



Subarea Plans

1. INTRODUCTION

INTRODUCTION



LINCOLN HIGHWAY



INDIANAPOLIS BOULEVARD



JOLIET STREET

The Comprehensive Plan has identified three (3) corridors that require special attention due to their character, importance to the Town, or impact on the well being and welfare of the community as a whole. These corridors in the Comprehensive Plan are referred to as “Sub-areas.” (See Exhibit 12.) A “Subarea” is also a geographic district that public officials, property owners, merchants, and residents have expressed interest in because of its potential for new development or redevelopment. Data from the previous chapters of this Plan, as well as input from the Town, have been used in the delineation of these three (3) special districts which are listed below:

1. The US 30 (Lincoln Highway) Subarea
2. The US 41 (Indianapolis Boulevard) Subarea
3. The Joliet Street (Downtown) Subarea

This chapter describes and outlines a conceptual plan for each of the Subareas. A key objective of the Subarea Plan is to achieve the desired overall organization of land uses and amenities consistent with the desires of the community. Another objective is to establish a clear direction for the area in terms of land uses and future improvements. The following sections present a description of each of the Subareas, including their approximate size, location, existing zoning and land uses, and current development issues. In addition, each Subarea Plan will have a set of recommendations, which are specific to that area.

The Subarea Plans generally consist of two (2) different phases of development. The first phase is a detailed conceptual plan. This phase provides an overall direction for future land uses, size of development or redevelopment options, and opportunities. The second phase of a Subarea Plan contains a specific implementation schedule and provision of necessary tools to implement the Plan. Most notable among activities for this phase is the zoning update for the area. Other activities may also be included, such as land acquisition, establishment of an allocation area, or development of final plans for construction of the proposed improvements.

It is important to view the Subareas as the starting point for some of the issues that the Town faces. These include community appearance, transportation and congestion, land use and growth, and the long-term quality of life of the community. It will be imperative for the Town to take the recommendations of Subarea Plans and implement them in an orderly fashion to fully realize the potentials and take advantage of the opportunities.

2. US 30 (LINCOLN HIGHWAY) SUBAREA

The US 30 Corridor includes the approximately 5.2 mile portion of US 30 extending from Schererville’s eastern corporation line by Clark Road, west to western boundary of the Town near St. John Road, as well as the surrounding and abutting properties. The road spans the whole width of the Town and serves as the eastern and western gateways into and out of Schererville. The eastern section of US 30, beginning with the Norfolk-Southern railroad tracks, is a divided highway with a wide grass median. The arterial road has an average daily traffic of over 50,000 vehicles per day.

General Description

The US 30 Subarea contains a wide variety of land uses, including commercial offices and retail businesses, one (1) major railroad underpass crossing, institutional uses, and a mixture of residential uses (see Exhibit 13). As one moves from east to west, one could see large scale



commercial uses, small-scale businesses, used car dealers, residential conversions, and undeveloped land.

The overall development pattern along the corridor represents a variety of uses without a clear or distinct character. The exception is at the cross section of US 41, where a massive modern complex of suburban style retail development dominates three (3) corners, while the fourth, southeast corner has a mix of old and new development, with a truck storage yard occupying a large parcel of land. On this corner, Teibel's Restaurant remains as a long term icon for the area and the Town.

The land use along this corridor east of US 41 consists of commercial uses ranging from banks, office complexes, strip retail centers, small businesses, institutional uses, and a variety of old marginal and unattractive uses. There also remains a substantial number of vacant parcels that are suitable for development. Some of the vacant parcels are in a natural state, while others have been prepared for development. One of the largest vacant parcels is located immediately west of Burr Street.

The area around Harvest Drive primary consists of commercial uses with a neighborhood character, while further west most of the land is vacant or used for marginal uses, offering opportunities for redevelopment. A major use in this stretch is the Illiana Speedway, which occupies more than 50 acres on the south side of the road. Institutional uses also occupy a prominent presence along the corridor, including St. Michael's Church, which occupies a large parcel of land at the US 30/Anna Street intersection.

On the west side of US 41, the US 30 corridor right-of-way is narrower and is no longer a divided highway. The roadway is a two-way arterial with multiple curb cuts and a center lane for left turns. The land use consists of a mix of old and new uses, with most of the new developments on the south side of the road. On the south side, most of the land is developed, while on the north side, the land is primarily occupied by marginal uses and conversions with deep lots on the front, while the land remains vacant or agricultural in use north of the frontage uses.

