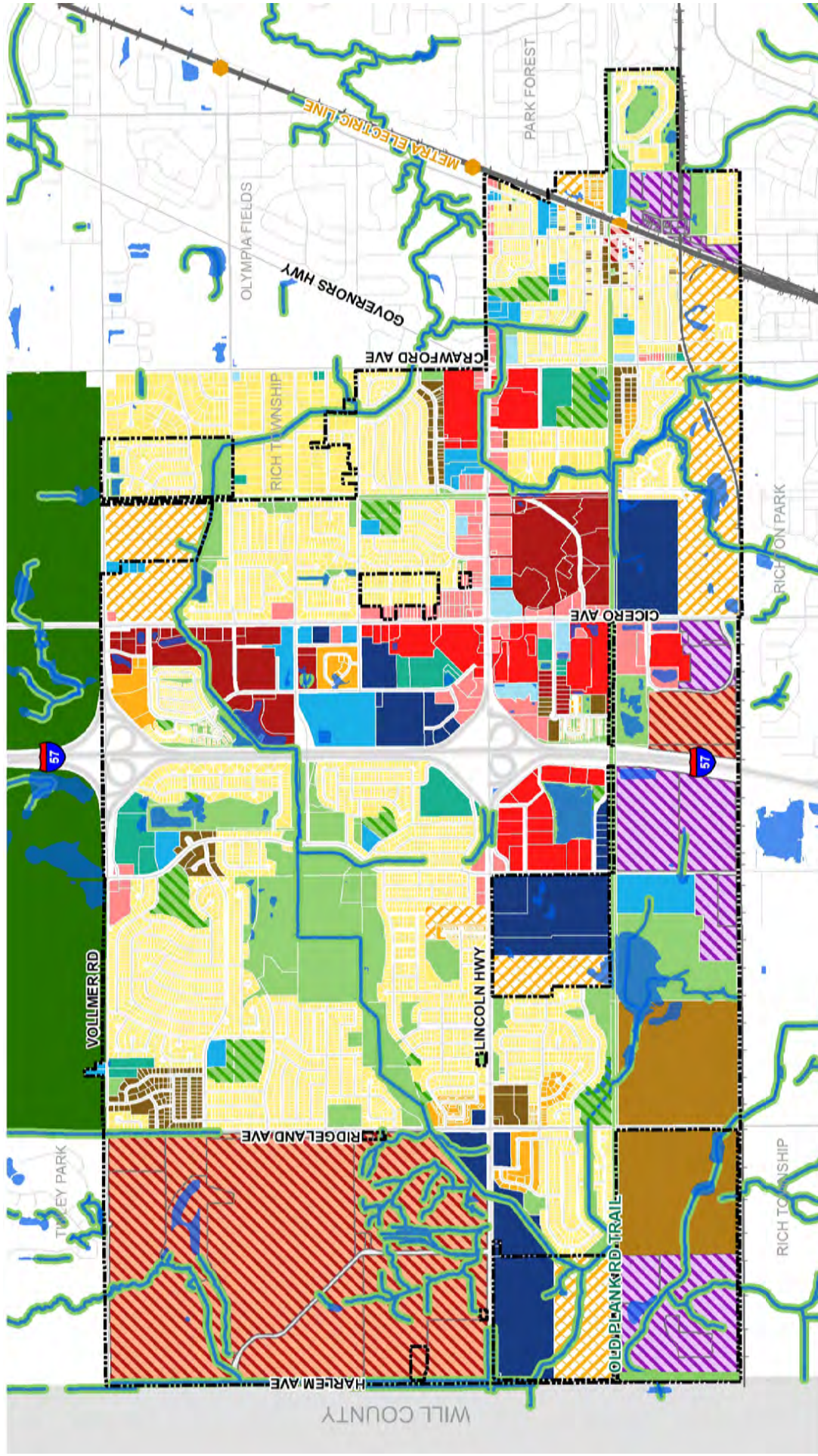
It is helpful to generate a population estimate based on full build-out to determine any impact on schools, parks, and municipal services in the future. This is accomplished by using average densities for all designated residential land use categories and reducing the overall acreage by 30% to account for roadway/right-of-way and infrastructure improvements. Using this methodology, future residential land could increase the Village's population by 4,848 residents (or higher if residential uses are higher density). This includes 3,964 residents resulting directly from new residential development within current Village boundaries and an additional 884 residents resulting from development of undeveloped unincorporated areas. The Future Land Use plan assumes the annexation of additional developed residential uses which are not included in this estimate.

CMAF forecasts estimate Matteson could be home for an additional 9,000 residents by 2050 (Figure 4.3). The most recent population estimate for 2019 is just under 20,000, therefore this assumes a 30% increase by 2030, then a 9% increase by 2040 then a 6% increase by 2050. Given limited opportunities for additional development beyond what is included in the Future Land Use Plan, CMAF's estimate would signal more high-density residential development than the above estimate assumes. Higher density housing is certainly possible, though is best concentrated near transit, jobs, and services. The mixed-use designated areas, near Village Hall and Market Square Crossing are especially well suited for higher-density development.

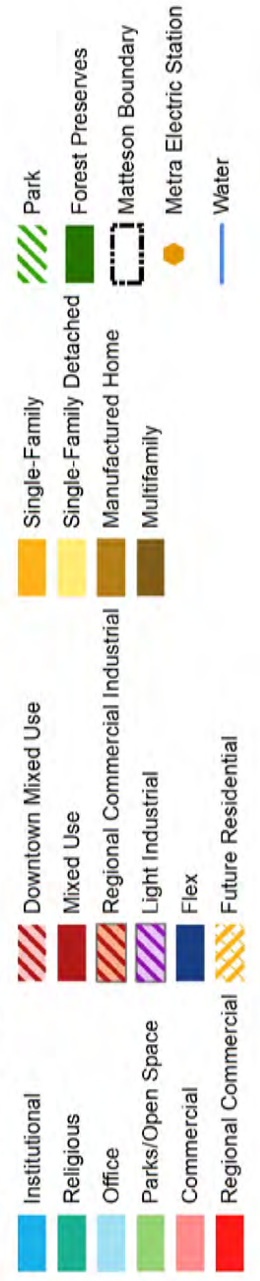
Figure 4.3: Projected Population Growth (CMAF Forecasts)



Source: U.S. Census Bureau, American Community Survey, ESRI Business Analyst (2019), CMAF ON TO 2050 Population Projections (2018)



Future Land Use Map
Village of Matteson, IL




















Downtown Land Use Plan Village of Matteson, IL

0 0.125 0.25 Miles



 Institutional	 Light Industrial	 Matteson Boundary
 Religious	 Future Residential	 Building
 Parks/Open Space	 Single-Family Attached	 ME Station
 Commercial	 Single-Family Detached	 Railroads
 Downtown Mixed Use	 Multifamily	 Park





Entrance to Old Plank Road Trail near Matteson Metra Station

Chapter 5

TRANSPORTATION

Matteson first developed along rail lines and has grown towards and along major highways and interstates, providing residents and businesses alike exceptional access to regional and national locations and markets. This places Matteson in a fortunate position to attract residents and businesses alike.

For the Village to continue to meet the transportation needs of residents, visitors, and businesses calls for comprehensive and forward-looking solutions. This Plan recognizes that automobile-focused transportation planning alone is not sustainable; and it ignores the fact that many people prefer or rely on other modes of transportation, including public transit, biking, and walking. Without intentional planning for multiple modes, most transportation investments focus on creating safe and efficient vehicle networks. This comes at the expense of creating safe and efficient mobility networks that support public transit and active transportation (bike/pedestrian).

Over time, this bias has created a strong dependence of the automobile for mobility in suburban communities, including Matteson, resulting in air and water pollution, excess noise, increased energy use, and visual degradation.

This Plan is designed to address transportation issues and opportunities. Although it is intended to guide decisions over the life of the Comprehensive Plan, Matteson must make long-term plans and lay the groundwork for the distant future -- even 50 years out. The Village must develop transportation systems that serve local, inter-city and regional travel, and make investments in infrastructure that will lead to a truly integrated system.

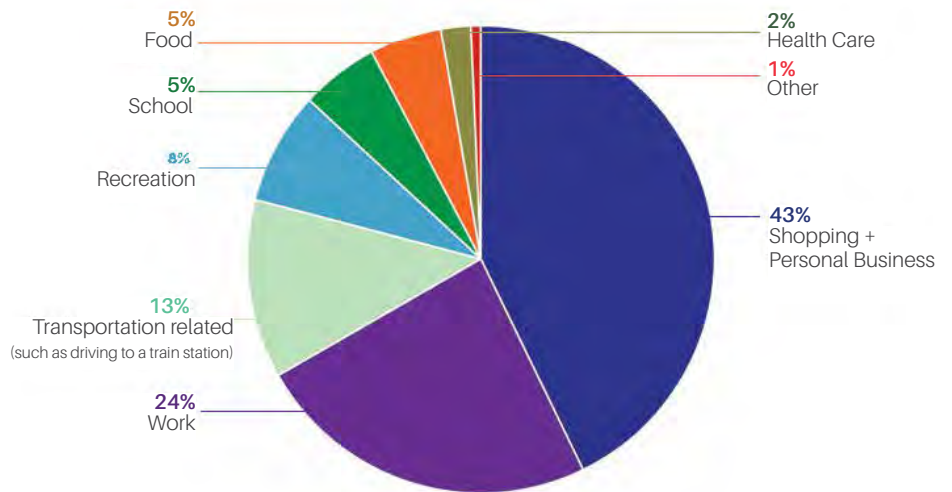
COMMUTING PATTERNS

Around 24% of all trips taken in Cook County are for getting to work (Connecting Cook County) and an additional 43% of trips are to conduct shopping and personal business. With technological advances, more people can work remotely and on-the-go, meaning that a typical workday may mean less time spent at the office. In the Chicago region, commuting via public transit is a viable option for many. In Matteson, the number of commuters that used public transportation to get back and forth to work increased by 45% between 2000 and 2018. The remainder of residents either walked, biked or worked from home. Also, there was an 88% increase in the number of people working from home since 2000.

The COVID-19 pandemic forced many people to begin working remotely (from home) part-time or full-time, many for the first time. This steep reduction in commuters lessened roadway traffic and decreased public transit ridership. While some ridership has recovered, it is anticipated that some employees will continue to work remotely, decreasing overall demand for transit as a means of commuting.

Survey Says.... 35% of workers would prefer to work remotely even after the pandemic.

Figure 5.1: Purpose of Trips Taken by Cook County Residents



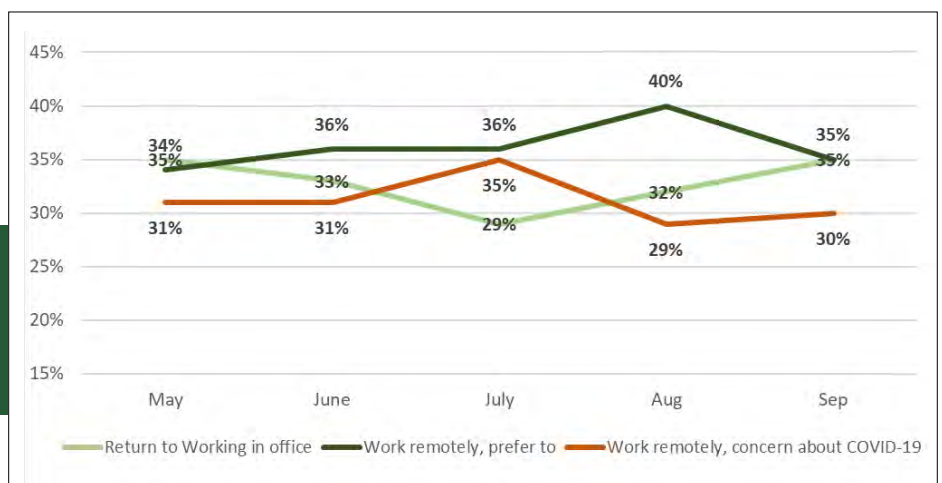
Source: Connecting Cook County 2040 Long-Range Transportation Plan, 2016

Figure 5.2: Mode of Travel to Work, workers age 16+

	2000	2010	2018	% increase
Work at Home**	84	241	698	88%
Drive Alone	4,739	6,089	7,294	35%
Carpool	667	684	711	6%
Transit	604	925	1,095	45%
Walk or Bike	67	40	67	0%
Other	22	64	121	82%
TOTAL COMMUTERS	6,183	8,044	9,288	33%

Source: 2000 Census, 2010 ACS 5-year Estimates, 2018 ACS 5-year Estimates

**Not included in total commuters.



Source: Gallup, <https://news.gallup.com/poll/321800/covid-remote-work-update.aspx>

RECENT PLANNING EFFORTS

ROADWAY AND RIGHT-OF-WAY IMPROVEMENTS

The Village has been actively working to identify network gaps, safety concerns and prioritize maintenance of roadways and rights-of-way (ROW). From installing and repairing sidewalks to adopting a complete streets ordinance, Matteson is well on its way to closing gaps, enhancing safety for all users. Many major roadways within the Village are owned and maintained by the county and the state, so open lines of communication and collaboration between the Village and other agencies is paramount to reach local goals.

State-owned Roadways:

Within Matteson, the Illinois Department of Transportation (IDOT) maintains US Route 30/Lincoln Highway, Interstate 57/Dan Ryan Expressway, Harlem Avenue north of US Route 30, Cicero Avenue, and Governors Highway, and Crawford Avenue.

IDOT programmed roadway improvements for Fiscal Year 2021-2025 include the following within the Village:

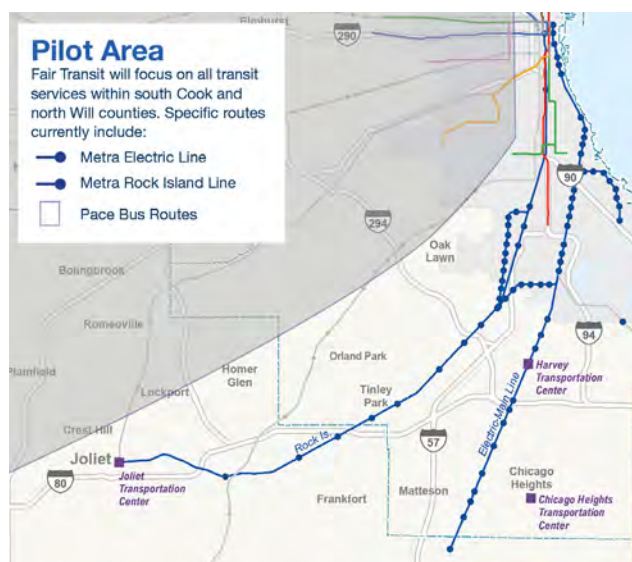
- Lighting installation along US Route 30 between Ridgeland and Central Avenues; and Cicero Avenue between US Route 30 and 205th Street.
- I-57 resurfacing between Will County Line to north of 175th Street.
- Cicero Avenue and Matteson Avenue Traffic Signal Installation
- US Route 30 and Cicero Avenue Intersection traffic signal modernization, channelization, design and land acquisition.

County-owned Roadways:

Cook County Department of Transportation and Highways (CCDOTH) maintains several roadways within the Village, including Vollmer Road, Ridgeland Avenue, Central Avenue south of US Route 30, and Harlem Avenue south of US Route 30. Central Avenue will be undergoing roadway design and reconstruction between US Route 30 and CN Railroad during 2021-2025. The County adopted Connecting Cook County, a long-range transportation plan, in 2016 which discussed the need to create new revenue streams to lessen the burden of transportation improvements on municipalities, invest in transit networks and ways to improve access to employment in the County. Since the writing of the plan, the state Motor Fuel Tax (MFT) increased in \$0.19 per gallon (gasoline) in 2017 to \$0.387 in July 2020 with additional increases anticipated in the following years.

In December of 2020, the County announced the Fair Transit Pilot Program, aimed to increase the affordability of existing transit in the south suburbs. As part of the program, Metra will reduce fares on the Metra Electric line (which includes the Matteson and 211th Stations) by up to 50%. The program launched in early 2021 and is expected to run through 2023. For more information, visit: <https://www.cookcountyil.gov/FAIRTRANSIT>

FAIR TRANSIT SOUTH COOK

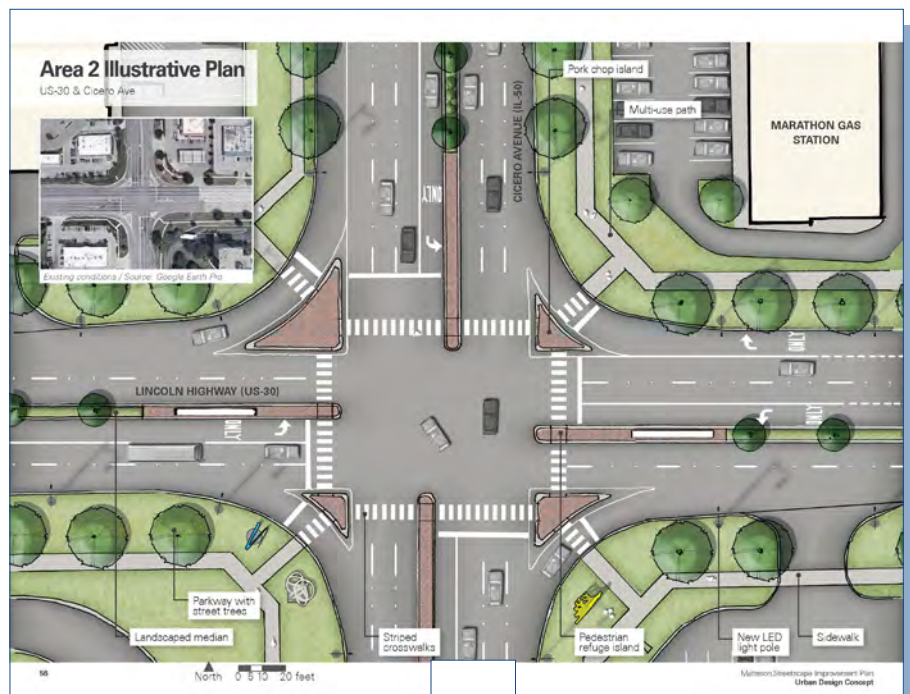
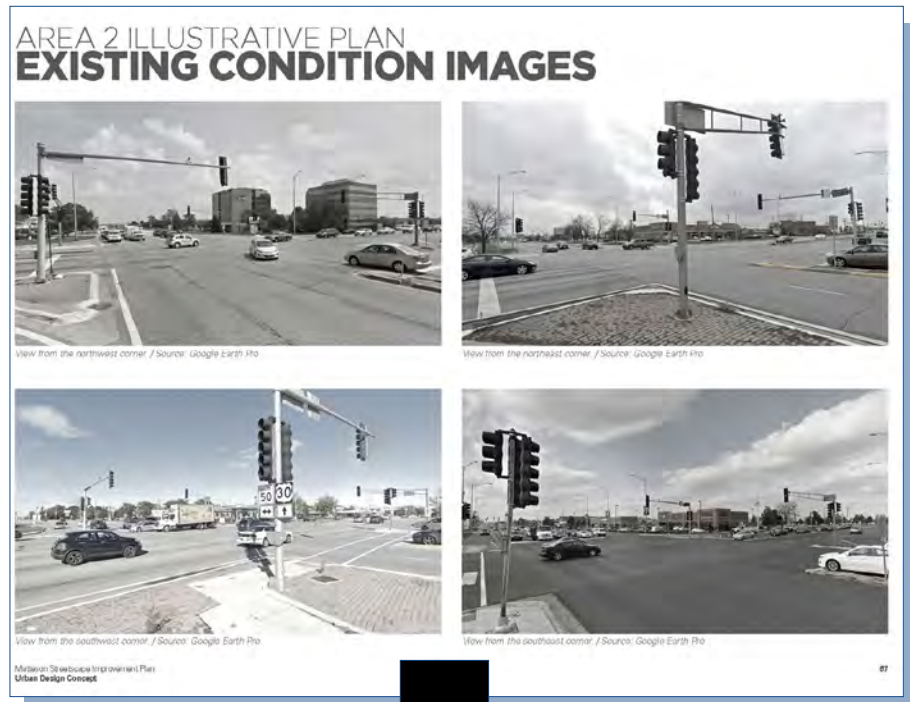


US Route 30 and Cicero Avenue Intersection Project: (Design 2020, Construction 2021-2025)

Due to a high number of crashes between 2007 and 2012, the US Route 30 (Lincoln Highway/211th Street) and IL Route 50 (Cicero Avenue) intersection was identified as a priority safety improvement project location. Studies conducted found that traffic volumes were higher than the recommended volumes for the intersection and additional turning lanes needed to better manage capacity demand.

The project intended to improve safety through the installation of modernized traffic signals, improved channelization for turn lanes, and improved pedestrian and bicyclist access. In particular, the project will replace the 5-foot sidewalk on the NE, SE, and SW quadrants of the intersection with a shared-use path and a new shared-use path will be added to the NW quadrant, tying into a new sidewalk along the north side of US Route 30.

The images at right, taken from the Streetscape Plan, illustrate the existing condition of the intersection prior to construction and the design of planning improvements.