Zoning

Reflecting the broad mix of existing land uses, there are currently nine (9) different zoning classifications located along the US 30 corridor. Overall, the primary zoning classification is Highway Commercial with several uses mixed in between. A large portion of the corridor on the west end is classified as residential, representing existing older uses. Exhibit 14 illustrates this mixture of zoning districts along the corridor.

Development/Redevelopment Issues

Major development or redevelopment issues and opportunities for this Subarea are as follows:

- This corridor is the main entrance way or gateway into the Town. However, the Town's relatively attractive signs are too small to be viewed by passing motorists. Larger and more prominent signage with ample plantings or other markings and monuments will be more effective to give identity to the Town.
- Periodic and intermittent traffic congestion, inadequacy of access, and pervasive curb and median cuts are issues impacting the overall traffic flow and capacity of the road.

COMPREHENSIVE PLAN

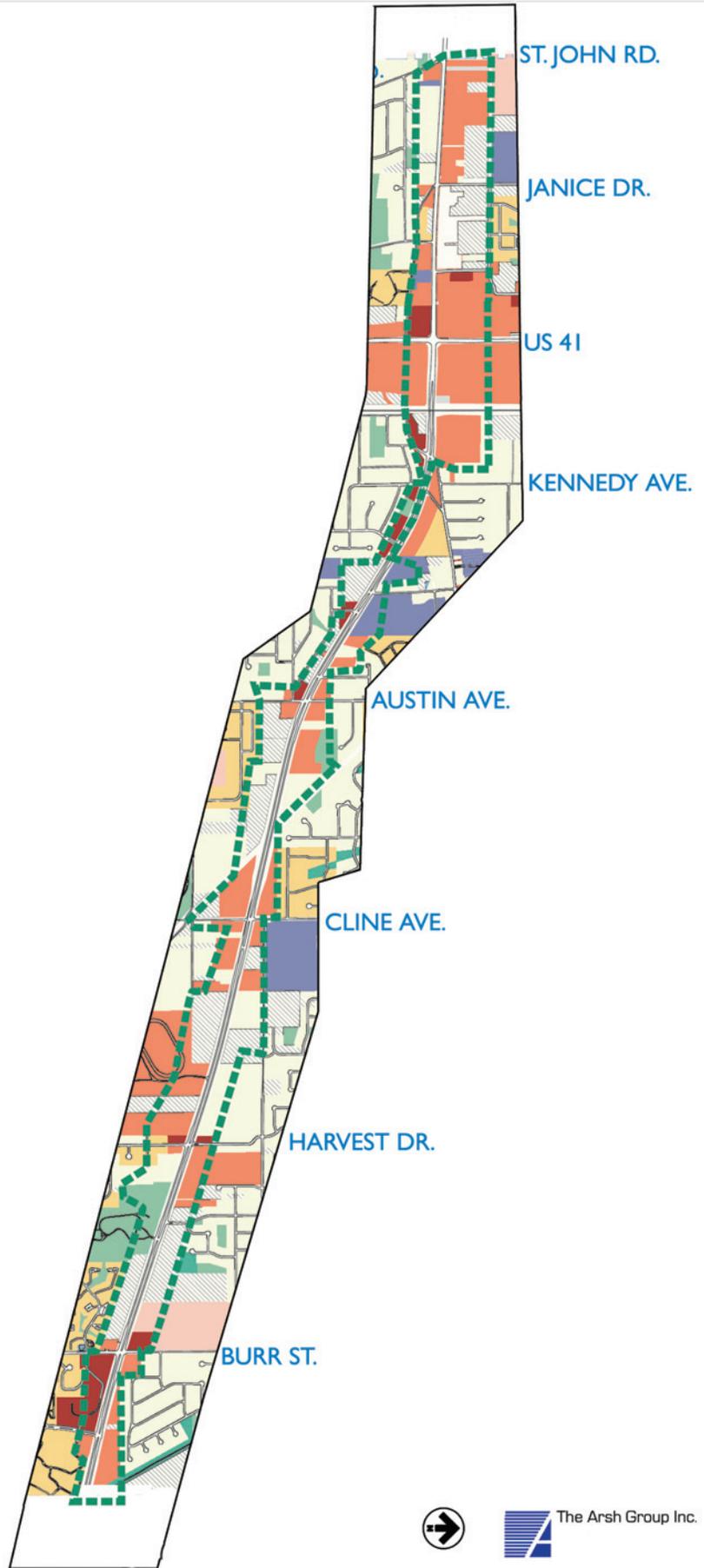
TOWN OF SCHERERVILLE

US 30 SUBAREA

EXISTING LAND USE

LAND USE TYPE

-  S.F. RESIDENTIAL
-  M.F. RESIDENTIAL
-  OFFICE
-  COMMERCIAL
-  LIGHT INDUSTRY
-  HEAVY INDUSTRY
-  CIVIC
-  INSTITUTION
-  PARKS/RECREATION
-  OPEN SPACE/NATURAL AREAS
-  FARMS
-  VACANT LAND



The Arsh Group Inc.