Village-owned Roadways:

A total of \$5,490,000 was committed to transportation improvements in 2020, including roadway resurfacing projects, intersection improvements, new/replacement sidewalks and repairs, school safety flashers, street lighting, and other maintenance. The Village is currently preparing a pavement management plan to address roadway maintainance for the next 15 years (2021-2036) which will rate all roadways and establish a budget for improvements. The Village levies a \$0.03 Municipal Motor Fuel Tax which provided funding for resurfacing and sidewalk projects, several of which were highlighted in the Streetscape Plan. The following projects were undertaken in 2020:

- ✓ Street Resurfacing: Cicero Avenue, US Route 30, Central Avenue, Allemong Drive, The Pointe Subdivision, etc.
- ✓ Street Lighting: Cicero Avenue
- ✓ Intersection Improvements: US Route 30 + Kostner Avenue Signal Modernization
- ✓ Subdivision Improvements: Brookmere Subdivision, The Pointe Subdivision
- ✓ Sidewalk/Concrete Repairs & Replacement: The Pointe Subdivision, Southwick Drive, etc.
- ✓ Safe Routes to Schools: Installation/replacement of sidewalks and installation of safety flashers

STREETSCAPE PLAN

Adopted in June of 2020, the Streetscape Improvement Plan described improvements Village-wide to increase safety, visual appeal, and efficiency of roadways, gateways and rights-of-way. The study area was broken into four zones, with focused recommendations and corridor improvements. Many recommendations focused on the US Route 30 and Cicero Avenue corridors which act as regional passages between Matteson and other communities. Both roadways carry the greatest amount of traffic through the Village (with the exception of I-57) and are likely to see traffic volume increase as development along them and on connected roadways occur.



There are six key recommendations guiding goals in the plan:

1. Prioritize improvement of the public realm throughout the entire study area.
2. Create a unique identity and graceful entries into the Village along US-30 and Cicero Avenue.
3. Identify development opportunities along US-30 and Cicero Avenue that prioritize infill and redevelopment of underutilized parcels.
4. Encourage a multi-modal environment that encourages connection with regional trail systems.
5. Enhance the Old Matteson area and leverage the connection to Metra.
6. Integrate Green Infrastructure along Cicero Avenue and US-30.

The Comprehensive Plan notes key findings and recommendations from the Streetscape Improvement Plan and builds on those recommendations where applicable.

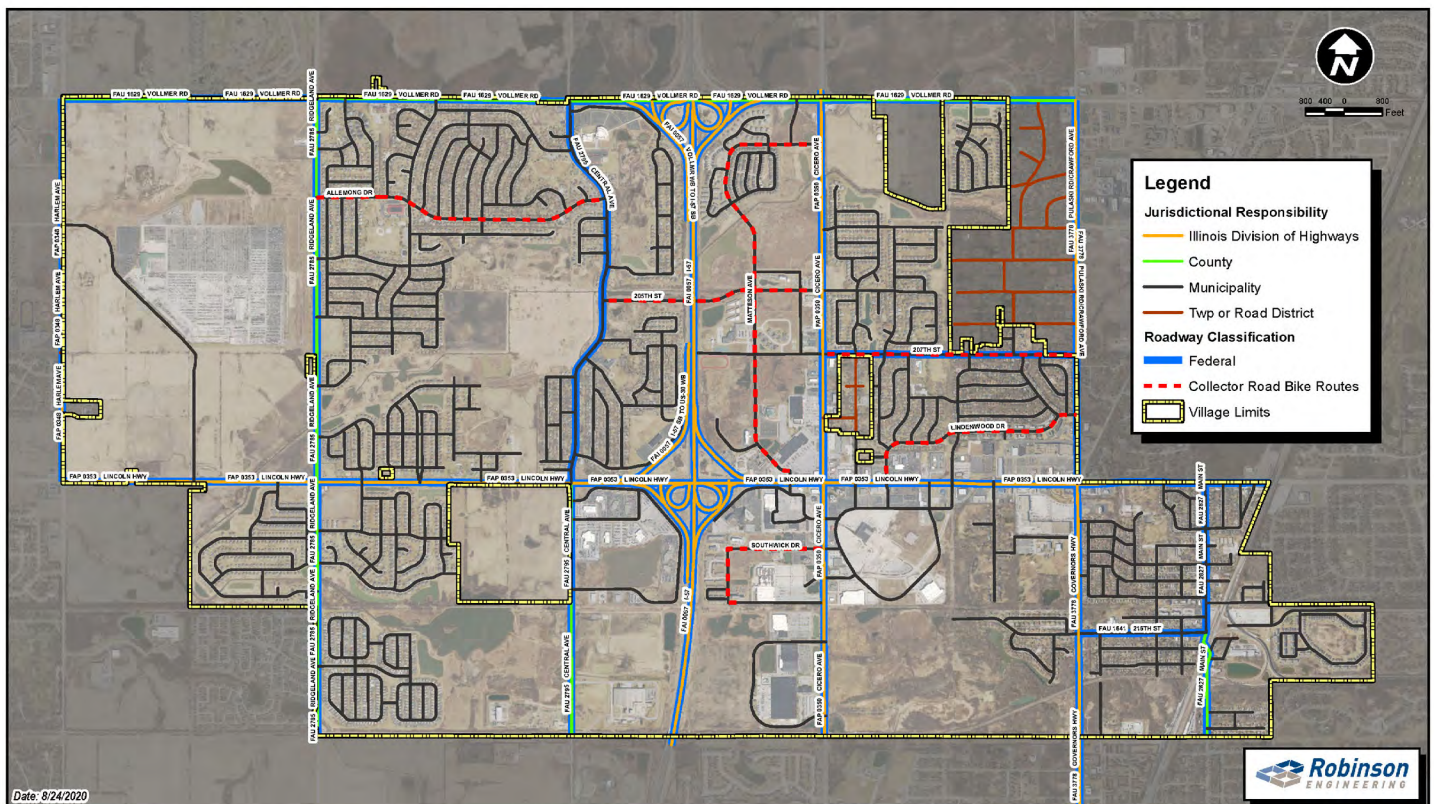
COMPLETE STREETS ORDINANCE

The Village adopted a Complete Streets Ordinance in September of 2020. Planning for Matteson's roadways is a complex task given that principal roadways are not under Village control. The goal of the Ordinance is to create a comprehensive, integrated transportation network for all users of the roadway corridor, including bicyclists, pedestrians, transit users, emergency responders and drivers of automobiles and freight vehicles. Routes providing access to key destinations, historic districts, faith-based organizations, and roadways with significant traffic (as indicated in the Complete Streets Map below) are prioritized. The Ordinance includes a set of performance standards, including the number of roadway crashes, capacity for all modes of transportation, number of lineal feet of new pedestrian accommodations, the number of students that walk or bike to school, and others.

ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

The Village of Matteson is currently served by many significant roadways. The majority of the major road network in the Village is either under the jurisdiction of IDOT or Cook County. As a means of analysis, existing Matteson thoroughfares can be classified into one of four categories – highways, arterials, collectors, or local streets – based upon function and relationship to development. Some roadways are meant to simply move traffic as efficiently as possible over a larger distance (interstates, highways and arterials), whereas some serve the purpose of gathering/distributing traffic (collectors). A thoroughfare network ultimately based upon the proper application of this functional hierarchy can provide an efficient, effective means of traffic distribution while forming the structure for optimum development.

Figure 5.3: Complete Streets Policy, adopted September 2020 (Exhibit A)



Source: Village of Matteson Complete Streets Ordinance

The road classifications of this Plan dictate the intensity of use of roadways. Each classification is indicative of the type of planning that needs to be considered for different users of the roadway, including vehicle, transit, bicycle, pedestrian, and truck use. The current use of the roadway may not match these functional classifications, and safe and efficient infrastructure for all modes of transportation may not currently be in place. However, as (re)development or land use intensity changes, transportation projects should not be approved without accounting for their consistency with the classifications of the affected roadways and their concurrency with the Complete Streets Ordinance and the Streetscape Plan, where applicable. The transportation plan designates each major road within the Village of Matteson as a highway, arterial, collector, or local street.

HIGHWAY

Highways provide a high-degree of mobility, with access limited to grade-separated interchanges, spaced at least one mile apart, to preserve the high-speed (45-65 mph), high volume characteristics of the facility. These facilities are typically part of the state or federal highway system. Interstate 57 is the only highway that adjoins Matteson with full interchange access at both Vollmer Road and US 30/Lincoln Highway.

ARTERIALS

Arterials are intended to provide a high degree of mobility and function as the primary travel routes for vehicles entering, leaving, and passing through urban areas. They are generally located about a mile apart to form a grid street system and are intended to carry high volumes at high operating speeds (35-45 mph) and have adequate capacity to operate at high levels of service. Although arterials do serve major development as large suburban commercial centers, industrial parks and residential areas, access management is essential to preserve capacity. Signalized intersections should be spaced far enough apart (typically half-mile as a minimum) to permit efficient two-way progression of traffic and left- and right-

turn lanes should be provided at these intersections to ensure that traffic capacity and level of service is maintained. The State and/or the County will ultimately determine the spacing and improvements of roadways under their respective jurisdictions.

The following existing streets are classified as major and minor arterials:

- Harlem Avenue (IL-43) (Major)
- Cicero Avenue (IL-50) (Major)
- Lincoln Highway (US 30) (Major)
- Vollmer Rd (Minor)
- Crawford Ave/Governors Highway (Minor)

COLLECTORS

The collector street system is designed to support the arterial network. Collector streets are generally located at the half-mile points within the grid system and consist of medium-capacity, medium volume streets that serve to link high-level arterial streets to lower-level local streets. For a major collector, the right-of-way width can be as wide as 100 feet to accommodate a 4-lane cross section; and for a minor collector the right-of-way width can vary between 80-100 feet to accommodate a 3-lane or 4-lane cross section depending on the land use patterns and needed improvements. Operating speeds are typically lower on collectors than arterials and should have limited continuity to discourage through traffic but still provide for local movement of vehicles between residential, commercial and industrial areas of the community. The collector system provides for some direct land access, but to a more limited degree than local streets.

The following existing streets are classified as major or minor collectors:

- | | |
|----------------------------|---------------------------|
| • Ridgeland Avenue (Major) | • Matteson Avenue (Minor) |
| • Central Avenue (Minor) | • 207th Street (Minor) |
| • Cox Avenue (Minor) | • Scott Drive (Minor) |
| • Allemon Drive (Minor) | • 216th Street (Minor) |
| • Willow Road (Minor) | • Main Street (Minor) |
| • Village Commons (Minor) | |

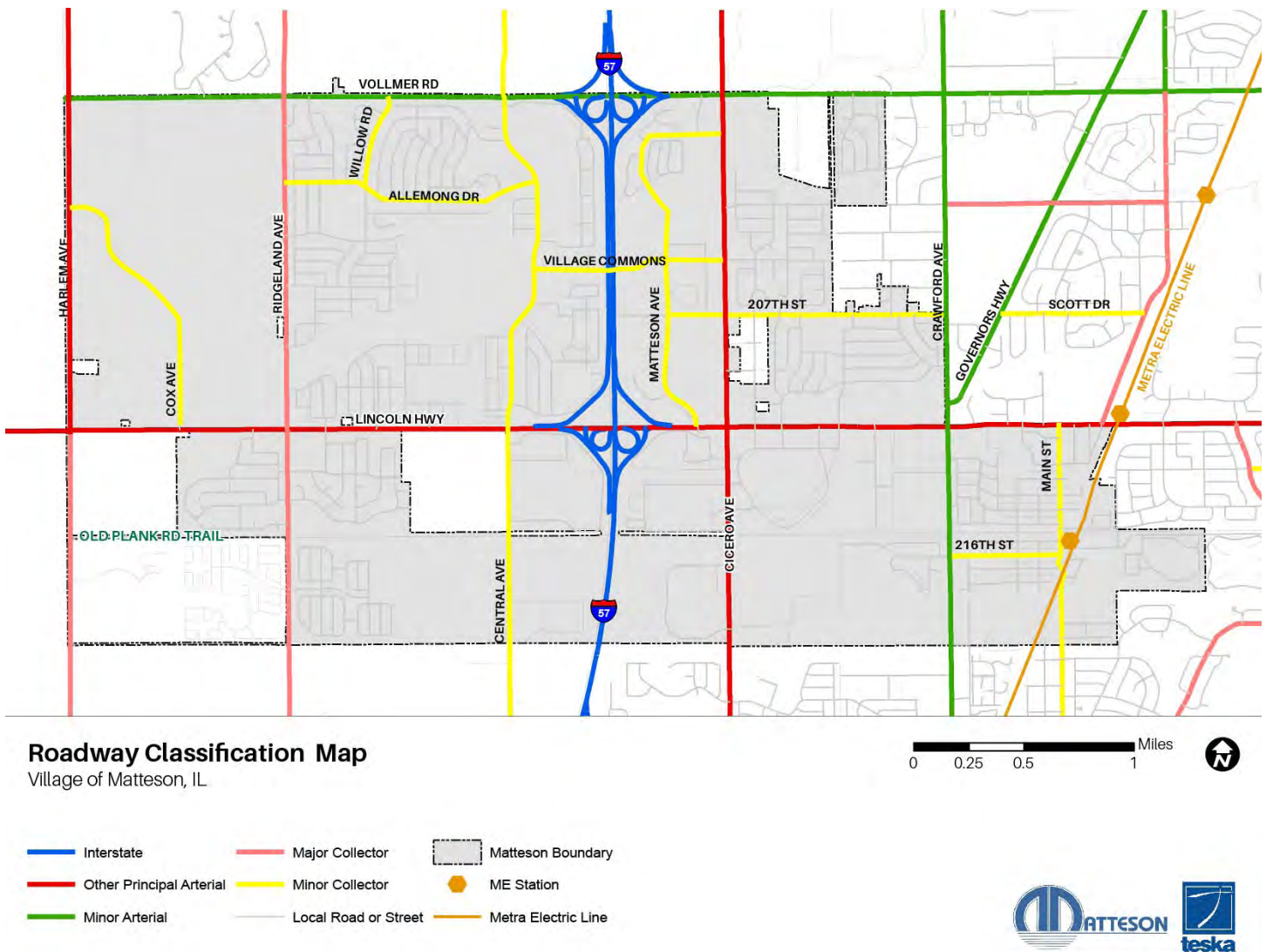
LOCAL STREETS

Local streets typically carry low volumes of traffic at slow speeds to provide for safe and convenient access to housing areas and other land uses. Local streets also serve as a social function for residents. Neighborhood streets are often a place where residents bike or walk when sidewalks are not provided. Local streets also provide direct land access. Movement along local streets is incidental and involves traveling to or from an arterial or collector roadway. Therefore, trip lengths on local streets are typically short.

The local street system is also typically planned to ensure that all neighborhoods are accessible by at least two routes for emergency services vehicles and protected from through traffic and vehicles traveling in excess of 25 mph; and protected from parking unrelated to residential activities.

All streets not defined as highway, arterial or collector roadways on the Transportation Plan are classified as local streets.

Figure 5.4: Roadway Classification Map



PUBLIC TRANSPORTATION

The Village is fortunate to have public transportation access to both commuter rail service (Metra) and regional bus service (Pace). To reduce reliance on the automobile, it is important that public transportation networks connect riders to major destinations and other transportation networks in addition to being viewed as convenient, accessible and safe. Demand for public transportation, however, is in the midst of change—with an anticipated addition of over 1,000 jobs in western Matteson and additional future residential development planned throughout the Village.

With the significant addition of employment opportunities anticipated in the near term in western Matteson, consideration for extended Pace routes or additional alternative transit service is warranted. The two Metra Electric Line stations, Matteson and 211th Street both serve Matteson. Opportunities to establish/improve connections between these stations and other areas of Matteson via other modes is currently under study by the Regional Transportation Authority (RTA). The focus of this Plan is to improve or establish connections between mobility networks in Matteson to encourage their continued use through improved efficiency, safety, and perception of existing networks. The goal is to ensure that Matteson residents are well connected to regional transit networks and that Matteson employees are able to make use of the same networks to reach their place of employment safely and efficiently.

METRA

The Village is serviced by the Metra Electric Line Commuter Rail which provides service between Chicago's Millennium Station and University Park in Will County. The Metra Electric Line is elevated with an earthen berm through Matteson. It is carried over Lincoln Highway (211th Street) on a modern steel bridge and roadway underpass and over Front Street and Main Street with older steel construction bridges. The Village has two Metra commuter rail stations:

The **211th Street Station** is bordered by Olympia Fields, Park Forest, and Matteson. The parking around this station comprises a total of 727 parking spaces across two lots, one located in Park Forest and the other in Olympia Fields. The Matteson portion of the station has a kiss-n-ride drop off area, a bus turnaround and the other primary entrance to the Metra Station. Future plans for this area were called out in the 211th Street Metra Station Transit-Oriented Development Study, completed in 2007, which called for Transit-Oriented Development (TOD) of the surrounding station area.

Since the writing of that study, the only significant development in the area has been a new CVS Pharmacy in Olympia Fields. With declining ridership, redevelopment could help to sustain demand and provide proximate housing opportunities. Proposed improvements would primarily take place in Park Forest and Olympia Fields, with some minor redevelopment to take place along Lincoln Highway. The study called for a 70% increase in parking spaces (510 additional spaces), 167,000 square feet of retail and office space, and 172 condominiums.

The **Matteson Station** has two primary parking lots totaling 913 parking spaces, both of which are within Village limits. The primary lot, east of the tracks, has 717 parking spaces and is owned by Park Forest. The kiss-n-ride drop off area is also at this location. The parking lot on the west side of the tracks is owned by a private entity and comprises 196 parking spaces.

Unfortunately, both stations have seen declining ridership numbers since 2000, further impacted by an increase in remote work due to COVID-19 in 2020. The Village is currently working with Regional Transit Authority (RTA) to study ways to improve connections to the stations and what aspects of service, accessibility and improvements encourage more residents to use commuter rail.

Recommendations:

- ✓ Work with Metra to determine strategies to sustain or increase ridership at the Matteson and 211th Stations.
- ✓ Consider redevelopment of parking areas at the Matteson station.
- ✓ Encourage mixed-use and transit-oriented development around the 211th Station.

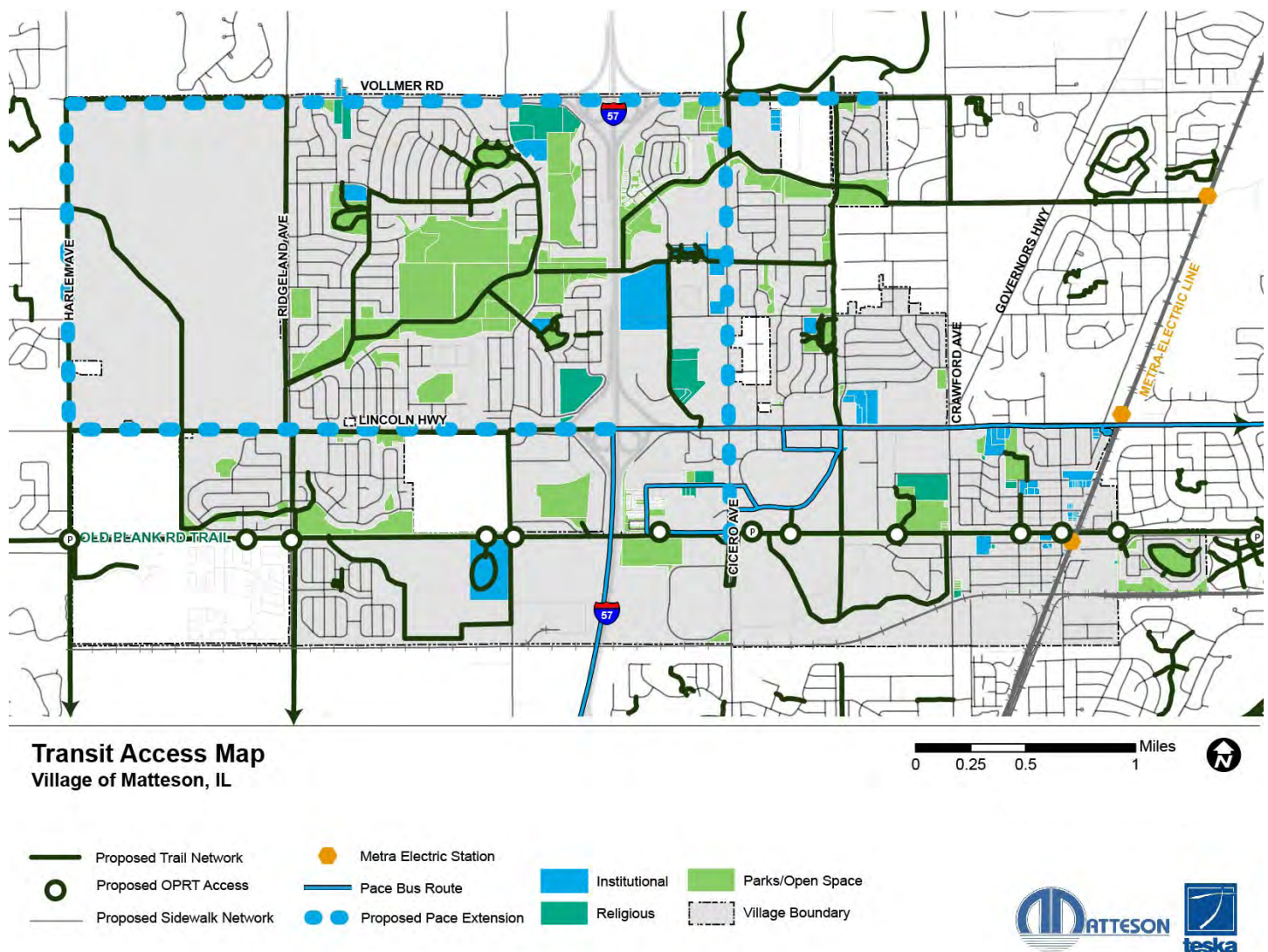
Traveling by Transit to Matteson

Metra: A roundtrip ticket from Matteson Station to Millennium Station in Downtown Chicago costs \$14.50 and takes 45-minutes to an hour.

Pace: A single ride on a Pace bus costs \$2.00 (or \$2.25 if using cash). From the western terminus of the 357 route in Matteson (Lawrence Manor) to the 211th Metra Station takes around 20 minutes. An additional 10 minutes gets a rider to the Chicago Heights Terminal (eastern terminus).

The Fair Transit Pilot Program aims to increase the affordability of transit in the south suburbs. As part of the program, Metra will reduce fares on the Metra Electric line by up to 50%. The program is anticipated to launch in early 2021 and run through 2023.

Figure 5.5: Transit Access Map



PACE

Pace Bus is a suburban transit provider that operates 210 fixed bus routes, 1,316 Paratransit Vehicles, 663 vanpools and a Dial-a-Ride program in the Chicago metro area. Pace busses connect to Metra and CTA Stations in Suburban Cook, DuPage, Kane, Lake, McHenry and Will Counties. The 211th Metra Station provides a sheltered area for riders who may be connecting via the Metra Electric Line. Busses are equipped with bike racks.

Route 357 is currently the only route servicing Matteson. It operates from the Chicago Heights Pace Terminal and runs primarily east/west along Lincoln Highway between Cicero Avenue in Matteson and Woodlawn in Ford Heights. This route acts as a feeder to the 211th Street Metra Station and services Market Square Crossing, commercial areas west of Cicero and the Matteson Center of Prairie State College.

With the development of the Amazon Fulfilment Center and other regional employers in western Matteson, the Village recognizes a need to pursue the expansion of transit connections within the Village. An extension of fixed route service is the Village's long-term preference given that service would expand transit access to western Matteson residents and employees, connecting them to the regional Pace network and Metra Electric train service. Proposed expansion of fixed route service would extend Route 357 west along US Route 30 to Harlem Avenue to Vollmer Road to Cicero Avenue (see Transit Plan).

The Pace Arterial Rapid Transit Study (2009) analyzed regional corridors to determine which would be the best candidates for new rapid bus transit service, now called "Pulse" service. The study included US Route 30 between Cicero and Halsted Avenues but at the time of the study the corridor did not exhibit strong enough demand to benefit from rapid bus service. As Pace expands Pulse service in the region, the Village should continue to advocate for the US Route 30 corridor between Harlem and Halsted Avenues.

Bridging the First / Last Mile:



What is reasonable transit access in a suburban community? Expanding transit in environments built to rely on cars is tricky—even a 1-mile gap (around a 20-minute walk) between someone's residence or place of employment can be a significant challenge. Bridging this gap can be done via walking, biking or ride-share / drop-off. To assist, Pace busses have bike racks and Metra trains allow bikes on cars to ensure users can bring their bikes along, helping them bridge the first or last mile of their journey.

Many suburban communities are currently tackling these first mile / last mile challenges and the constraints of suburban environments. The Village of Bedford Park, located just west of Chicago near Midway Airport, is home to an industrial hub drawing nearly 30,000 workers from the region, many reliant on public transit. In 2018, the Village began a last mile mobility study which resulted in the Connect2Work Pilot Program. Set to launch in December 2020, the program structured partnerships with rideshare companies, pioneered a new shuttle service and created a mobile phone application to assist workers with the last-mile connection challenges.

In the absence of fixed route bus service, Matteson must continue to analyze alternative transportation options to expand transit service within the Village. Not only is this important to create regional connections to employment opportunities in Matteson, but also to ensure that all Matteson residents have access to transit service. Currently, those living or working in the westernmost corners of Matteson would need to travel up to five miles to reach the nearest bus stop along the Pace Route 357.

To connect to public transit networks, people need to either walk, bike, get a ride or use a taxi / ride-share service. Elderly residents and those with limited mobility face additional challenges. Alternative transit options, such as Pace's Community Vehicle Program or company sponsored shuttles could help bridge the gap in service in western Matteson. Pace's Community Vehicle Program provides municipalities the opportunity to establish their own local transit service with full flexibility to design service, including routes, fares, and hours of operation.

Recommendations:

- ✓ Work with Pace to consider alternative transit options to extend existing networks to new employment hubs.
- ✓ Matteson, Park Forest, and Olympia Fields work with Pace to reconfigure existing bus routes to provide better access between the station and local shopping, employment, and recreation destinations to encourage ridership for everyday trips.
- ✓ Support the development and implementation of Pulse Pace service along US Route 30.
- ✓ Support mixed-use development along fixed public transportation routes.
- ✓ Analyze local transit needs to determine what type of transit service alternatives would best serve the Matteson community.

ACTIVE TRANSPORTATION NETWORKS

Active transportation refers to mobility that is not powered by a machine and generally refers to walking and biking. Since the proliferation of the automobile as an increasingly affordable mode of transportation, mobility planning has primarily centered around the vehicle, not mobility for a wide range of transportation modes. With the adoption of a Complete Streets Ordinance in 2020, Matteson took a proactive step towards reducing that bias and working more diligently to invest in a connected, safe and efficient active transportation network. This includes all sidewalks, on-street bike paths, off-street paths and local and regional trails.

Pedestrian and bike trails certainly provide important recreational opportunities. However, they should also be viewed as an integral part of the transportation system. They connect parks, open spaces, schools, and other community facilities. Trails should also connect to the sidewalk network to create safe, continuous access via a dedicated network that eliminates the need to drive.

The Trails Plan illustrates the locations of existing trails such as Old Plank Road Trail, Preservation Path and in parks. The plan includes proposed trails and connections to create a continuous network.

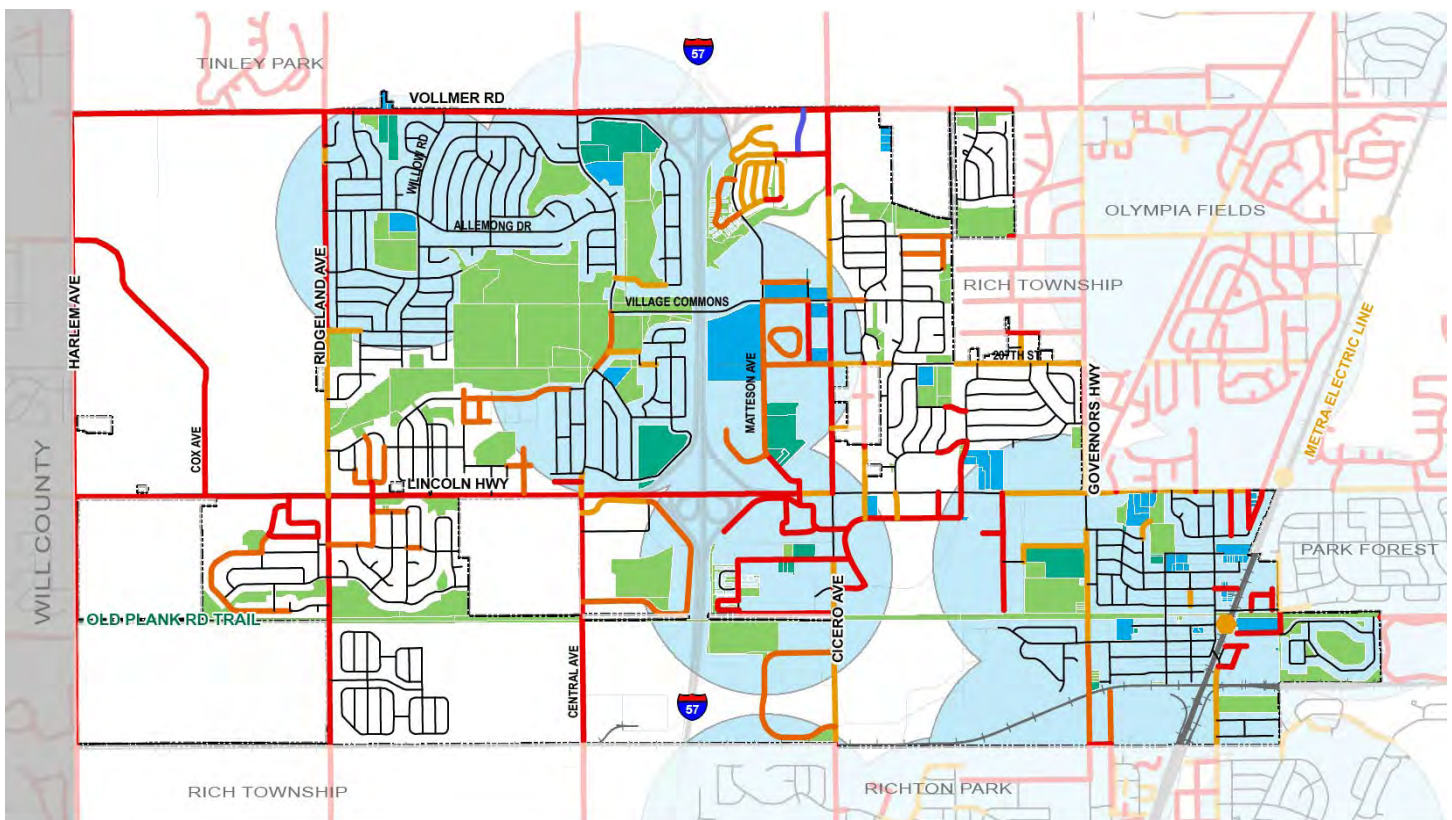


PEDESTRIAN SIDEWALK NETWORK

Many neighborhoods within the Village have been developed in a typical suburban style design and not along a street grid. While there are many benefits to this design approach, it is common that sidewalk networks outside subdivisions are less likely to be continuous, especially along heavily trafficked roadways. This is the case in Matteson and the Village has prioritized closing existing sidewalks gaps as a means of enhancing mobility and safe access to parks and schools. The Sidewalk Inventory Plan identifies remaining gaps and highlights priorities for the Village in the near term. Additional intersection pedestrian safety enhancements were noted in the Streetscape Plan and should also be pursued in conjunction with roadway enhancement projects.

Many of the remaining gaps in the sidewalk network are due to yet undeveloped homes or other land. In other cases, there are sidewalks on only one side of the street because the development pattern has created a network along only one side with interconnections. Ensuring continuous sidewalk networks along major routes is a high priority for the Village but requires coordination with IDOT. The Village is able to focus attention in the short term on gaps that exist along Village-owned roadways, especially within neighborhoods and ensuring connections to major roads so that they can be easily connected with future sidewalks along IDOT roadways (Cicero Ave, Ridgeland Ave, Vollmer Road, US-30, etc.).

Figure 5.6: Sidewalk Network



Sidewalk Network Plan Village of Matteson, IL

- High Priority Gaps
- Priority Gaps - Dev. Dependent
- 1-side Missing
- Sidewalks Both Sides
- Institutional
- Religious
- Parks/Open Space
- 10-minute Walk to School
- Metra Electric Station



Recommendation:

- ✓ Connect gaps between existing sidewalks along major corridors and within neighborhoods to create a safe and uninterrupted pedestrian sidewalk network.

EXISTING TRAILS

Though it has been the Village's practice to incorporate a trail component within park sites, the Village does not have an integrated trail system for residents and users to travel throughout the Village. In addition to the Old Plank Road Trail and Preservation Path, the Village of Matteson has an estimated 2.76 miles of trails within Village parks and a 0.59-mile-long trail along Village Commons between Central Avenue and Matteson Avenue which crosses I-57 via Unity Bridge. The existing paths have a width of no less than six (6) feet and are constructed of asphalt. The Table on the next page identifies the specific park sites and trail lengths.

Figure 5.7: Bike + Pedestrian Network Plan

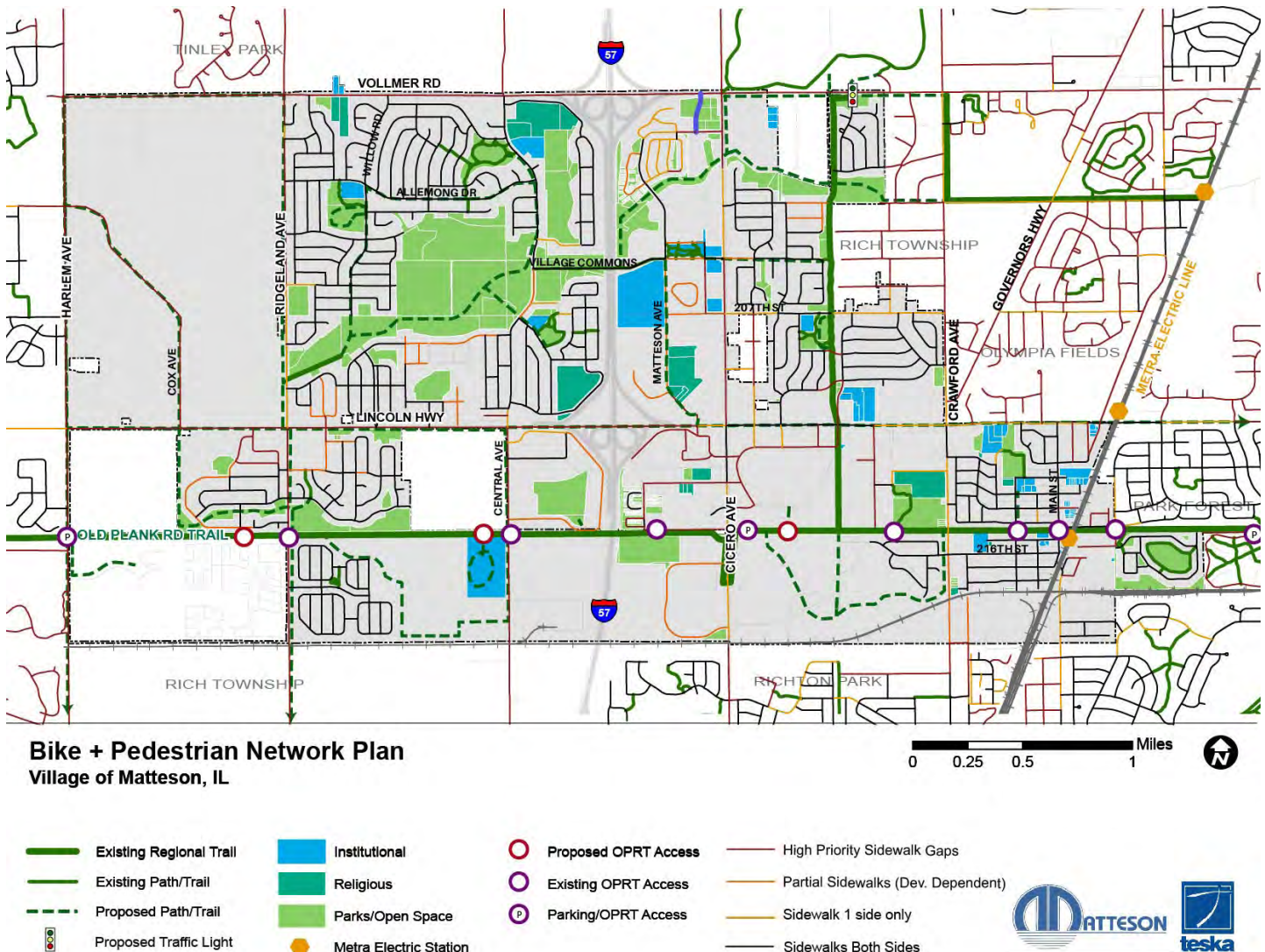


Figure 5.8: Existing Parks + Trails

Park Site	Trail Length (mles)
Allemon Park	.46
Governors Trail Park	.31
Holden Park	.50
Millers Garden	.25
Notre Dame Park	.41
Oakwood Park	.38
Woodgate Park	.45

Source: Village of Matteson



Old Plank Road Trail

OLD PLANK ROAD TRAIL

The Village is fortunate to be one of several communities in the south suburbs having direct access to the Old Plank Road Trail. The Old Plank Road Trail was an idea developed in the 70s with the abandonment of the Penn Central rail line. After much hard work and dedication by the Old Plank Road Trail Association and the Old Plank Road Trail Management Commission, the Trail opened in 1997. The trail is 22 miles long, extending between Chicago Heights and Joliet. The portion within Matteson extends just over five (5) miles in length. Its location within the southern area of the Village provides access to prominent parks/open space amenities (Oakwood Park, Governors Trail Park, and Caboose Park), major commercial areas, such as Market Square Crossing, downtown Matteson, and the Matteson Metra station. The trail is ten (10) feet wide and constructed of asphalt.

Old Plank Road Trail crossing improvements at Ridgeland Avenue, Central Avenue, Cicero Avenue, and Governors Highway consist of driver warning signs and trailer user stop signs; and I-57 underpass. The Village should work with the State, Cook County and the OPRT Management Commission on upgrading or enhancing the crossings for greater safety, such as with the installation of a solar controlled crossing device that includes flashing lights. For other future trail crossings, the same is recommended when the crossing cannot be enhanced by a traffic signal installed as part of existing or future roadway improvements.

PRESERVATION PATH

The Preservation Path serves as a north/south path connection from Old Plank Road Trail to the Tinley Creek Bike Trail located in the Cook County Forest Preserve. It extends from Old Plank Road Trail at Kostner Avenue approximately 2.1 miles north, winding through residential neighborhoods, through Oakwood Park and terminates at Vollmer Road. Same as Old Plank Road Trail, the path is ten (10) feet wide and constructed of asphalt.

The trail has been impacted in the past by flooding and is in need of repair in some stretches. Part of the path has bi-directional lanes while the rest has no markings.

Both Preservation Path and Old Plank Road Trail are not only significant recreational amenities for Matteson, but economic opportunities as well. The trails are located in proximity to Market Square Crossing and Old Plank Road Trail passes through the downtown area. Complimentary business establishments and appropriately designed trail stops are encouraged so that users can look to the Village as a destination along the trail system.

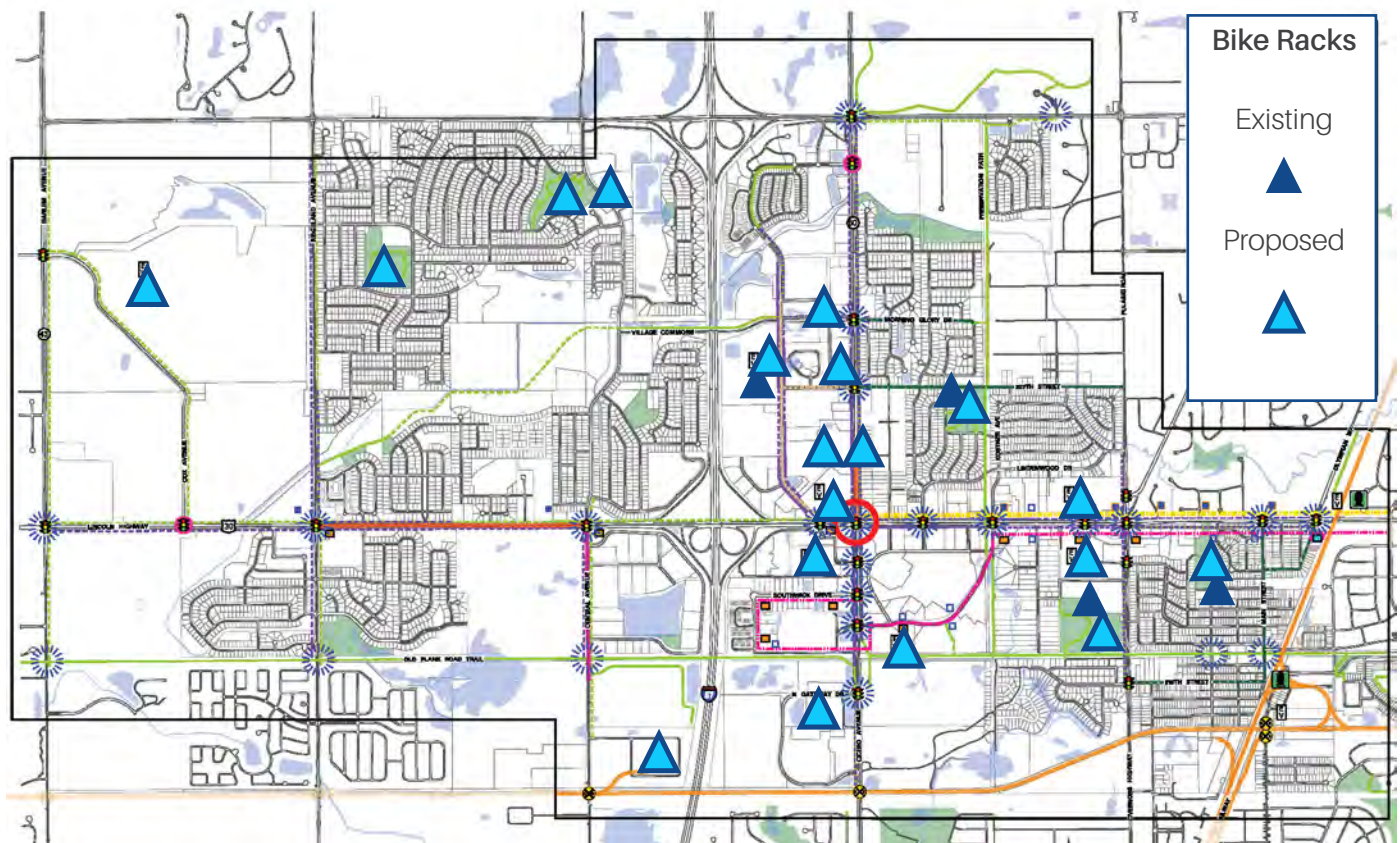
Recommendations:

As the Trails Plan illustrates there are many opportunities to expand the trail system throughout the Village and establish connections between developments, neighborhoods, along greenway corridors and ultimately to Old Plank Road Trail and Preservation Path.