INTRODUCTION



LINCOLN HIGHWAY



INDIANAPOLIS BOULEVARD



JOLIET STREET

- Coordination for curb and median cuts: While issues related to regulating curb and median cuts are beyond the control of the Town, developments could be encouraged to share entrances or provide cross easements. These issues are currently negotiated during the Town's permitting process, but a lack of authority often hampers a coordinated effort.
- This Subarea is not pedestrian friendly due to wide pavement widths, confusing configuration of the existing intersections, lack of pedestrian crosswalks, and high traffic volumes.
- Pervasive and often unattractive strip centers are contributing to the unsightly character of the corridor in many locations.
- Existing business and institutional signage within the corridor lacks any cohesion or consistency.
- Landscaping and buffer elements are nonexistent in several areas. As a whole, the Subarea could be more attractive and effective with proper streetscaping and amenities.
- Existing uses are similarly inconsistent in their form, placement, façade, scale, or relationship with the road or adjoining uses.
- Marginal uses, storage yards, and other older and unattractive uses offer opportunity for redevelopment.
- Identity for the corridor: the diversity of uses and a divided highway makes it challenging to develop a long term identity for the corridor.

Recommendations

The following section conveys the strategies and policies recommended for the US 30 Subarea. It is important to note that the recommendations may share some of the same policies contained in the Townwide Plan. In formulation of these recommendations, it is envisioned that the corridor will continue to develop, but under the provisions established by the Comprehensive Plan. Under the Plan, development of a mix of uses with more intensity and definition along this corridor is envisioned. The Plan also contains several policies which aim to assure the free flow of travel in the corridor. The recommendations presented for the Subarea should be viewed as supplemental to the Townwide policies, but are more specific to the US 30 corridor. Exhibit 15 presents the overall concept plan for the Subarea.

- I. **Assure continued growth of the corridor:** The Town must balance the needs of the businesses with the needs of travelers for continued growth of the Subarea. This balance can only be achieved with proper management of the traffic and understanding of the dynamics of the new developments. To this end, all development should be reviewed on the basis of access and impact on traffic flow. The Town must define its vision for the corridor and implement this vision in an orderly manner.

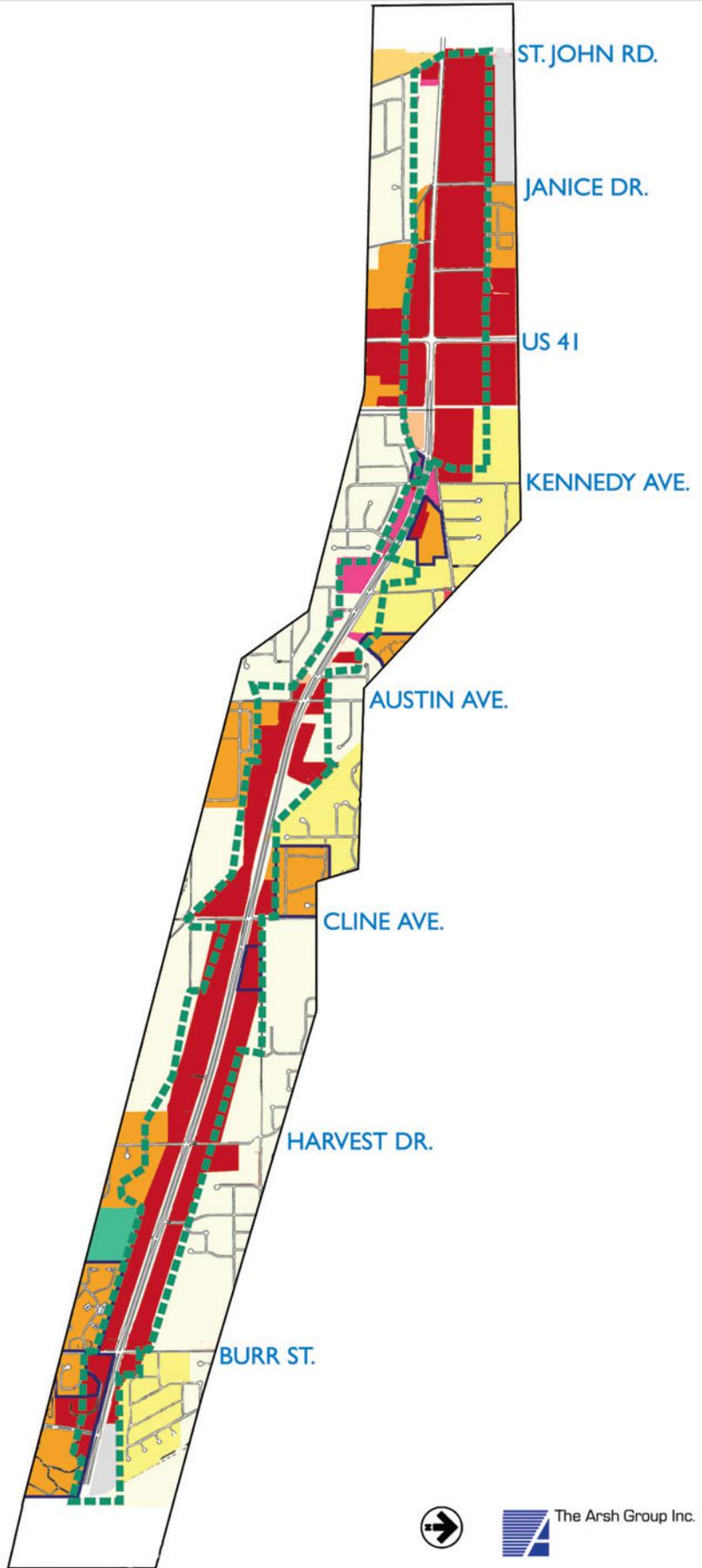
COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