To assist with the many opportunities for expansion and connection of a Village-wide trail system as shown on the Plan, it is recommended that the Village pursue the following efforts:

- ✓ Connect gaps between existing trails to establish an uninterrupted trail system.
- ✓ Within existing subdivisions and parts of the community where no off-street trail has been installed, it is recommended that an on-street trail be provided using signage and/or striping to designate the street trail and alert motorists that the roadway is to be shared with pedestrians and bicyclists.
- ✓ As has been the practice, the Village should continue to incorporate trails as part of future park improvements.

Figure 5.9: Existing and Recommended Bike Parking Locations



Source: Streetscape Plan

- ✓ Given the extensive open space and greenway corridors throughout the community, the Village should look at ways to incorporate trails as part of the enhancement of these areas. A trail along Butterfield Creek is a key opportunity for adding to the trail system.
- ✓ For all existing and future trail crossing locations, solar controlled crossing devices that include flashing lights are recommended when the crossing cannot be enhanced by a traffic signal installed as part of existing or future roadway improvements.
- ✓ Prioritize repairs and enhancements to Preservation Path, including mitigation for areas affected by flooding.
- ✓ Extend Preservation trail across Vollmer Road to connect to the Forest Preserve Trail at a new signalized intersection at Treehouse Road and Vollmer Road.

To provide for sufficient space for these future trail expansions and connections, the recommended minimum width of an improved off-street trail surface should be no less than eight (8) feet. The actual access easement may be up to twenty (20) feet in width to allow for adequate “fall zones” on either side of the trail. It is also recommended that new trails be constructed of asphalt or concrete depending on location.

For on-street trails, the area designated for trail purposes would be dependent on the existing pavement width of the roadway, and whether there is parking allowed on one or both-sides of the street. Installing appropriate signage and/or pavement markings identifying the street trail would be key to ensure safety and encourage usage.

SUPPORTIVE INFRASTRUCTURE

To encourage greater active transportation, it is imperative to build and maintain supportive infrastructure in addition to a safe and efficient network for bikes and pedestrians. Recommended infrastructure includes but is not limited to installing benches along trails and bike parking/racks throughout the community. Dedicated bike parking is needed at public facilities (library, community centers, schools), parks, shopping centers, and major employers. It should also be encouraged at high-traffic locations throughout the Village, such as grocery stores, employment hubs and entertainment uses, to create greater accessibility and reduce reliance on private vehicles. Many people choose to use a car instead of a bike for errands and shopping trips, especially when they intend to buy many items or large items. However, residents could be encouraged to use a bike for small errands or to meet others if they feel there is a safe and efficient network to travel there and that they can securely park their bike. Existing and recommended locations for bike parking racks were included in the Streetscape Plan (shown on page 52). Recommended rack styles include the inverted “U”, post and ring and wheelwell-secure types.

Recommendations:

- ✓ Provide benches, bike repair stations and other appropriate amenities along major trails.
- ✓ Add bike parking requirements to the Zoning Ordinance.
- ✓ Add bike parking / racks to all public institutional locations, including parks, schools and public facing governmental facilities (locations as indicated in Streetscape Plan).



GOAL 1: ENHANCE ACCESS TO PUBLIC TRANSPORTATION AND EXPAND SERVICE WITHIN MATTESON

Objective 1: Work with Metra and Pace to determine strategies to sustain or increase ridership and improve service of public transit.

- ✓ Work with Metra to determine strategies to sustain or increase ridership at the Matteson and 211th Stations.
- ✓ Consider redevelopment of parking areas at the Matteson station.
- ✓ Encourage mixed-use and transit-oriented development around the 211th Station.
- ✓ Support mixed-use development along fixed public transportation routes.
- ✓ Analyze local transit needs to determine what type of transit service alternatives would best serve the Matteson community.

Objective 2: Support modifications to public transit routes and stops to encourage residents to use public transit for everyday trips and to help workers more efficiently reach their destinations or transit connections.

- ✓ Work with Pace to consider alternative transit options to extend existing networks to new employment hubs.
- ✓ Matteson, Park Forest, and Olympia Fields work with Pace to reconfigure existing bus routes to provide better access between the station and local shopping, employment, and recreation destinations to encourage ridership for everyday trips.
- ✓ Support the development and implementation of Pulse Pace service along US Route 30.



View from Matteson Station platform looking southwest onto Main Street, date unknown

Source: Matteson Historical Society

GOAL 2: ENCOURAGE ACTIVE TRANSPORTATION

Objective 1: Create a safe and uninterrupted pedestrian sidewalk network.

- ✓ Eliminate sidewalk gaps along major corridors and within neighborhoods.

Objective 2: Create an uninterrupted trail system which connects to regional trail systems.

- ✓ Connect gaps between existing trails to establish an uninterrupted trail system.
- ✓ Within existing subdivisions and parts of the community where no off-street trail has been installed, it is recommended that an on-street trail be provided using signage and/or striping to designate the street trail and alert motorists that the roadway is to be shared with pedestrians and bicyclists.
- ✓ As has been the practice, the Village should continue to incorporate trails as part of future park improvements.
- ✓ Extend Preservation trail across Vollmer Road to connect to the Forest Preserve Trail at a new signalized intersection at Treehouse Road and Vollmer Road.

Objective 3: Establish new trails through existing open space and greenway corridors throughout the community.

- ✓ Given the extensive open space and greenway corridors throughout the community, the Village should look at ways to incorporate trails as part of the enhancement of these areas. A trail along Butterfield Creek is a key opportunity for adding to the trail system.

Objective 4: Repair and enhance Preservation Path.

- ✓ Prioritize repairs and enhancements to Preservation Path, including mitigation for areas affected by flooding.

Objective 5: Expand supportive infrastructure for pedestrians and cyclists.

- ✓ Provide benches, bike repair stations and other appropriate amenities along major trails.
- ✓ Add bike parking requirements to the Zoning Ordinance.
- ✓ Add bike parking / racks to all public institutional locations, including parks, schools and public facing governmental facilities (locations as indicating in Streetscape Plan).
- ✓ For all existing and future trail crossing locations, solar controlled crossing devices that include flashing lights are recommended when the crossing cannot be enhanced by a traffic signal installed as part of existing or future roadway improvements.

A large, three-dimensional sign for Pete's Fresh Market is mounted on a modern building facade. The word "Pete's" is in large, red, sans-serif letters, with a green leaf graphic above the apostrophe. Below it, the word "MARKET" is in smaller, green, sans-serif letters, flanked by green horizontal lines. The building facade is composed of large, light blue-grey panels. The sky is clear and blue. Some greenery is visible at the bottom of the frame.

Pete's

— MARKET —

In 2021, Pete's Fresh Market revitalized the Matteson Plaza Shopping Center with a fresh facade and site improvements

Chapter 6

ECONOMIC DEVELOPMENT

RECENT + ONGOING DEVELOPMENT

MIXED USE DEVELOPMENT

In 2016, a Market and Needs Assessment was done by Hunden Strategic Partners to better understand redevelopment opportunities for the former Lincoln Mall. While some communities have found limited redevelopment of regional indoor malls to reverse the impacts of the loss of anchor tenants and increasing obsolescence, others have opted for greater redevelopment.

The Market Square Crossing Master Plan combines recreational/sports, office, residential (for sale and for lease), hotel and retail uses on the 50-acre site. The plan calls for a 2.5-acre Community Square, which includes an outdoor concert venue, and over 30 acres of additional recreational space concentrated at the south, connecting to the Old Plank Road Trail. In total, the plan includes over 600 residential units spread throughout the area.

INDUSTRIAL DEVELOPMENT

Industrial uses in Matteson have been limited but that is rapidly changing. Generally referred to as western Matteson, the 670-acre area bounded by Harlem Avenue, Vollmer Road, Ridgeland Avenue, and US-30 has largely remained undeveloped, except for the Manheim Auto Auction east of Cox Avenue. However, the area is rapidly becoming an employment and distribution hub in Matteson. A new Amazon Fulfillment Center is under construction at the southeast corner of Vollmer and Harlem, the Manheim Auto Auction is expanding south, and R + L Trucking has purchased land on the west side of Cox Ave. Together, the Village anticipates over 1,700 jobs will be created due to these developments and they will help diversify the Village's tax base, by reducing the dependence on residential and commercial property tax revenue.

COMMUNITY INSTITUTIONAL DEVELOPMENT

The Village is well-known regionally as a shopping destination, but the community also has a number of regional institutional draws as well including prominent churches and veterans' organizations. Recent additions include the South Suburban Humane Society, which will be located near the Butterfield Creek Headwaters Land and Water Reserve, just south of the Old Plank Road Trail. The Veterans of Foreign Wars (VFW) Post 311 is also renovating the former Ingalls Family Care Center near Market Square Crossing.

COMMERCIAL SHOPPING CENTER DEVELOPMENTS

While new development and redevelopment projects generally catch the most attention, commercial businesses often apply to remodel their locations or update signage or the external façade. Since 2001, 35% of all development construction costs in the Village came from commercial remodeling and signage projects, accounting for nearly \$232 million. In 2020 alone, a number of businesses including Burger King and Aldi, made improvements, helping the community maintain a modern look and feel.

Matteson has several shopping centers located along US-30, notably at the intersections at Cicero Avenue and Governors Highway. Matteson Plaza, located at the southwestern corner of US-30 and Governors Highway, was anchored by Dominick's until the grocer closed at the end of 2013. After remaining vacant for several years, Pete's Fresh Market purchased the shopping center and opened its doors in early 2021. Pete's built a new exterior facade, repaved the parking lot and installed new landscaping, giving the center a more modern look and a major reason to visit regularly.

RESIDENTIAL DEVELOPMENT

Single-Family Attached/Detached Development

The Great Recession had a severe impact on residential construction projects that were under construction and in the early stages of planning for development. In Matteson, as in other communities, some projects were stalled for a number of years whereas others were largely abandoned until taken up by new developers. The Village has been fortunate to have projects restarted, none more prominently than the nearly 300 units completed in the Brookmere subdivision. Located just south of Vollmer Road, along I-57, the subdivision includes single-family detached homes, single-family attached homes (quadruplexes and townhomes), and apartments. Additional adjacent land is planned for future development.

Senior Housing

The Alexi Senior Living project will include 55 assisted living apartments, 20 memory care apartments, 38 independent living apartments, 20 units for hospice care, an early learning and day care services for children of employees, and a college campus for students pursuing degrees in nursing, physical therapy and other health fields.

Generations at Applewood, a rehabilitation and skilled nursing facility, underwent expansion and remodeling in 2018, adding 30 private suites, a new state of the art therapy gym, advanced therapy equipment, short-term rehabilitation, on-site dialysis and an enhanced monitoring unit. Other enhancements included an Internet cafe, a library with a fireplace, an ice cream parlor, two dining areas, a Country Store, two courtyards, a new gourmet kitchen and a new beauty salon.

Townhomes

The Regents Pointe subdivision, located to the north of US-30, west of Central Avenue, has approval to build 40 townhomes. Both Regents Pointe and Brookmere have a mixture of single-family detached and attached housing options.

Community Housing

Through the Permanent Supportive Housing (PSH) Development Program, the Illinois Department of Housing Authority (IDHA) committed to the creation or preservation of 172 units of permanent supportive housing across the state. The IDHA program is intended to finance the construction and preservation of affordable housing.

Over the Rainbow (OTR), is a nonprofit which provides independent living solutions for individuals with physical disabilities. OTR currently has two buildings in Matteson, which have wait lists in excess of 200 individuals. OTR was selected through the program to build Mustacchi Manor, a new 16-unit supportive housing development designed to accommodate residents with physical disabilities. Residents will also receive case management and service coordination.

INCENTIVES

TAX INCREMENT FINANCING DISTRICTS

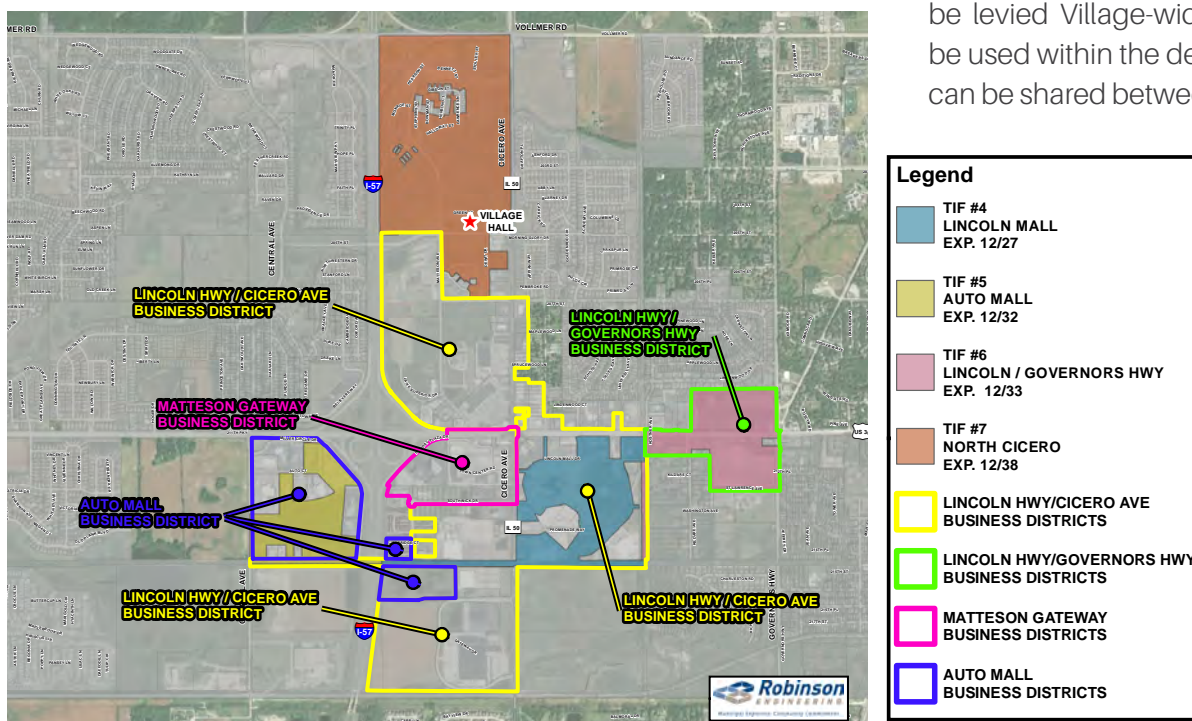
Tax Increment Finance (TIF) districts are used to stimulate development and/or redevelopment. Communities throughout Illinois have established TIF districts to target investment and there are many examples of success. Matteson currently has four (4) active tax increment financing districts and three expired districts.

- TIF # 4 Lincoln Mall, expires in 2027
- TIF #5 Auto Mall, expires in 2032
- TIF #6 Lincoln/Governors Highway, expires in 2033
- TIF #7 North Cicero, expires in 2038

While the funds generated through TIFs are limited to authorized uses, they play a significant role in assisting municipalities to incentivize development within the designated area. Municipalities can be reimbursed for a variety of costs, including preparing land for redevelopment, land assembly, costs of certain public improvements and programs. TIFs allow the public to make capital investments that are repaid by property taxes from private development investment induced by those public capital investments. Thus, elements of a project

can, in some cases, pay for themselves without the need for additional taxes to be levied Village-wide. Funds can only be used within the designated district but can be shared between adjacent districts.

Figure 6.1: Tax Increment Financing and Business Districts



Projects in TIF districts benefit the Village, its residents, and all taxing districts because they improve economic well-being and support expansion of the overall tax base. Without partnering with the private sector through TIF, these projects would not have been economically feasible.

The Village is currently pursuing the establishment of a new TIF district that will include areas of the Manheim Business Park.

GOALS AND POLICIES

The Village of Matteson aims to create and sustain a resilient economy that can weather economic downturns and bounce back quickly from economic shifts. To accomplish this, the Village will continue to pursue the development of new uses to diversify the tax base, redevelopment and modernize developments in decline, revitalize Historic Matteson, and sustain a quality and varied housing stock.

GOAL 1: DIVERSIFY AND STRENGTHEN MATTESON'S TAX BASE

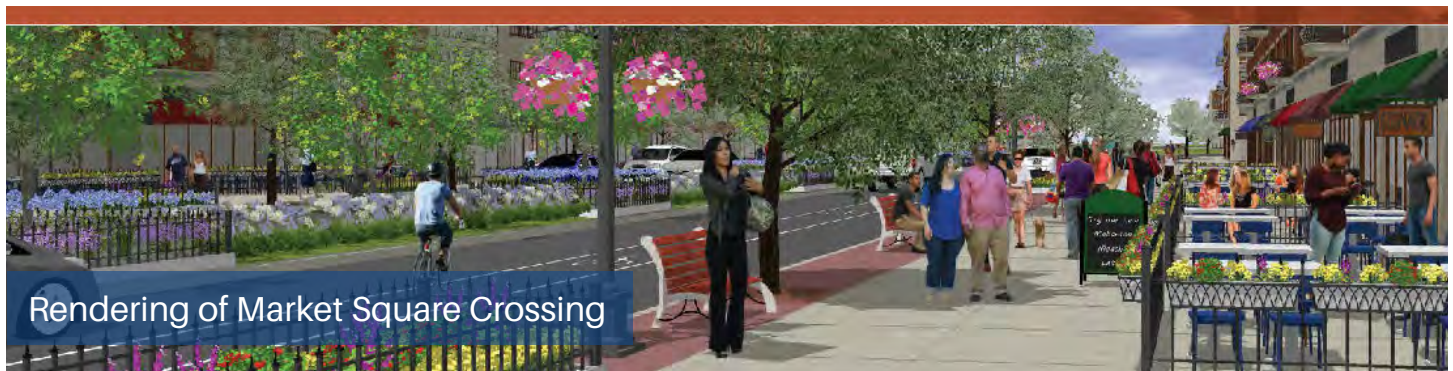
As the population has grown and retailers and shopping centers have closed, the tax burden has been more squarely laid on residents and homeowners. The October 2020 Pappas Study by the Cook County Treasurer found that among suburban Cook County communities, property taxes increased 87% since 2000. While those increases have been felt by all property owners, residents in primarily residential communities have felt the greatest pinch. Intentional steps to diversify the tax base are key and efforts should be focused on expanding industrial uses and supporting mixed-use developments.

POLICY 1: REDEVELOP THE FORMER LINCOLN MALL AREA AS MIXED-USE

Whereas the Lincoln Mall was a catalyst for surrounding commercial development, its decline was destabilizing. The mall's design created a hub of economic activity, each business dependent on the others to thrive, further limited by collective hours of operation. As anchor tenants left, they created less incentive to visit the area, resulting in declining foot traffic, weakening the advantages of the mall's design for smaller retailers and shops. Redevelopment of this area must address these weaknesses and position future uses for greater sustainability.

The Village has closely followed recommendations from the 2014 Economic Development and Land Use Master Plan which prioritized the preparation of the Lincoln Mall site for new development. All mall buildings have since been demolished and stormwater improvements undertaken, creating a blank slate and reducing visual blight. The 2016 Redevelopment study by Hunden Strategic Partners confirmed that redevelopment as a mixed-use center would be the most advantageous and sustainable. Soon after, the Lord Companies LLC prepared the Market Square Crossing master redevelopment plan for the area.

At the writing of this Plan, the Village is competing with two other communities for the development of a south suburban casino. If plans to build the casino move forward, it will be integrated into the Market Square Crossing plan. Regardless of the outcome, the Village should aggressively pursue implementation of the mixed-use development plan.



POLICY 2: PURSUE ADDITIONAL INDUSTRIAL DEVELOPMENT

The Future Land Use Plan designates sites within the Village that are appropriate for industrial activity, including the Manheim Business Park and locations south of US-30. Until 2020, the Manheim Business Park was primarily home to Manheim Auto Auction, a sizeable yet largely hidden use employing over 600 people. With their expansion, the development of the Amazon Fulfillment Center and R + L Carriers trucking center, the area will employ around 2,000 people and be 70% built out. This influx of employers will create additional demand for nearby businesses, especially along US-30, Vollmer Road, Ridgeland Avenue and Harlem Avenue. The remaining 277 acres are well positioned to support additional complementary uses, either industrial or large scale commercial.

GOAL 2: REDUCE COMMERCIAL AND OFFICE VACANCIES ALONG US-30 AND CICERO AVENUE

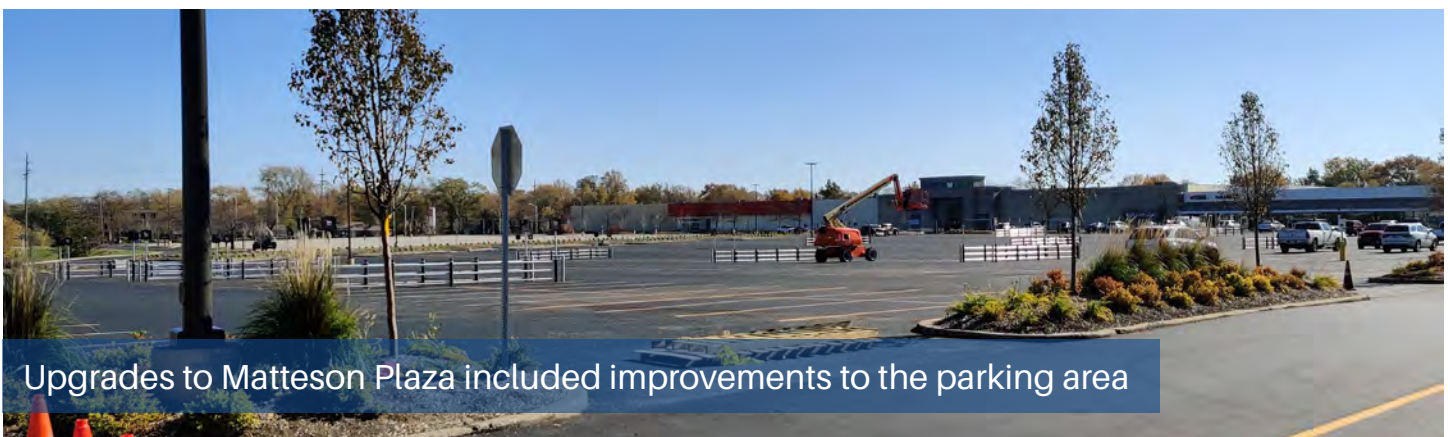
We know them by different names – malls, shopping centers, shopping districts, and downtowns – but the clustering of commercial uses has been a key strategy to sustain businesses over time. Shoppers benefit from greater efficiency since they can visit multiple businesses at the same location. Businesses benefit from the foot traffic generated by anchors and other businesses, creating greater opportunity for discovery. However, the decline or closure of major attractions, or anchors – a primary benefit of the location -- creates a domino effect. As the customer base declines, property

owners may not invest in needed improvements and additional businesses may leave or close. Vacancy and neglect further entrenches a perception of decline, deterring customers and investment. Unfortunately, several shopping centers in Matteson have entered this cycle, most prominently Matteson Town Center, at the southwest corner of Cicero Avenue and US-30, and Marketplace Matteson, at the northwest corner of Crawford and US-30.

The following policies and strategies describe the Village's approach to reversing decline and excessive vacancy throughout the Village, though primarily along US-30 and Cicero Avenue.

POLICY 1: PROMOTE MODERNIZATION AND CONTINUOUS IMPROVEMENT OF MATTESON'S SHOPPING CENTERS

As a retail center ages, it can lose its appeal to tenants and therefore consumers if it fails to offer modern store sizes and configurations. The key to maintaining vital retail is frequent improvements designed to appeal to desirable tenants. This approach goes beyond façade improvements to facilitate access into the store and to create a store identity. It recognizes that there must be additional rent to justify additional investment. That rent increase comes at lease renewal or a new store opening. The strategies listed below address the varying conditions are designed to bring current centers for consideration toward improving the existing retail centers in Matteson.



Upgrades to Matteson Plaza included improvements to the parking area

Matteson Shopping Centers

Matteson Town Center

Recommendation: Partial Redevelopment

The Matteson Town Center is easily accessed directly from I-57 via US-30. Located at the southwest corner of the US-30 intersection with Cicero and surrounded by commercial, hospitality, and office buildings, this shopping center is ideal for partial redevelopment. Outlots along major roadways should remain primarily restaurant uses while the main center would be an ideal location for upgraded commercial space with more intensive uses.

Matteson Center

Recommendation: Continuous Improvement

Matteson Center, located at the northwest corner of US-30 and Cicero, is currently the busiest center in Matteson and has few vacancies. Additional outlot opportunities near Cicero exist and should be explored. The center will need to continuous improvement to maintain a modern look and feel and provide a more pedestrian friendly environment. This includes facade maintenance and modernization and potential reconfiguration of the parking lot to create better pedestrian circulation. Landscaping in the parking lot is minimal and could also be expanded to provide visual relief.

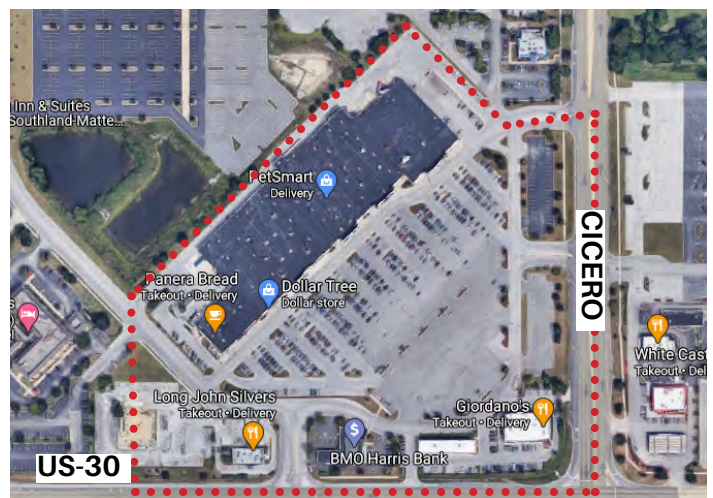
Rose Plaza shopping area

Recommendation: Partial Redevelopment
+ Continuous Improvement

At the northeast corner of US-30 and Cicero, there is the smaller Rose Plaza shopping center (fronting US-30), standalone uses (gas station, White Castle) and another small strip center which is largely vacant (fronting Cicero). Rose Plaza itself has few vacancies and will primarily need continuous improvement to maintain competitive space and a modern look. The other center is a good candidate for redevelopment which would create better circulation between the uses and take better advantage of the location.



Source: Google



Source: Google



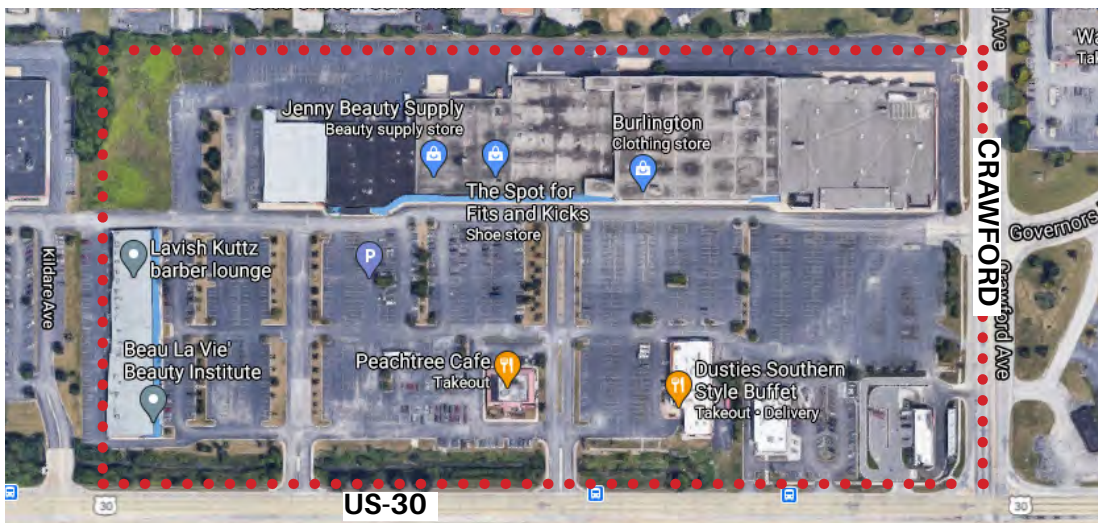
Source: Google

Marketplace of Matteson

Recommendation: Full Redevelopment

The other two primary shopping centers in Matteson are located at the corner of US-30 and Crawford/Governors Highway. Marketplace of Matteson is located at the the northwest corner, set beyond outlots and landscaped detention basins, which create a disconnection from the roadway. With high vacancy in this center and the overall site design, this center has the greatest potential for full redevelopment.

Partial with a residential component is an important consideration, though in general, this location would benefit from a building design that is closer to the roadway to attract greater attention. The design of Mequan Town Center on page 67 is a good example of how the center might establish a greater presence at the roadway, pulling parking uses inside and integrating residential and/or office uses.

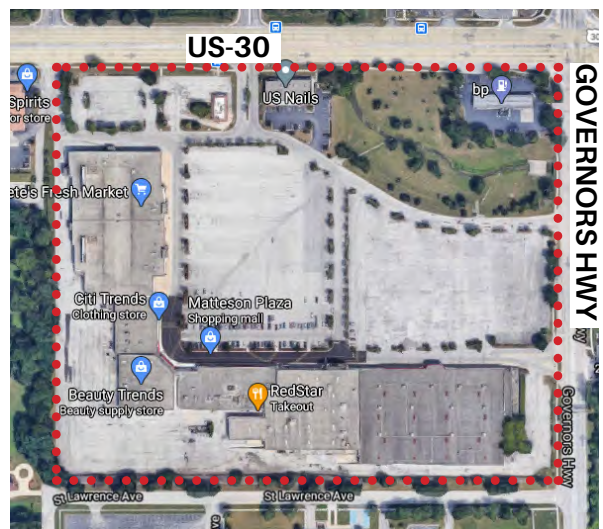


Source: Google

Matteson Plaza

Recommendation: Continuous Improvement

On the southwest side of US-30 and Crawford lies Matteson Plaza, the most recently updated shopping center. The main anchor space was taken over by Pete's Fresh Market in 2020. Pete's subsequently purchased the majority of the center, making facade and parking lot improvements, helping modernize the center and breathing new life into it. Pete's investment into this center has been a catalyst for improvements to surrounded properties. Continuous improvement for all uses at the corner is needed to maintain its competitiveness in the market over time.



Source: Google

Strategy 1: Continuous improvement

It is important for the Village to conduct an annual evaluation of each shopping center within the Village and maintain open lines of communication with property owners/managers. The property owner, working with the Village, should evaluate the tenant mix, needed building renovations, façade and landscape improvement, signage, and lighting. Due to the importance of these centers to the health of the tax base and in attracting new businesses and development, it is also important to keep records of property tax delinquency as a means of identifying early instability.

The International Council of Shopping Centers (ICSC) has been the prominent source of shopping center standards for a number of years. However, with the rise of mixed-use developments these standards and ratings have necessarily evolved. Traditional ICSC classifications and characteristics (such as those pictured below) include details for the various types of shopping centers. While these standards remain a fixture of the market, Matteson should aim to work with property owners to keep shopping centers highly rated.

Figure 6.2: ICSC U.S. Shopping Center Classification and Characteristics

Center	Concept	Count	(Sq. Ft.)	GLA	(Sq. Ft.)	Ft.)	Acres
General-Purpose Centers		112,520					
Super-Regional Mall	Similar in concept to regional malls, but offering more variety and assortment.	620	778,336,548	10.2%	1,255,382	800,000+	60-120
Regional Mall	General merchandise or fashion-oriented offerings. Typically, enclosed with inward-facing stores connected by a common walkway. Parking surrounds the outside perimeter.	600	353,795,548	4.7%	589,659	400,000-800,000	40-100
Community Center ("Large Neighborhood Center")	General merchandise or convenience- oriented offerings. Wider range of apparel and other soft goods offerings than neighborhood centers. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design.	9,776	1,930,849,736	25.4%	197,509	125,000-400,000	10-40
Neighborhood Center	Convenience oriented.	32,588	2,340,711,371	30.8%	71,827	30,000-125,000	3-5
Strip/Convenience	Attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. Open canopies may connect the store fronts, but a strip center does not have enclosed walkways linking the stores. A strip center may be configured in a straight line, or have an "L" or "U" shape. A convenience center is among the smallest of the centers, whose tenants provide a narrow mix of goods and personal services to a very limited trade area.	68,936	911,202,922	12.0%	13,218	< 30,000	<3
Specialized-Purpose Centers		3,275					
Power Center	Category-dominant anchors, including discount department stores, off-price stores, wholesale clubs, with only a few small tenants.	2,258	990,416,667	13.0%	438,626	250,000-600,000	25-80
Lifestyle	Upscale national-chain specialty stores with dining and entertainment in an outdoor setting.	491	164,903,247	2.2%	335,852	150,000-500,000	10-40
Factory Outlet	Manufacturers' and retailers' outlet stores selling brand-name goods at a discount.	367	87,368,113	1.2%	238,060	50,000-400,000	10-50
Theme/Festival	Leisure, tourist, retail and service-oriented offerings with entertainment as a unifying theme. Often located in urban areas, they may be adapted from older--sometimes historic--buildings and can be part of a mixed-use project.	159	23,498,769	0.3%	147,791	80,000-250,000	5-20

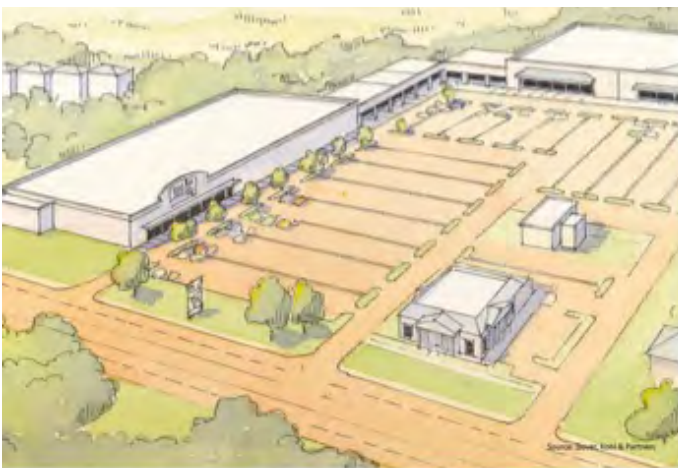
Source: ICSC Research and CoStar Realty Information, Inc. 2017

Strategy 2: Partial Redevelopment

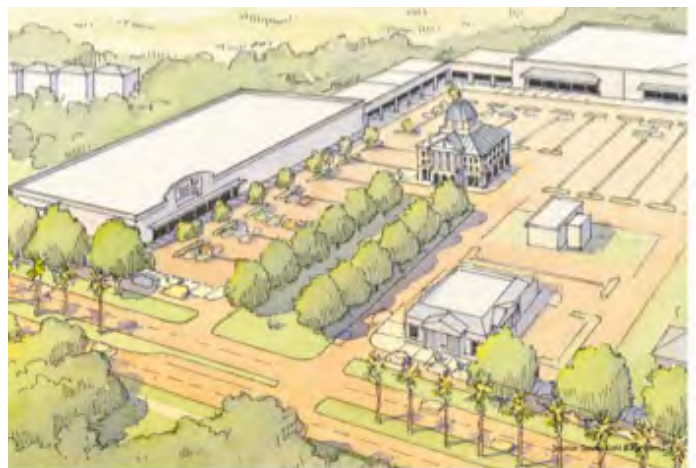
If a center is 20 to 40 years old, has significant vacancies and no longer meets the ICSC standards but has at least one solid anchor tenant, it would benefit from partial redevelopment. Without redevelopment, these centers have little hope of attracting desirable tenants. This approach involves strategic demolition of a portion of the center and re-configuring the site plan to accommodate additional anchors, outlot parcels, and better access and/or increased visibility.

The Congress for New Urbanism's Guide Enabling Better Places:

Commercial Corridors and Shopping Centers (December 2020) highlights the power of incremental change in suburban contexts. This graphic illustrates the how addressing pieces of the whole, such as landscaping and partial redevelopment set the stage for more dramatic transformations. While there are certainly cases in which there is a need (or even local and political support) to pursue full redevelopment, this three-stage process underscores the benefits of an incremental approach.



Existing



Tame



Evolve



Transform

All images of Boundary Street Master Plan and Code proposal for Beaufort SC, image credit: Dover Kohl & Partners

Source: The Congress for New Urbanism, Enabling Better Places: Commercial Corridors and Shopping Centers", Dec. 2020

Strategy 3: Mixed-Use Development

This strategy fits aging centers surrounded by either strong residential or office markets. This approach generally uses partial redevelopment to add a mixed-use component to the center design and may also reduce the footprint of commercial uses. Adding residential or office in the development provides an additional customer base for retailers and restaurants. This strategy may not be well suited to high volume anchored centers and concepts should ensure a high degree of compatibility among uses. Additionally, introducing community gathering space can create an additional anchor for the center.

Strategy 4: Full Redevelopment

This strategy is oriented towards centers in prime retail locations wherein the design does not accommodate today's retail market expectations or needs and may have poor pedestrian circulation. In these circumstances, full redevelopment of the site would benefit both the center and Village collectively. Matteson shopping centers were developed at a time when planning dictated carefully segregating uses, therefore there is little connectivity between the centers and other uses -- especially for pedestrians. Full redevelopment concepts should consider modern, pedestrian-friendly layouts, including bringing the building envelopes to or near the right-of-way, creating pedestrian access from the sidewalk, and move parking areas behind to the interior of the center. Redevelopment site design should aim to create better integration with surrounding uses and trails, where possible. For example, residents who live in close proximity should be encouraged by nature of the site design to walk or bike to the center, motivating the avoidance of vehicle use even when it is not necessary or desired.

POLICY 2: SEEK OPPORTUNITIES TO MIX RESIDENTIAL AND OFFICES USES INTO COMMERCIAL AREAS

Beginning in the 1990's, communities began authorizing projects that combined residential and commercial uses that had been separated since the concept of zoning was introduced. This change came from an understanding that without residential development, commercial areas were eight-hour environments that often could not support the stores and restaurants that commercial employees need as daily amenities. This trend has only accelerated as consumer dollars are increasingly spent online, with items being shipped to their doors.

The rise of e-commerce has proven that there is an excess of commercial space. However, it has also proven that brick and mortar retail is still powerful, though heavily dependent on effective marketing and convenient and accessible locations. Thriving commercial centers are increasingly part of mixed-use developments, many of which have been redeveloped in recent years. Residential and office uses add synergy and create support for 24-hour vitality. Creating this mixed-use condition will be important to the long-term success of Matteson's shopping clusters.

The concept is nothing new. This typology with shops at street level, and residential above, has been found in cities throughout history. Increasingly, new mixed-use development means retail on the ground floor and residential or office on upper floors or a variation where separate commercial and residential buildings are mixed within a site. Mixed-use projects require far more skill to pull off successfully than does the typical suburban shopping center, office park, or residential complex.

Mixed-Use Redevelopment in the Suburbs

With underutilized and outdated shopping centers a feature in almost every community across the country, the motivation to right-size commercial space (and seas of parking) has ushered in a wave of mixed-use redevelopment concepts that are proving popular and enhancing life in suburbs. Here are two redevelopment examples to illustrate the possibilities.

Sawmill Station in Morton Grove, IL:

Before redevelopment as Sawmill Station, the 26-acre Prairie View Plaza located at the southeast corner of Dempster Street and Waukegan Road had been a sprawling, auto-centric shopping center. Motivated by the establishment of a TIF District in 2012, the full redevelopment of the site includes 200,000 square feet of retail space and a 250-unit luxury apartment building to the east. Commercial components of Sawmill Station are under construction at the writing of this plan.



Source: Google, Chicago Tribune

Mequan Town Center in Mequan, WI:

Directly adjacent to the civic campus, the Mequan Town Center development is the result of the assembly of underutilized parcels (a former gas station, two small houses, and a city-owned lot.) The 3-acre mixed-use site just off a busy roadway is 3 miles from the interstate. With two four story buildings and a two-story restaurant at the corner of the intersection, the site now boasts 28 luxury apartments and over 36,000 square feet of retail and commercial space. Mequan Town Center opened in 2015.



Source: Google

The first challenge is not to overestimate the volume of retail that can be supported by other uses on the site. Shops generally must draw from a wider area, consequently cars and regional access must be accommodated. Secondly, financing is more challenging because mixed use projects often include short term, equity housing and long term, leased retail space. This challenge is often met by combining apartments with leased retail space or selling retail space as condominiums in equity residential projects.

POLICY 3: COLLABORATE WITH COMMUNITY PARTNERS TO SUPPORT START-UPS AND LOCAL BUSINESSES

The Village has proven it is a competitive market which can support national chain retailers, restaurants, and hotels, but it is also a tight-knit community where local businesses are cherished. While often not stated, the investments communities make in people is important in the long term. Access to quality education and training isn't only important for raising children, it's an essential social support that helps adults prepare for promotions, change careers, and even start new businesses. Matteson wants residents to feel that they can grow within the community, especially if that means pursuing a new venture.

Partnerships with educational institutions, the library and other non-profit organizations can help promote a culture of life-long learning, encouraging residents to pursue their interests and realize success in Matteson itself. Matteson is fortunate to be the home of the Prairie State College Matteson Area Center (MAC) which hosts workshops and offers certificate programs. The entrepreneurship certificate program is a 16-credit track covering the basics of business, bookkeeping, management, and marketing.

Prairie State is a critical resource for workforce development. Prairie State's training and degree programs are well respected among regional employers, allowing them to build strong partnerships within industries and create internship and apprenticeship programs for students which often employ students upon graduation. By maintaining close contact with regional employers, Prairie State ensures their programs and training provide students with the hard and soft skills needed to succeed in their chosen industry. Prairie State organizes employee readiness programs to help new entrants to the workforce with skills to ensure success in the workplace and stable employment.



Source: Matteson Historical Society

GOAL 3: REVITALIZE HISTORIC MATTESON DOWNTOWN

Matteson's Historic Downtown commercial area has maintained its quaint feel but needs enhancements to make it shine again. Home to several long-standing businesses, the primarily residential area boasts a variety of architectural styles built on a traditional street grid, making it one of the most walkable neighborhoods within the Village. With the Old Plank Road Trail (OPRT) running through the downtown and the Matteson Metra Station located just off Main Street, Historic Matteson has all the elements of highly sought-after places to live and unwind.

To achieve revitalization, the policies for the downtown area are three-fold:

POLICY 1: SUPPORT DEVELOPMENT TO INCREASE LOCAL DEMAND FOR BUSINESSES AND METRA

The preservation and revitalization of small downtown's such as Historic Matteson is reliant on creating a unique niche among other commercial districts. Matteson must double down on its assets and look for ways to create more demand in the immediate area and 'get on the map' regionally, as a regional treasure.