US 30 SUBAREA

ZONING CLASSIFICATIONS

-  O-S (OPEN SPACE)
-  R-1 (RESIDENTIAL)
-  R-2 (RESIDENTIAL)
-  R-3 (RESIDENTIAL MULTI-FAMILY)
-  P.O. (PROFESSIONAL OFFICE)
-  C-1 (NEIGHBORHOOD COMMERCIAL)
-  C-2 (COMMUNITY COMMERCIAL)
-  C-3 (HIGHWAY COMMERCIAL)
-  L-1 (LIGHT INDUSTRY)
-  G-1 (GENERAL INDUSTRY)
-  P.U.D. (PLANNED UNIT DEVELOPMENT)



The Arsh Group Inc.

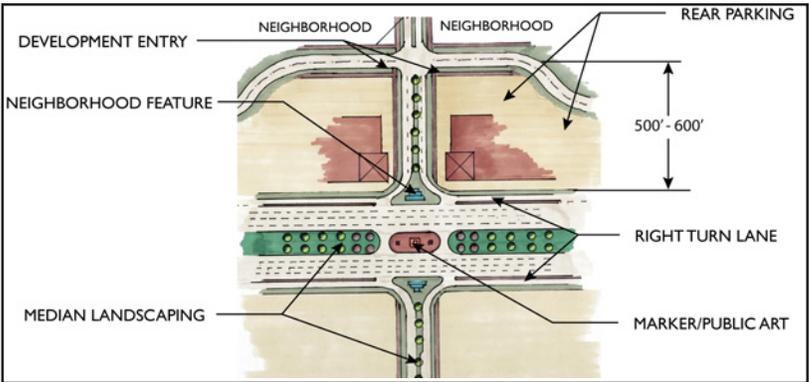
- INTRODUCTION
- ✧
- LINCOLN HIGHWAY
- ✧
- INDIANAPOLIS BOULEVARD
- ✧
- JOLIET STREET

2. **Access Management:** It is important for the Town to distinguish the difference between local traffic and regional traffic, and develop plans which respond to the needs of both. The Town will need to develop an Access Management Plan to identify such needs and employ necessary strategies to properly manage the traffic and maintain the corridor as a viable and attractive corridor which supports both local and regional markets. This plan should be developed in cooperation with INDOT.

3. **Develop Neighborhood Centers at Harvest Drive** to reduce crosstown traffic and meet the needs of the residents at the point closest to their places of residence. The Town should promote options to encourage development of neighborhood centers in appropriate locations to reduce the amount of crosstown traffic on US 30.

4. **Concentrate development** around existing stoplights and develop access to these new developments from crossing streets, not from US 30 directly. It is also important to place new development entry curb cuts far enough from the US 30 right-of-way to allow for stacking to reduce the impact of the traffic on the corridor (500'-600').