Strategy 1: Create incubator spaces for new businesses + entrepreneurs

Downtown businesses currently include a few restaurants, a bar, a convenience store, an auto repair shop and several barbershops/salons. However, several businesses have struggled to stay open in the area and there are several vacant storefronts. Using the same principals of larger shopping areas, the Village must promote business clusters to help downtown businesses garner greater attention and foot traffic. The Village could work with property owners to create incubator spaces for new businesses to encourage reoccupation which can also help reduce barriers for young businesses or startups.

Appropriate business types for this area would cater to residents/families, commuters, trail users, and youth. Destination restaurants have also been known to thrive in downtown locations like this given their unique character and walkability. Additional complementary businesses could include a bicycle/repair shop, café/ coffee shop, bakery, boutique fitness, pharmacy/soda shop and youth-oriented businesses or organizations. Encouraging additional businesses where people can either linger or pick something up quickly, cater to trail users, commuters, residents and youth alike.



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus-DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Strategy 2: Encourage alternative use / redevelopment of the western Metra commuter parking lot

With diminished demand for commuter parking, the western Metra parking lot could be repurposed or redeveloped, and could be a catalyst for change in the downtown. The 1.3-acre site is privately held and functions solely as a parking lot for Metra with a total of 68 spaces. However, the lot could be activated in the short term as a location for open air events, fairs or a farmer's market. While there is a fee, the lot can also help absorb additional parking demand for downtown businesses which require extended parking, such as restaurants. In the longer term, redevelopment of the site could create opportunities for new businesses or additional residential units in the downtown.

Strategy 3: Support residential maintenance and new development, including options suitable for seniors

Housing in the downtown area primarily includes single-family homes, a few condominium and small multi-family buildings of compatible bulk and design and tends to be older, in some cases over 100 years old. Over time, it is likely that more homes will need significant upgrades. The majority of structures in the downtown area have

been well maintained, though there are some residential structures which shows signs of significant neglect and may need to be demolished.

Vacant lots in the area are few at the writing of this plan, however, even small clusters can create a stark contrast in a neighborhood that is otherwise full of structures. The Village can explore the creation of programs or grants that can support homeowners maintain their homes Village-wide. The Village will need to pay close attention to indications of destabilization in the area during the life of this plan, including:

- Deteriorating, vacant homes unsafe for habitation
- Increasing property maintenance issues
- Homes with delinquent taxes
- Number of homes in foreclosure

The Village must also consider the development of housing types in the downtown that would appeal to seniors who no longer wish to or cannot continue living in their homes as many are multiple stories and require significant yard maintenance. The cost of maintaining older homes can also be costly and difficult to manage for seniors on a fixed income. The addition of housing types which are low maintenance and incorporate elements of universal design could help provide seniors an opportunity to stay age in place longer.

Aging in Place:

CMAP published the 'Aging in Place White Paper' in 2016, providing strategies and resources for communities looking to help more seniors age in their own homes. The follow strategies from the guide are intended to help maintain housing affordability for seniors:

- Offer property tax assistance
- Preserve and modernize federally-assisted senior housing
- Allow and promote the development of diverse housing types

Read More: <https://www.cmap.illinois.gov/documents/10180/74848/Aging+in+Place+White+Paper.pdf/94b4305c-4586-4bd3-acf1-e177194f8820?t=1472081577000>



POLICY 2: PRIORITIZE PRESERVATION AND BEAUTIFICATION OF HISTORIC MATTESON

Strategy 1: Implement and Expand Streetscape recommendations

In addition to building elements and architectural styles, streetscape helps maintain the cohesiveness of an area and creates a sense of place. The main roadways in the downtown are Main Street and 216th Street, each with average daily traffic counts (ADTs) of just over 3,000. These streets should continue to be treated as the primary “commercial corridors” that define the downtown. While both streets include residential uses, some above first floor commercial uses, enhancing the existing commercial character and streetscape elements further establish them as the gateways to the downtown.

The Village’s Streetscape Plan included strategic improvements and design guidelines to support a cohesive look and feel along Main Street. These guidelines are also appropriate for 216th Street between Main Street and Locust Street. Recommended elements include:

- Landscape screening for parking lots adjacent to the roadway
- Use of setbacks to create a streetwall effect, enhancing the pedestrian scale and walkability
- Enhanced street lighting with banners (ideally highlighting businesses)
- Streetscape furnishings – benches and trash cans
- On-street painted “sharrow” markers
- Well-maintained sidewalks, separated from the roadway with landscaping where possible
- Street trees and landscaping in the ROW (some landscaping areas along 216th have been replaced with asphalt)
- On-street parallel parking
- Enhanced pedestrian crosswalks (striping, inlaid pavers, or other design)



Source: <https://i.pinimg.com>



Source: <https://www.commarts.com>

AREA 6 ILLUSTRATIVE PLAN ROADWAY PERSPECTIVE



Area 4 Illustrative Plan



As noted in the Streetscape Plan, pedestrian crossing improvements at Maple Street and Main Street, such as a raised crosswalk, would enhance safety for trail users by creating greater visibility.

Strategy 2: Encourage the maintenance of historic structures

To maintain the downtown as a thriving business district, encouraging the maintenance of historic structures is key. Architectural design is as much an integral part of Historic Matteson as the long-standing businesses themselves. The use of design elements, such as the traditional barber’s pole, and the careful maintenance of structural façade elements, such as brackets and lintels, give the area an historic charm balanced with modern goods. Commercial structures are primarily located at intersections, creating visual nodes of activity. Given that the downtown is compact, the loss or deterioration of a single structure (or business) impacts both the visual perspective of the area and can exacerbate any perceptions of decline.

Historic Matteson embodies the story of how the Village came to be and grow in its historic structures. The Matteson Historical Society has led efforts to preserve and record Matteson’s history, including the designation of 12 local landmarks. Some have unfortunately already been demolished, but others remain in place with plaques identifying their role in history.

There are different types of historical landmark designations, each with different requirements and restrictions. For the long-term preservation of structures, the Village can pursue adding sites to the National Register of Historic Places which would make them eligible for special tax incentives that can be used for restoration. The descriptions of designation types below come from Landmarks Illinois.

Local Landmark: A local landmark is a designated property, building, site or structure that has been deemed important by a local governing body. It must meet certain criteria identified in a local historic preservation ordinance to be deemed eligible for designation as a local landmark or to be included in a local historic district.

National Historic Landmark: A national historic landmark is a historic place that holds national significance because it illustrates the heritage of the United States, according to the National Park Service. National Historic Landmarks, or NHLs, can be buildings, sites, structures, objects and districts. There are approximately 2,600 NHLs in the United States, 87 of which are in Illinois.

Figure 6.4: Local Landmarks

Name of Landmark	Location	Year Built
1. Matteson Village Hall	215 Locust Street	1897
2. Herman Stege House	3720 West 216th Place	1889
3. Maloni Tavern	3601 West 216th Street	1865
4 German American Bank	3610 West 216th Street	1904
5. Village Barber Shop	3612 West 216th Street	1896
6. Hahne Family House	3616 West 216th Street	1960
Dettmering’s Tavern	3616 West 216th Street	1880
7. Henry Gross Home & Harness Shop	3624 West 216th Street	1875
8. Malher Service Inc.	3627 West 216th Street	1914
9. Nortmeier House	3735 West 216th Street	1894
10. Zion Evangelical Lutheran Church	216th Place & Maple Street	1878
11. Matteson Public School	213th Place & Locust Street	1853
12. St. Paul Evangelical Lutheran Church	6200 Vollmer Road	1867
Siedan Prairie School	6200 Vollmer Road	1869

Source: Matteson Historical Society

National Register of Historic Places: The National Register of Historic Places is the official list of our country's historic buildings, districts, sites, structures and objects worthy of preservation. Properties on the National Register are primarily of state and local significance. The National Register was established as part of the National Historic Preservation Act of 1966 and is overseen by the National Park Service. A property must be listed on the National Register of Historic Places to be eligible for Federal Historic Preservation Tax Incentives program, a vital incentive for the rehabilitation and reuse of historic buildings. Learn more at the NPS website.

POLICY 3: ESTABLISH THE DOWNTOWN AS A DESTINATION

The Old Plank Road Trail is a regional recreational asset, but it also presents an opportunity for Matteson to give users a taste of the community and provide a place to rest and reenergize. The intersection at Main and Front Streets is an ideal location for placemaking enhancements.

Strategy 1: Use placemaking strategies to enhance the OPRT crossing at Main and Front Streets

A small but crucial first step in revitalizing the downtown is to enhance the area surrounding the intersection of Main and Front Streets. Placemaking strategies are effective ways to pique interest and encourage people to stop instead of passing through. These include the installation of art, signage, benches and bike racks, or holding events, just to name a few. The following ideas are specific to the area, many of which resulted from conversations with Old Matteson residents and business owners:

- The installation of gateway/wayfinding signage to identify the area as Historic Matteson.
- Consider restoring and relocating the caboose currently located in the parking lot at 3236 215th Street to the southeast corner at Main/Front St to build visual interest.
- Hold cultural events and/or a farmer's market in the western Metra lot
- Add a mural or other art installation to the underpass along OPRT on Front Street
- Consider adding a bike repair stand and bike racks
- Add a small snack stand to sell seasonal items, such as ice cream

Public Art

The Streetscape Plan called for the integration of public art, especially involving local artists and school districts in transforming streetscape elements. Examples include temporary or permanent installations, painted utility boxes, and creative bike racks and trash cans.



Strategy 2: Establish a community gathering place

Residents have noted the lack of a community gathering space and events that bring the Village together. For a variety of reasons, events that were held in Matteson in the past are no longer organized and have not been replaced. There are small gathering spaces in other parts of the community, including at Village Hall, and a proposed park space in the Market Square Crossing plan. However, Historic Matteson is an ideal location to establish a community gathering space that focuses on the Village's history and can help reinvigorate the downtown as a destination within the Village.

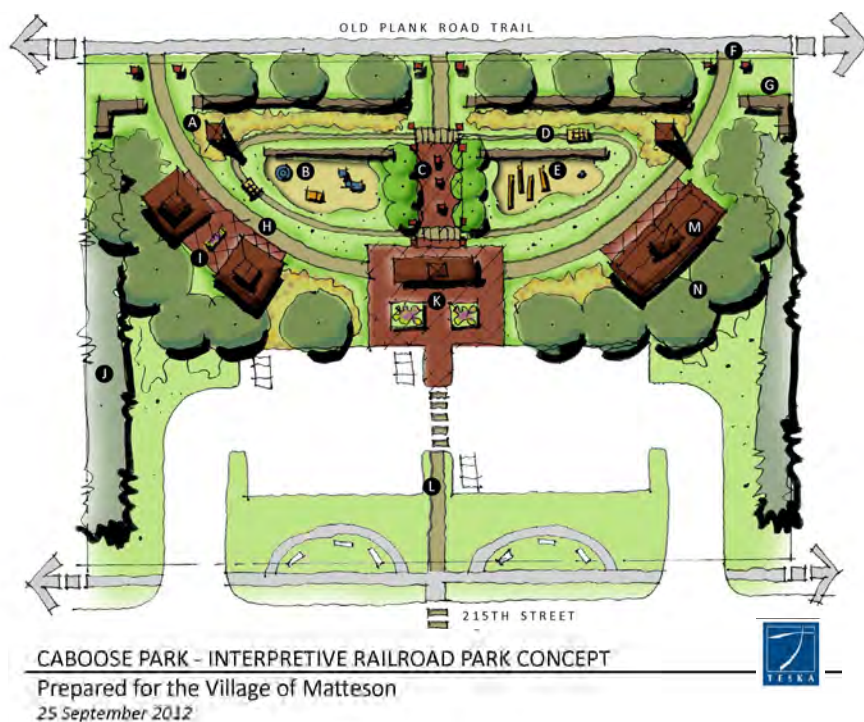
North of the former Village Hall along 215th Street, there is a parking lot with direct access to OPRT and an old caboose. The 1.27-acre lot has been reimagined in earlier planning efforts as a community park celebrating Matteson's heritage. In conversation with local residents, the restoration and relocation of the caboose to Front Street is preferable but the use of this site as a community gathering space is still highly desired.

GOAL 4: SUSTAIN A DIVERSE AND WELL-MAINTAINED HOUSING STOCK

One of the Village's major assets is housing – a wide variety ensures residents have the opportunity to stay in Matteson throughout their life stages. As the Village continues to pursue the development of new, quality housing options, it is equally important to ensure that the housing stock is well-maintained over time. Both property owners and the Village must continue to invest in maintaining the high quality of life that Matteson is known for, which includes maintaining open lines of communication with homeowners to understand needs as they evolve.

OBJECTIVE 1: PROVIDE A FULL RANGE OF HOUSING OPTIONS IN MATTESON

The attraction and retention of residents can often come down to housing – does the community have the type of home they need at a price they can afford? The Village offers a high quality of life for residents, but that can be easily diminished in importance if available housing options are a poor fit. The most recent estimates from the



Caboose Park Concept Plan

The 'Caboose Park' concept plan was prepared in 2012 as a result of visioning for the Historic Old Matteson area. Redevelopment for the site north of the old Village Hall on 215th Street continues to be a priority for revitalizing the Downtown area, further establishing the site as a community gathering space.

American Community Survey (2019) indicate that 74% of all housing units are single-family detached homes. Over 80% of all housing units have 3 or more bedrooms while just 3.2% of all units have 1-bedroom. Matteson must continue to pursue development of housing types which are fewer or nonexistent within the Village to maintain a diverse housing stock.

Strategy 1: Support the development of for sale and rental housing at a range of price points.

While price is determined to a large degree by materials and the cost of land, these are not the determinants of quality construction. The Village's role in maintaining a diverse housing stock is to encourage the development of enduring housing, for sale and rental, at a range of price points. The tendency of the housing market is to build (or redevelop) to achieve the highest return on investment. However, this tends to result in limited construction of starter homes and unsubsidized affordable units for households with lower incomes, resulting in greater housing choice at the top and few options at the bottom. This can hamstring young families and entry-level professionals from purchasing a home for several years, especially if they have additional debt like college loans.

Figure 6.5: Tenure by Household Income, units

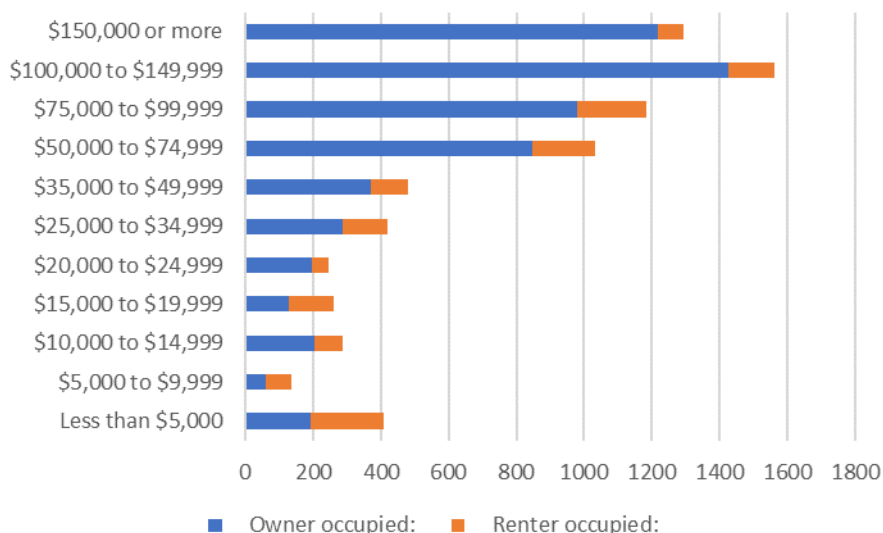


Figure 6.6: Tenure by Household Income, percent

	Owner-Occupied		Renter-occupied	
	%	Cumulative	%	Cumulative
Less than \$5,000	3%	3%	15%	15%
\$5,000 to \$9,999	1%	4%	5%	21%
\$10,000 to \$14,999	3%	8%	6%	27%
\$15,000 to \$19,999	2%	10%	9%	36%
\$20,000 to \$24,999	3%	13%	3%	39%
\$25,000 to \$34,999	5%	18%	9%	49%
\$35,000 to \$49,999	6%	24%	8%	57%
\$50,000 to \$74,999	14%	39%	13%	70%
\$75,000 to \$99,999	17%	55%	15%	85%
\$100,000 to \$149,999	24%	79%	10%	94%
\$150,000 or more	21%	100%	6%	100%

Source: American Community Survey, 2019 5-year estimates

Today, 80% of households in Matteson own their home. Home values range from under \$50,000 to well above \$1 million. However, with 31% of households earning less than \$49,999 per year, it is important for the Village to continue to seek new housing construction at a range of price points. ACS estimates in 2019 indicate that out of the total 5,905 owner-occupied units, only 14% are valued at less than \$99,000. Figure 6.5 shows the number of households by annual income, and there are far more homeowners at higher incomes than lower. Among all renters, 57% earn less than \$50,000 annually. These numbers are indicators that there is room for improvement to ensure that Matteson is a place not only to call home, but a place to own home for residents at all income levels.

Strategy 2: Promote the maintainance of existing housing units, especially naturally occurring affordable housing (NOAH).

Matteson has 100+ year old homes, brand new construction and plenty of units in between. Encouraging and supporting the maintainance of such a range of structures necessarily requires multiple approaches -- code enforcement, homeowner repair programs, first-time home buyer programs, and partnering with organizations such as Habitat for Humanity and regional land banks as needed, to name a few.

By far, one of the greatest barriers to home maintainance is housing cost burden. For all income levels, housing affordability is defined by the percentage of income

dedicated to housing costs, with 30% being the threshold when housing costs generally become a burden. These rates vary between homeowners and renters, though renters are commonly more 'cost burdened'. This is true for Matteson, where housing costs exceed 30% of household income for approximately 32% of homeowners with a mortgage, and 26% of households without a mortgage, yet 46% of renters. As housing ages, maintainance costs often increase and can be difficult to absorb by cost burdened households.

Doubling down on efforts to keep the housing stock well maintained helps ensure that existing constructed units retain their value for as long as possible. A hallmark of the Matteson community is the availability of quality housing options in an attractive and comfortable environment. With more units in good condition, the Village will be better able to retain this key aspect of its marketability. Units with fewer amenities or luxury finishes tend to lose their value more quickly in the market, creating what is referred to as 'naturally occurring affordable housing' (NOAH) units. Promoting housing maintainance generally ensures that existing NOAH units are preserved.

While it is common to think of only apartments as rental units, single-family homes, townhomes, and condominiums are also commonly rented out by the homeowner today. This makes code enforcement and home maintainance assistance programs even more important - whether a home is owned or rented by its inhabitants, keeping that home in good condition benefits everyone.



OBJECTIVE 2: ENHANCE MOBILITY AND ACCESS TO COMMUNITY PARK + TRAIL AMENITIES

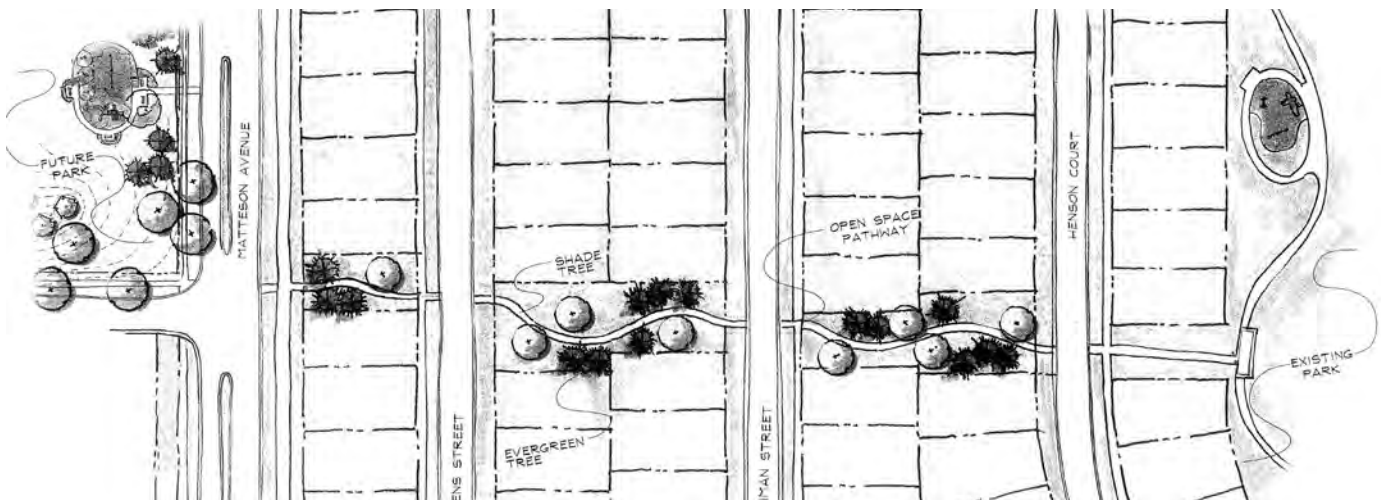
While Matteson began as a compact and walkable community, it is now bisected by both US-30 and I-57, creating quadrants that are difficult to cross safely or efficiently in anything but a car. This Plan underscores the Village's commitment to creating Complete Streets and enhancing networks for walking, biking and public transit. During the lifetime of this Plan, the Village of Matteson hopes to enhance mobility throughout the community, but especially between residential and commercial uses.

Policy 1: Enforce Complete Streets Ordinance.

Since the Complete Streets ordinance was just adopted in the fall of 2020, the community has yet to experience the effects of that ordinance to a large degree. As developments and planned roadway improvements occur over the next few years, enforcement of the ordinance will be key to transformations in the Village.

Policy 2: Promote on-site walking trails and connections to trails where possible.

Thankfully, complete sidewalk networks within residential subdivisions have largely become the norm. The next step towards better walkability is to promote on-site walking trails and connections to trails, including those in nearby parks. The Brookmere neighborhood serves as a good example of this, with an open space corridor connecting to two park areas, one with an on-site trail. The development also has a 10-foot path along the collector roadway, allowing for connections to existing sidewalks and future trails.



The Brookmere Subdivision plan include an open space corridor running midblock between homes leading to an on-site trail and open space area. Source: Village of Matteson

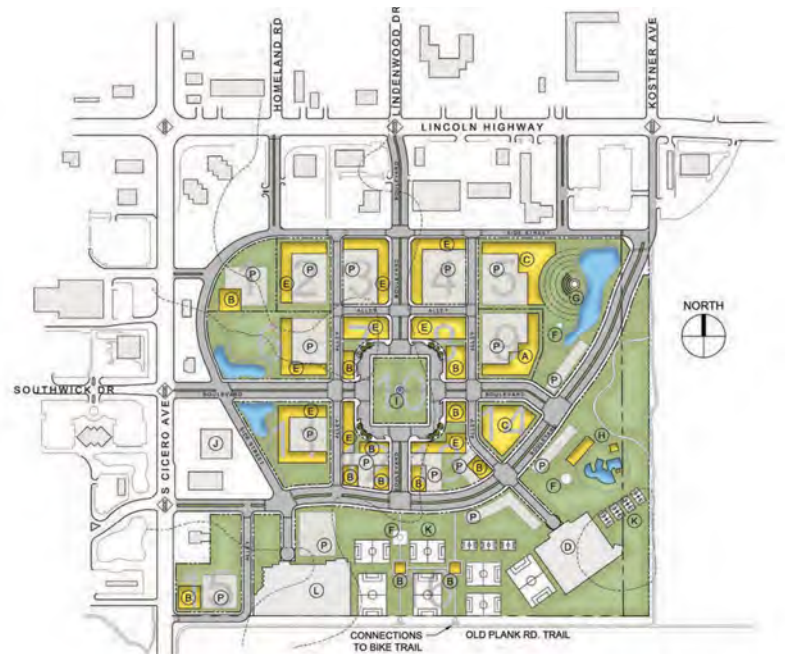
Policy 3: Encourage Mixed-Use development with residential components.

Traditional suburban residential subdivision design is fraught with barriers to creating more walkable environments with efficient pedestrian connections to nearby commercial uses. The best-case scenario for existing neighborhoods is to focus on retrofits, such as adding multiuse paths/trails and completing sidewalk gaps.

Encouraging mixed-use development with residential components is the second best-case scenario to enhancing mobility and access to parks and trails. Mixed-use development requires well thought out circulation and site design to accommodate higher foot and auto traffic stemming from more intense land use. When combined with residential units, there is greater incentive to design for greater walkability, connections between uses and to trails, and shared open space. The Future Land Use Plan identifies two main areas for mixed-use development, 1) surrounding Village Hall and 2) the former Lincoln Mall area. Current plans to implement the Market Square Crossing plan at the former mall site exemplify this policy, with a planned community park area and connections to the Old Plank Road Trail.



MARKET SQUARE CROSSING



*Broker is using information provided by the property owner and does not certify as to its accuracy. This information is subject to possible errors, omissions, changes of price and withdrawal without notice.

- | | |
|------------------------------|---------------------------------------|
| (A) CHILDRENS MUSEUM | (H) AQUATIC CENTER |
| (B) OUT LOT | (I) FOUNTAIN |
| (C) REC / ARTS / PAC | (J) POTENTIAL REUSE AS CHILDREN'S REC |
| (D) J.C. PENNEY | (K) ATHLETIC FIELDS |
| (E) MIXED USE / MULTI-FAMILY | (L) RESEARCH / TECH CENTER |
| (F) COMFORT STATION | (P) PARKING |
| (G) OUTDOOR PERFORMANCE AREA | |



Source: Market Square Crossing Brochure



The Prairie State College Matteson Area Campus (MAC) which was upgraded in 2020

Chapter 7

COMMUNITY FACILITIES

The Village of Matteson has been well known as a regional shopping destination but has grown up to be a place for families and community. The success of the Village is due in large part to quality and efficient services that care for life-safety needs such as fire and police protection, and social needs, such as recreational activity and opportunities for social connection. Matteson's community institutions play an integral part in creating a high quality of life for residents, young and old. This chapter identifies the strengths and successes of these institutions and highlights their aspirations and what is necessary to continue to offer the Matteson community quality programs and services.

POLICE DEPARTMENT

The Matteson Police Department is located at 20500 S Cicero Avenue. The facility is in good condition and could support expansion if needed in the future. The department is heavily focused on transparency and accountability with citizens and works to build a trusting relationship through informal gatherings and workshops, such as a monthly senior triad program. The department has invested in recent years in body cameras and has staffed a civilian social worker since 2008.

Uniform Crime Reporting (UCR) indicates that Matteson is generally a safe community, though crime does happen. The department focuses on deterring crime where possible and continues to seek advanced technologies that assist the force in policing smarter, such as license plate readers that help detect stolen vehicles.

The department has found that staffing levels (approved in 1997) are no longer adequate given population growth and increased call volume. Major traffic incidents are common along Lincoln Highway and Cicero Avenue which can often tie up all on-duty officers. With additional developments underway in western Matteson, including the Alexi Senior Living and Amazon facilities, call volume is expected to increase further. The department needs additional staff with competitive compensation to ensure the department is able to attract highly qualified and reliable staff.

FIRE DEPARTMENT

The Fire Department currently operates two stations, one located at 21113 S Dettmering (near 211th Street in east Matteson) and the other at 1015 Central Avenue (near Lincoln Highway I west Matteson). The department is well staffed with trained personnel and a current ISO rating is 4, though the department is currently making some updates that will hopefully increase the rating to a 3. Ultimately, the goal is to reach an ISO rating of 2.

Due to significant budget constraints for several years, the Department's fleet of fire trucks have aged considerably and warrant replacement as soon as possible. While both stations have reached their capacity to manage call volume, the western station is the busiest station. New development in western Matteson will only increase the call volume, therefore a new facility is needed as there is little room for expansion of the existing western facility. The western station building also requires \$150,000 in upgrades. A new station close to Vollmer could be an appropriate new location to ensure that response times are maintained.



Matteson Community Center



Matteson Firefighters in action, date unknown

Source: Matteson Historical Society

RECREATIONAL SERVICES DEPARTMENT

The Matteson Recreational Services Department oversees the Matteson and Oakwood Community Centers, four athletic fields and outdoor tennis and basketball courts, six park pavilions and a fieldhouse.

The Matteson Community Center is co-located with Colin Powell Middle School at 20600 Matteson Avenue. The facility offers members a gym with equipment, fitness and aquatics classes, youth programs ranging from dance to chess to gardening, and coordinates community workshops and special events. The facility is in great condition and the Department is working to expand the reach of the Center beyond the Village.

The Oakwood Community Center is located next to the Matteson Library and Oakwood Park at 4450 Oakwood Lane. The center houses multi-purpose meeting rooms available for rent. The center has been used in recent years to house the Work-study Enterprise Homework headquarters and the Matteson Summer Camp. However, the facility is outdated, and the department would like to consider opportunities to upgrade or replace the facility to better cater to the community's needs.

The Fieldhouse in adjacent Memorial Park is an enclosed facility available for rental. The facility can accommodate 40-50 people for small gatherings and events. However, the facility is outdated and in need of repair or replacement.

PUBLIC LIBRARY DISTRICT

The Matteson Area Public Library is located at 801 School Avenue, adjacent Oakwood Park and Oakwood Community Center. The library's principal goal is to provide access to resources for continuing education, through print and digital materials and community events and workshops. The library also offers photocopying, faxing, notary and passport and voter's registration services. The library maintains partnerships with local schools and seeks additional partnerships with other organizations, such as the Museum of Science and Industry in Chicago.

The library had intended to relocate to a larger facility, though financial constraints resulted in an expansion of the existing facility instead. While the facility has meeting room space available, the library would like to be able to offer more dedicated public meeting space to reduce conflicts with library programming. With the elimination of late fines in 2020, the library anticipates a short-term loss of revenue.

RELIGIOUS INSTITUTIONS

The Village is home to numerous religious institutions, including some that host several thousand attendees at weekend services. Locations are spread throughout the community and represent a variety of religions. While these uses are tax exempt and represent 2% of land within the Village, they draw in visitors from the wider region, creating opportunities to share all that Matteson has to offer.

SENIOR SERVICES

A number of services targeted for seniors (55 and up) are organized by Rich Township. These include transportation to stores and appointments, social activities, in-home services such as light housekeeping and laundry, meal delivery service, computer classes among others.

The Township organizes services and activities in Matteson and neighboring communities, providing opportunities for Matteson residents to interact with others in the region.

COMMUNITY EVENTS

While Matteson has historically held a number of events, celebrations and festivals, there are fewer today than in the past. The Village would like to expand community events and celebrations, especially events in the winter, such as ice-skating at Village Hall. Such events and gatherings would create opportunities to create greater community cohesion.

EDUCATION

Education is a fundamental right of everyone in the community. Education plays a critical function within the Village by providing individuals the opportunity to meet their potential. The Village has a symbiotic relationship with the schools and library. Actions by any of these entities have an impact on the quality of life of the residents.



Sound balanced municipal development policies provide the school districts and library districts with a quality tax base from which they fund their programs. Quality schools and the library increase the desirability of the Village as a place to work and live, in turn increasing funding to the Village, School Districts and Library district.

As growth and development continue to occur within the Village and the surrounding communities there will be the need to expand and update school facilities. It is important that the Village and the school districts receive additional funding from land/cash ordinances as a result of new development to compensate the districts for new students. Through cooperative efforts by the school and library districts, the Village, the State and private developers, the high-quality educational services that are in the Village can be maintained and enhanced.

SCHOOL DISTRICTS

The Village of Matteson is served by three districts:

Matteson School District #162 operates six schools with classes ranging from Pre-Kindergarten through Eighth Grade, serving portions of Matteson, Richton Park, Olympia Fields, and Park Forest. Current enrollment is around 1,800 though has reached as high as 2,200. All District #162 Schools have Commendable Designation, indicating that there are no underperforming groups.

In Fiscal Year 2020, District spending was on average \$15,000 per student. It is worth noting that 75% of all students served are low-income.

Elementary School District #159 operates five schools with classes ranging from elementary to the eighth grade, serving Matteson, Richton Park, Frankfort, and Tinley Park. Current enrollment is just under 2,000 students. All District #159 Schools have Commendable Designation with the exception of Colin Powell Middle School which has a Targeted Designation. A Targeted Designation indicates that one or more student groups are underperforming. In Fiscal Year 2020, District spending was on average \$16,000 per student. It is worth noting that 72% of all students served are low-income.

Rich Township High School District #227 operates two campuses, a STEM Campus in Olympia Fields and a Fine Arts and Communications Campus in Richton Park serving Country Club Hills, Olympia Fields, Matteson, Richton Park and Park Forest. Current enrollment is just under 2,000 students between the two campuses. Matteson students attend the Richton Park campus until they determine which track (STEM or Fine Arts) to complete. All District #159 Schools have Commendable Designation. In Fiscal Year 2020, District spending was on average \$24,000 per student. It is worth noting that 75% of all students served are low-income.

Figure 7.1: School District Educational Trends

District	Level	Designation(s)	Average Spending per Student	Low-Income Students	Graduation Rate (4-year)
Matteson School District #162	Pre-K to 8th Grade	Commendable	\$15,000	75%	n/a
Elementary School District #159	Elementary to 8th Grade	Commendable, Targeted (Colin Powell Middle School)	\$16,000	72%	n/a
Rich Township High School District #227	9th to 12th	Commendable	\$24,000	75%	82%

Source: Illinois Report Card

Regarding graduation, the District has an 82% graduate rate (4-year rate), slightly lower than the State (88%). Students have access to early college coursework, with around 30% enrolling in Advanced Placement (AP) and/or Dual Credit (DC) courses. Around 20% of students attend Illinois Community Colleges, though around half enroll in remedial courses (43% of students in the State). These figures underscore the need to continue to ensure youth in Matteson have access to educational support programs in the community.

PRAIRIE STATE COLLEGE

While the main campus of Prairie State College (PSC) is located in Chicago Heights, Matteson is fortunate to be the home of an additional satellite campus, the Matteson Area Center located at 4821 Southwick Drive. The Matteson Area Center (MAC) offers a variety of personal and professional non-credit classes, seminars and workshops. Most students that enroll at MAC complete certificate programs that assist them in entering new careers. The Center is a strong community partner and has helped summer STEM kids camps, free seminars on a variety of topics, including Medicare. The MAC partners with Matteson Library to cross-promote and coordinate events, such as Earth Day. The MAC recently underwent facility upgrades, including new lighting and signage and continues to be adequate for programming needs.

Beyond traditional coursework, Prairie State College collaborates with regional employers in a variety of industries to ensure students have internship and apprenticeship programs. PSC also offers career readiness programs to prepare new workforce entrants for success. In recent years, Healthcare and Real Estate courses have had the highest enrollment and continue to increase in popularity.

Recommendations:

GOAL 1: MITIGATE OR ELIMINATE SOCIAL, ENVIRONMENTAL AND ROADWAY FACTORS WHICH CREATE UNSAFE CONDITIONS.

- ✓ Improve the design and function of major regional roadways to increase safety for all users.
- ✓ Identify concerns and needs specific to seniors to support aging in place.

GOAL 2: STRENGTHEN RELATIONSHIPS BETWEEN THE VILLAGE AND COMMUNITY INSTITUTIONS.

- ✓ Support collaborative programming and strategic partnerships between Village Departments, educational facilities and community organizations to serve the evolving needs of Matteson residents.
- ✓ Enhance opportunities for cross-promotion to better market services and use available space effectively.

GOAL 3: ENSURE PUBLIC SAFETY AND SUPPORT SERVICES NEEDS ARE MET.

- ✓ Identify existing and projected personnel and equipment needs and potential revenue sources.
- ✓ Create a strategic plan to address the personnel and equipment needs for Village departments.



Chapter 8

IMPLEMENTATION

This Comprehensive Plan examines Matteson considers many factors both within and outside of the Village that contribute to its future. The vision outlined in this plan will require commitment, time, energy, and financial resources to achieve. This chapter offers suggestions on key efforts, partnerships, resources, and priorities to take the plan from vision to reality.

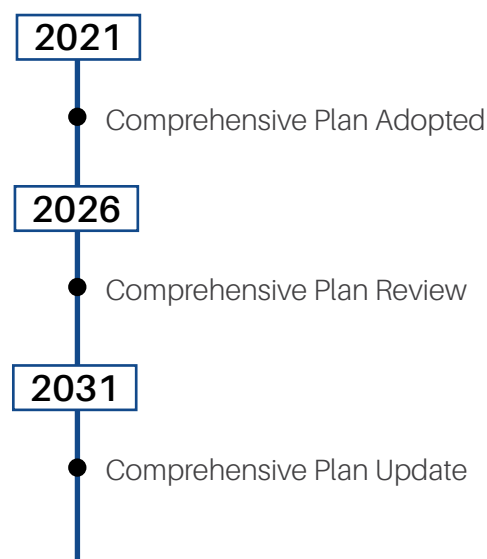
A Living Document

The Comprehensive Plan should be a living document – one that is used regularly to guide growth and development, and one that is updated periodically to respond to changing conditions.

The plan should serve as:

- A key reference when planning and reviewing development proposals
- A guide for future growth and development for capital facilities planning, both for the Village and for other local taxing bodies
- A tool to guide grant applications for park, mobility, infrastructure, and other capital improvements

The Comprehensive Plan should be reviewed annually by the Planning Commission to track progress and identify areas that need to be adjusted based on changing conditions in and around Matteson. It is recommended that the plan undergo a more thorough review every five years and be updated at least every ten years.



Relationship to Municipal Development Regulations

The Village has several regulatory tools that are used to help implement the vision outlined in the Matteson 2040 Plan. Primary tools include zoning and subdivision regulations. The Village's zoning ordinance has been updated overtime and is generally a sound tool for managing the use of land. Zoning districts are generally appropriate to allow for the types of development envisioned in the Comprehensive Plan. A few areas to consider for review include:

- **Review and possible reduction of parking requirements** – Current planning trends focus on reducing parking requirements to reduced pavement and run-off while either providing additional open space or enhancing the economic utilization of property. Opportunities for shared parking, where uses with varying peak parking demand can share spaces, should also be incorporated. While the code does have a provision for joint parking, it does not currently allow for a reduction in required parking to accommodate varying peak parking demand.
- **Update sign regulations** – The Village's sign code should be reviewed and updated to be content neutral – meaning the Village can regulate size and placement of signs but should generally not regulate the sign message.
- **Alternative Energy** – The code should be updated to integrate solar, wind and other forms of small energy systems as permitted accessory uses.
- **Illustrations** – Adding illustrations to clarify definitions, setback and parking requirements would make the code easier to use.
- **Home Occupations** – An update of the code to better address home occupations would help to support local entrepreneurship while maintaining neighborhood integrity.
- **Landscape Regulations** – Landscape regulations should be reviewed and updated, particularly reviewing the list of approved material to remove trees subject to pest infestation such as Green Ash.

AMERICAN LEGAL
Publishing Corporation

IL > Matteson > Matteson, IL Code... > MATTESON, ILLINOIS CODE OF ORDINANCES

**MATTESON, ILLINOIS
CODE OF ORDINANCES**

2020 S-1 Supplement contains:
Local legislation current through Ord. 4418, passed 5-18-2020; and
State legislation current through 2020 Illinois Legislative Service, Pamphlet No. 2

The Village of Matteson, like most other communities, now provides Village ordinances online. This format is easier to use and update in many cases. While the code currently does not include many illustrations, they can be added just as easily as other updates..

Partnerships

Given limited resources, partnerships are essential to achieving the bold vision outlined in the Matteson Comprehensive Plan. The Village has a strong history of successful partnering between governments, residents, and other local organizations to achieve common goals and objectives. Enhancing and building upon this track record of successful partnerships will be essential in plan implementation. Many of these critical local, regional, and state partnerships are summarized in the table below, and in the Implementation Guide at the end of this chapter.

- **Local** - Staying connected and maintaining transparency with residents and businesses seems intuitive but is critical to moving the community forward. E-newsletters, active use of social media, periodic surveys, and town hall meetings are all great ways to share information and gain insights into important community decisions.
- **South Suburban** - There are many excellent regional resources available to the Village of Matteson in the South Suburbs, and the Village has a strong history of connecting to these resources.
 - **Shared Services and Purchasing** - One way that communities are exploring is through shared services and purchasing. For example, smaller communities can share services of certain staff positions like human resources or purchasing, or public works equipment to have funds and obtain access to enhanced services. Joint purchases for common items like road salt, gravel, or other commodities can often be done jointly between governments to save each a little money. CMAP has some good resources on this concept: https://www.cmap.illinois.gov/updates/all/-/asset_publisher/UIMfSLnFfMB6/content/shared-services-can-strengthen-local-governments-response-to-covid-19
- **Joint Planning and Economic Development Initiatives** - Another great partnership approach that Matteson has frequently tapped into is for regional planning efforts. A current example is the Transportation Alternatives Study currently underway with RTA, and the Village's of Matteson, Richton Park and Park Forest.
- **Legislative Issues** - Partnership in the South Suburban Mayors and Managers Association (SSMMA) and other south suburban organizations is a great way for the Village to address issues of regional importance.
- **Metropolitan and State** - Often, these agencies offer grant programs that Matteson can tap to address local needs.

Jul 16, 2020

Shared services can strengthen local governments' response to COVID-19

Service-sharing initiatives have proven to be effective tools for local governments looking to save taxpayer dollars and improve efficiency. More communities in northeastern Illinois may want creative service-sharing arrangements with their neighbors as the COVID-19 pandemic continues to disrupt the economy and vital revenue sources.

In [Lake County](#), smaller municipalities with limited capacity have expanded agreements with the county's Planning, Building and Development Department to cover additional inspection services. Communities also have shared services to maximize purchasing power and save money, such as jointly buying road salt in bulk to better prepare for the region's notoriously harsh winters. Jointly procuring supplies and sharing emergency dispatch services were the most commonly shared services among 117 municipalities in the region, according to a [2015 survey by CMAP and the Metropolitan Mayors Caucus](#).

Source: [CMAP](#)

Annexation

There are several areas shown on the Future Land Use Map for Matteson (page 33) that are not currently incorporated into the Village. While most of these areas are currently vacant or used for agriculture, some have already been developed under County and Township jurisdiction. These properties could ultimately be annexed into the Village of Matteson, annexed into a neighboring community, or remain unincorporated. When a municipality surrounds an unincorporated area, there is a provision in the Illinois Statutes that allows the municipality to forcibly annex the property. However, in most cases annexation is done through a voluntary process wherein the municipality and property owner or owners enter into an annexation agreement that outlines how services will be provided to the property, appropriate zoning, and other relevant details.

There are six (6) key areas around or within the existing Village limits which may be appropriate for annexation into the Village. These areas are highlighted in the map below and the table on the following page. All acreages provided are approximate.

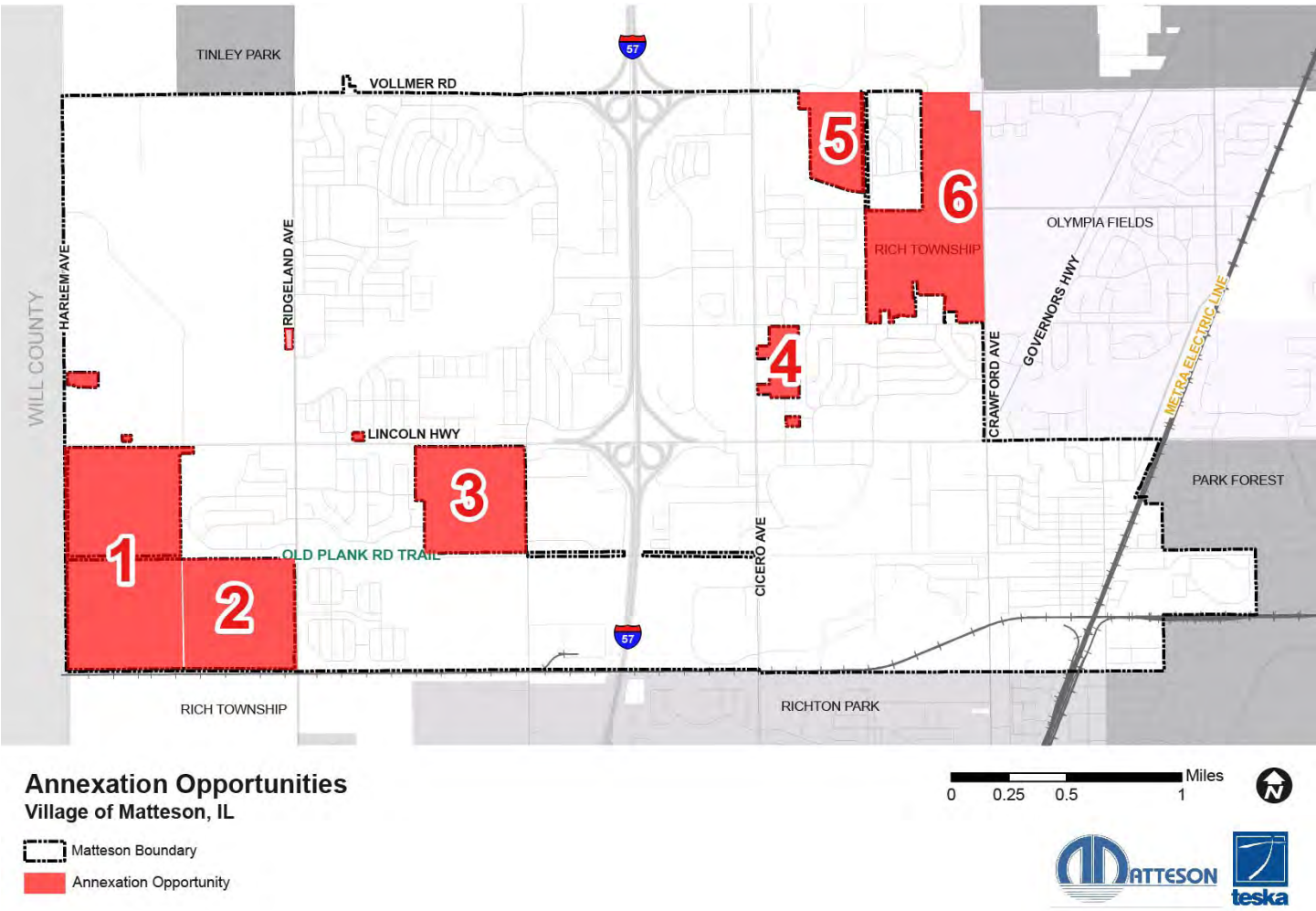


Figure 8.1: Annexation Opportunities

Map Location	Description	Existing Land Use / Proposed Land Use	Notes
1	320 acres East of Harlem, south of Lincoln Hwy.	Agriculture and ITW/ Flex, industrial and some limited residential	High priority annexation area – explore establishing boundary agreement with Frankfort at Harlem
2	160 acres south of Old Plank Road Trail, west of Ridgeland Avenue	Timber Ridge Manufactured Home Park / Manufactured Homes	Low priority area for annexation due to limited tax base
3	136 acres south of Lincoln Highway and west of Central	Agriculture / Flex with some limited residential transitioning to the west	High Priority for annexation given proximity to I-57
4	28 acres along Homeland Road	Mostly single-family homes / Commercial along Cicero and single-family along Homeland Road	Residents in this area should be surveyed to evaluate interest in annexation. If there is interest, a Fiscal Impact Study is recommended to evaluate the cost of providing municipal services to this area vs. the potential property and other tax revenue that would be received if annexed into the Village. This area is surrounded by the Village and could be force-annexed.
5	60 acres south of Vollmer Road and east of Cicero Ave.	Agriculture / Residential	Moderate priority annexation area
6	216-acre Crawford Countryside Area in Rich Township	Single-family residential / Single-family residential	Residents in this area should be surveyed to evaluate interest in annexation. If there is interest, a Fiscal Impact Study is recommended to evaluate the cost of providing municipal services to this area vs. the potential property and other tax revenue that would be received if annexed into the Village. This study should also examine partial annexation as it may be advantageous to the Village to annex some but not all the area.

Matteson 2040 Partners

LOCAL

- ✓ Residents and Business Owners
- ✓ Homeowners Associations
- ✓ Matteson Area Public Library District
- ✓ Community Churches
- ✓ Matteson Historical Museum
- ✓ Local businesses

SOUTH SUBURBAN

- ✓ South Suburban Mayors and Managers (SSMMA)
- ✓ Chicago Southland Economic Development Corporation (CSEDC)
- ✓ Chicago Southland Convention & Visitors Bureau
- ✓ Chicago Southland Chamber of Commerce
- ✓ Chamber 57
- ✓ Village of Frankfort
- ✓ Village of Richton Park
- ✓ Village of Park Forest
- ✓ Village of Olympia Fields
- ✓ City of Country Club Hills
- ✓ Village of Tinley Park
- ✓ Rich Township
- ✓ Matteson School District 159
- ✓ Matteson School District 162
- ✓ Rich Township High School District 227
- ✓ Prairie State College
- ✓ Old Plank Road Trail Management Association

METROPOLITAN + STATE

- ✓ Illinois Department of Transportation (IDOT)
- ✓ Illinois Department of Natural Resources (IDNR)
- ✓ Illinois Department of Commerce and Economic Opportunity (DCEO)
- ✓ Chicago Metropolitan Agency for Planning (CMAP)
- ✓ Regional Transportation Agency (RTA)
- ✓ Pace Suburban Bus
- ✓ Metra Commuer Rail
- ✓ Cook County Forest Preserve District

Resources

Funding a vision is always a challenge, whether that vision is for a home improvement project or development of a park improvement or other municipal facility. The Implementation Guide highlights several potential funding sources to supplement more traditional municipal funding sources. Many of these sources are grant programs that offer financial assistance to local governments. Key resources are summarized in the following table.

Illinois Transportation Enhancement Program (ITEP)

As it relates to plan recommendations, the ITEP program can potentially assist with funding for:

1. Pedestrian/Bicycle Facilities
2. Streetscapes
3. Historic Preservation and Rehabilitation of Historic Transportation Facilities

This program is administered by IDOT with funds primarily coming from Federal sources. The program typically requires a 20% local match, meaning 80% of the final engineering and construction costs are covered by the grant. With the potential for an 80% match, this program is highly competitive but also one of the best programs available to fund projects that can enhance the character and uniqueness of a community.

<http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

IDOT Traffic Safety Grants - IDOT periodically has grant programs designed to improve traffic safety. While there were no active programs at in early 2021, new programs are anticipated in 2022 and can be found here: <https://www.idot.illinois.gov/transportation-system/safety/grants/index>

Safe Routes to School (SRTS) - The Illinois Safe Routes to School Program (SRTS) has been administered by the Illinois Department of Transportation (IDOT). SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. The program has three main goals:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and

To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of both public and private primary and middle schools (grades K-8).

The Illinois Safe Routes to School Program providing funding for both infrastructure improvements to the physical environment, as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities, and non-profit organizations. Projects may be organized on a variety of jurisdictional levels.

The Illinois SRTS Program elements include:

- Funding at 80% with a 20% local match
- 70% to 90% of the total allocated funds for Illinois will support infrastructure projects. 10% to 30% of funds will support non-infrastructure programs.
- Requires an approved Illinois School Travel Plan

Only those projects and programs included in the corresponding School Travel Plan are eligible for funding. Multiple projects may be applied for by a single Sponsoring Agency, using a single application.

School Travel Plans and funding applications are accepted only through an online application process.

<https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant requests are submitted through the Chicago Metropolitan Agency for Planning (CMAP). This is a federally funded program that is part of the surface transportation improvements designed to improve air quality and to mitigate congestion. It was created in 1991 as part of the Inter-modal Surface Transportation Efficiency Act (ISTEA). Eligible projects include pedestrian and bicycle facility projects, as well as transit improvements and traffic flow projects.

Projects are submitted for Northeastern Illinois through the CMAP Transportation Committee and then are reviewed by the Metropolitan Planning Organization Policy Committee, who approves a final program for funding. The Illinois Department of Transportation (IDOT) administers the program.

Website: <https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>



STP

The Surface Transportation Program (STP) provides flexible funding that is used by states and localities on any Federal-aid highway, bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program generally is eight (80) percent but is subject to the sliding scale adjustment. STP funds can be used for bicycle and/or pedestrian projects or elements of projects.

Northeastern Illinois is divided into eleven Councils of Mayors, which are allocated STP funding based on population for local transportation projects. Each Council oversees the planning and programming of these STP funds within their own region, and each has developed its own set of project selection guidelines.

All projects will be approved by the individual Council and then will be reviewed by the Chicago Metropolitan Agency for Planning (CMAP). All selected projects must be submitted to CMAP for inclusion in the region's Transportation Improvement Program (TIP).

For more information about the Council of Mayors, see the CMAP webpage <https://www.cmap.illinois.gov/committees/advisory/council-of-mayors/stp>

Illinois Department of Natural Resources Grants (IDNR)

Illinois Department of Natural Resources: IDNR administers Outdoor Recreation Grants-in-Aid programs. The programs, which are most relevant for bicycle and pedestrian projects include:

Bicycle Path Program – helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. Applications must be received by IDNR by March 1 of each calendar year when there is an active program. . The State also occasionally has other bike trail funding programs.

Information can be found here: <https://www2.illinois.gov/dnr/AEG/Pages/IllinoisTrailsGrantPrograms.aspx>

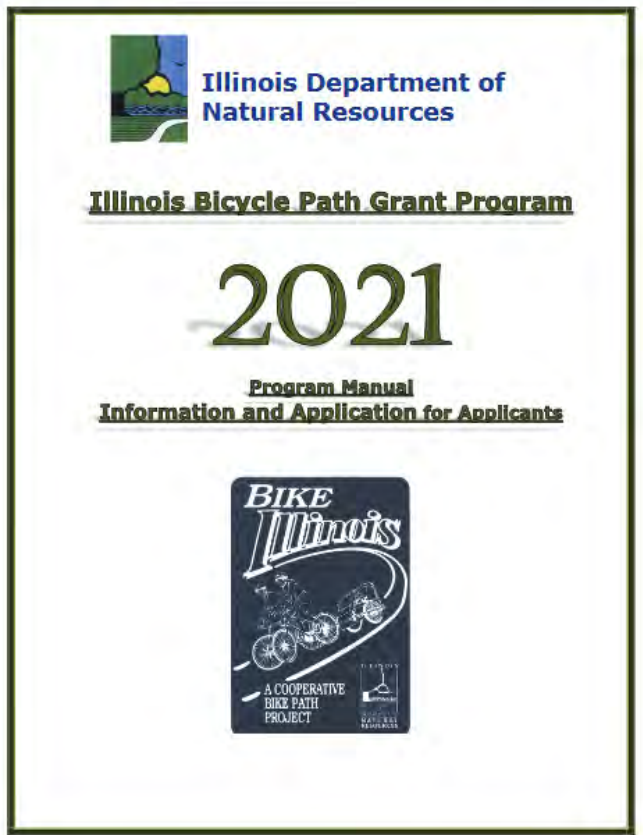
Open Space Lands Acquisition and Development (OSLAD), Land and Water Conservation Fund (LWCF), and Park and Recreational Facility Construction (PARC) -- the OSLAD and LWCF programs assist local government agencies in the acquisition and development of land for public parks and open space. Both programs have been used to fund bicycle/multi-use trail development. The PARC program provides grants to eligible local governments for park and recreation unit construction projects, including the acquisition, development, construction, reconstruction, rehabilitation, improvements, architectural planning, and installation of capital facilities such as buildings, structures, facilities, and land for park, recreational open space, and purpose. Applications are accepted between May 1 and July 1 of the calendar year. For more information see:

- PARC: <https://www2.illinois.gov/dnr/grants/Pages/PARC-Grant.aspx>
- OSLAD: <https://www2.illinois.gov/dnr/grants/Pages/OpenSpaceLandsAcquisitionDevelopment-Grant.aspx>

Illinois Department of Commerce and Economic Opportunity (DCEO)

The Illinois DCEO occasionally provide grants to local governments to help them in financing economic development projects, public facilities, and housing rehabilitation. Programs vary and can include programs focused on broadband access, job and skill training, and economic development planning. At times, they also offer programs that can assist in capital funding.

For a current list of available funding opportunities, see: <https://www2.illinois.gov/dceo/AboutDCEO/GrantOpportunities/Pages/default.aspx>



AARP LIVABLE COMMUNITIES COMMUNITY CHALLENGE

Through its Livable Communities initiative, AARP offers an annual challenge grant. Non-profits and local governments are eligible to apply. Applications for grant funding are due in April, and there are no set amounts for grant funding. Projects with the following criteria are acceptable for the application process:

- creating vibrant places;
- increasing connectivity, mobility, and transportation options;
- strengthening local housing and affordability; and engaging local citizens in these efforts.

Project priorities include permanent physical improvements, temporary demonstrations to implement long-term change, and innovative programming or services. Recent projects include the installation of benches and planters, decorative lighting, parklets, public art, and accessibility improvements.

The website link is provided below and includes important information about the grant application process and past successful projects.

<https://www.aarp.org/livable-communities/community-challenge/info-2020/2020-challenge.html>

AMERICAN EXPRESS FUTURE OF SHOPPING SMALL BUSINESS GRANT PROGRAM

Introduced in late 2019, this grant program is co-sponsored by American Express and the National Main Street Center. (Being an active Main Street member or local program is not required for application.) This \$10,000 grant is available to qualified small businesses as part of a competitive application process.

Businesses must have fewer than 100 employees and operate out of a physical location. Eligibility and program information can be found at:

https://higherlogicdownload.s3.amazonaws.com/NMSC/390e0055-2395-4d3b-af6081b53974430d/UploadedImages/Special_Projects/Future_of_Shopping_Small_Grant_Program_Terms_and_Conditions.pdf

LEVITT AMP GRANT/LEVITT FOUNDATION

The Levitt AMP grant provides matching funds for musical performance series in small to mid-sized communities. The Levitt Foundation considers several qualifiers in identifying finalists, including the quality of the venue and programming and outreach to all members of the applicant community.

The Top 25 finalists in each grant making cycle are subject to online voting. Applicants with the largest number of votes receive funding. The grant making process typically starts in July, concluding in September. The following link provides information about the grant and grant making process. Past Illinois winners have included Galva, Jacksonville, and Springfield.

Website: <https://grant.levittamp.org/levitt-amp-city-grant-awards/>

Implementation Matrix

Overview of Implementation Matrix

The matrix provides a review of all goals and recommendations in the plan, identifying partners, funding sources and a timeline. This matrix does not include an exhaustive list of partners and funding sources and should be used to communicate Village priorities as to new partnerships and funding opportunities arise.

Timeline Guide

Implementation of objectives require different amounts of time. The matrix indicates the anticipated timeframes for implementation of each objective:

S - Short Term – 3-5 years

M - Medium Term – 5- 8 years

L - Long Term – 8-10 years

--" recognizes ongoing policies

LAND USE

GOALS	OBJECTIVE/POLICY	Partners	Funding Sources	Timeline
Goal 1: Enhance Matteson's Gateways and regional corridors.	Implement recommendations for gateway design, landscaping and locations per the Streetscape Plan.	IDOT, CCDOT, Public Works	ITEP, Village	S/M
Goal 2: Build on Matteson's distinct identity through Residential and Commercial Development.	Enforce development and design standards to ensure new residential and commercial development maintains the same level of quality and cohesion.	Plan Commission, CD	n/a	--
	Encourage new development to include a mix of uses, including residential, commercial and recreational.	Developers, ED, CD	TIF, BD, Enterprise Zone (EZ)	--
Goal 3: Preserve & enhance access to nature and open space.	Dedicate additional land as parks to ensure that all Matteson residents have access to parkland within a half mile of their home.	Developers, CD	OSLAD, Corelands, Forest Preserve District	S/M
Goal 4: Preserve Historic Matteson as a Commercial center.	Encourage reoccupation of commercial space and expand business types in Downtown.	Property Owners, Downtown Businesses	Possible new TIF, CDBG	M
	Encourage infill residential development near the Matteson Metra Station.	Developers, Property Owners	Possible new TIF, CDBG	M/L

Key:

BD - Business District

CD - Community Development Staff

CDBG - Community Development Block Grant

ED - Economic Development Staff

EZ - Enterprise Zone

TRANSPORTATION

GOALS	OBJECTIVE/POLICY	Partners	Funding Sources	Timeline
Goal 1: enhance access to public transportation and expand service within Matteson.	Work with Metra and Pace to determine strategies to sustain or increase ridership and improve service of public transit.	Metra, Pace	Metra, Pace	M/L
	Support modifications to public transit routes and stops to encourage residents to use public transit for everyday trips and to help workers more efficiently reach their destinations or transit connections.	Pace, major employers (Amazon, etc.)	Metra, Pace	S/M/L
Goal 2: Encourage Active Transportation	Create a safe and uninterrupted pedestrian sidewalk network.	Public Works, IDOT, CCDOT, property owners	SRTS, Village, School Districts	S/M
	Create an uninterrupted trail system which connects to regional trail systems.	OPRT Commission, Cook County Forest Preserves, IDOT, CCDOT, Rich Township	IDNR, Village	M
	Establish new trails through existing open space and greenway corridors throughout the community.	Property Owners, Public Works	IDNR, Village	M/L
	Repair and enhance Preservation Path.	Rich Township	IDNR, ITEP, Village	S
	Expand supportive infrastructure for pedestrians and cyclists.	Public Works	IDNR, ITEP, Village	S

Key:

CCDOT - Cook County Dept, of Transportation

IDOT - Illinois Dept. of Transportation

IDNR - Illinois Dept. of Natural Resources

ITEP - Illinois Transportation Enhancement Program

SRTS - Safe Routes to Schools

ECONOMIC DEVELOPMENT

GOALS	OBJECTIVE/POLICY	Partners	Funding Sources	Timeline
Goal 1: Diversify and strengthen Matteson's tax base.	Redevelop the Former Lincoln Mall area as mixed-use.	Lord Companies, developers	TIF, business district (BD), special service area (SSA), Developers	S/M
	Pursue additional industrial development.	CSEDC	TIF, developers, EZ	S/M/L
Goal 2: Reduce commercial and office vacancies along US-30 and Cicero Avenue.	Promote modernization and continuous improvement of Matteson's shopping centers.	Property Management / Owners	TIF, BD	S/M
	Seek opportunities to mix residential and offices uses into commercial areas.	Developers	TIF, BD	M/L
	Collaborate with community partners to support start-ups and local businesses.	Prairie State College / Matteson Area Center, commercial/retail space property owners	n/a	S/M
Goal 3: Revitalize Historic Matteson Downtown	Support development to increase local demand for businesses and Metra.	Metra, local businesses	Possible Tax Credits	S/M
	Prioritize preservation and beautification of Historic Matteson.	Plan Commission	Possible Tax Credits	--
	Establish the downtown as a destination.	Village	Restuaranteurs, Vilage grants	S/M
Goal 4: Sustain a Diverse and Well-Maintained Housing Stock	Provide a full range of housing options in Matteson.	Developers, Over the Rainbow (ORT), IHDA, SSMMA	Developers	--
	Enhance mobility and access to community park + trail amenities.	IDOT, CCDOT, CC Forest Preserve, OPRT Commission	ITEP, IDNR, Village	M

Key:

BID - Business District

ED - Economic Development Staff

CD - Community Development Staff

CCDOT - Cook County Dept, of Transportation

IDOT - Illinois Dept. of Transportation

IDNR - Illinois Dept. of Natural Resources

COMMUNITY FACILITIES, SERVICES AND PROGRAMMING

GOALS	OBJECTIVE/POLICY	Partners	Funding Sources	Timeline
Goal 1: Mitigate or eliminate social, environmental and roadway factors which create unsafe conditions.	Improve the design and function of major regional roadways to increase safety for all users.	IDOT, CCDOT, Public Works	IDOT, CCDOT, Village	S/M/L
	Identify concerns and needs specific to seniors to support aging in place.	Generations at Applewood, Alexi Senior Development	IHDA grants, Village	S/M
Goal 2: Strengthen relationships between the Village and community institutions.	Support collaborative programming and strategic partnerships between Village Departments, educational facilities and community organizations to serve the evolving needs of Matteson residents.	Rich Township, Recreation Department, Matteson Library, Prairie State College, School Districts	n/a	--
	Enhance opportunities for cross-promotion to better market services and use available space effectively.	Rich Township, Recreation Department, Matteson Library, Prairie State College, School Districts	n/a	S
Goal 3: Ensure public safety and support services needs are met.	Identify existing and projected personnel and equipment needs and potential revenue sources.	Fire, Police, Finance	Village	S
	Create a strategic plan to address the personnel and equipment needs for Village departments.	Fire, Police, Finance	Village	S

Key:

IHDA - Illinois Housing and Development Authority