5. **Expand dedicated right turn lanes** to access different neighborhoods and activity centers from US 30 to assure free flow of traffic on the corridor. The Town must work with INDOT to explore the long-term option of a dedicated right turn lane for major intersections. These separated lanes could be properly landscaped to create smaller gateways into activity centers or neighborhoods, and could enhance the character of the community while increasing the flow of traffic and ease of entrance and exit. Zoning and Subdivision Regulations will be a key in the limitation of the number of, and distance between, access points, as well as the requirement of ingress and egress lanes.

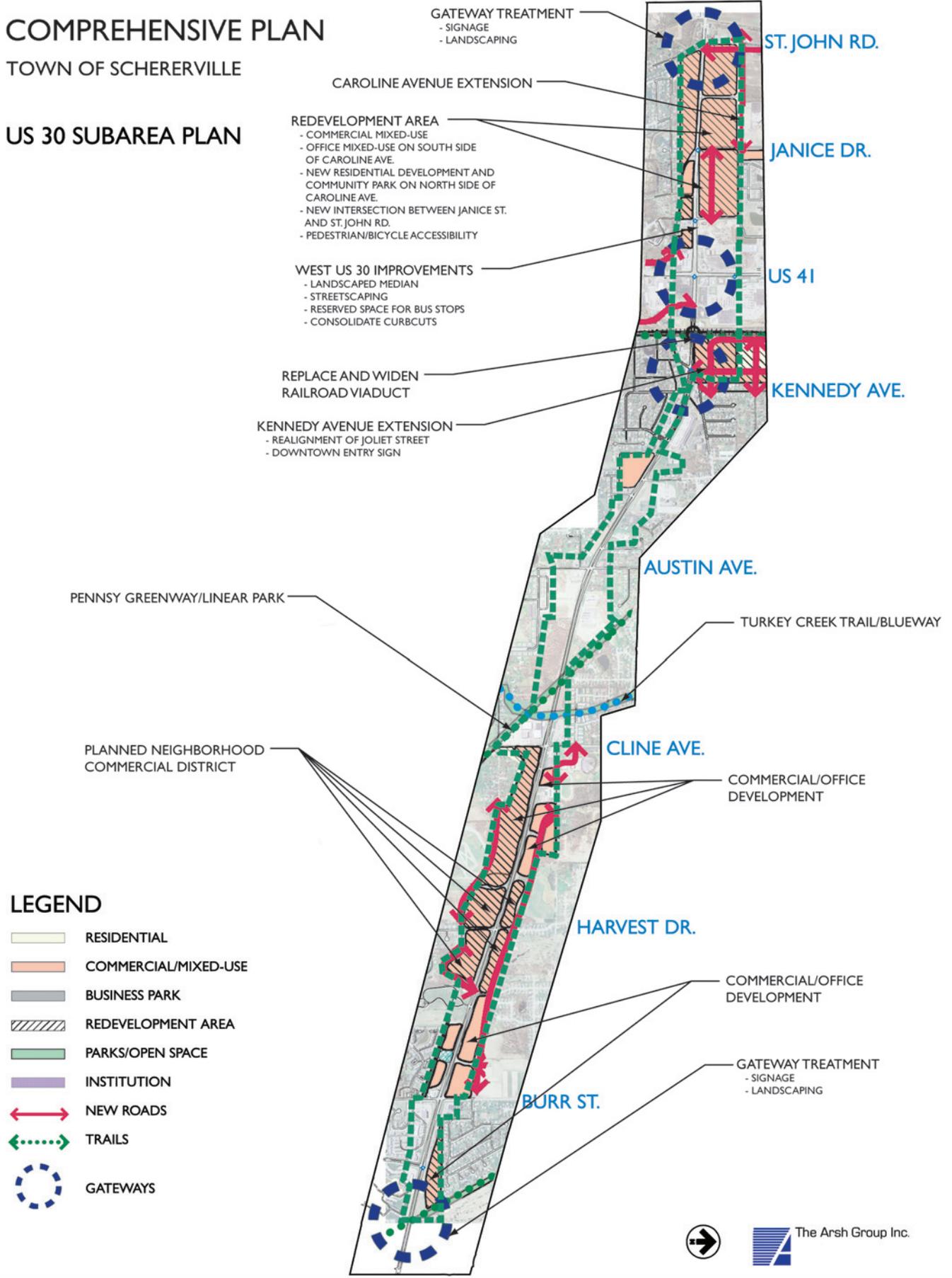


CONCEPT FOR CORNER DEVELOPMENT ON US 30

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

US 30 SUBAREA PLAN



The Arsh Group Inc.

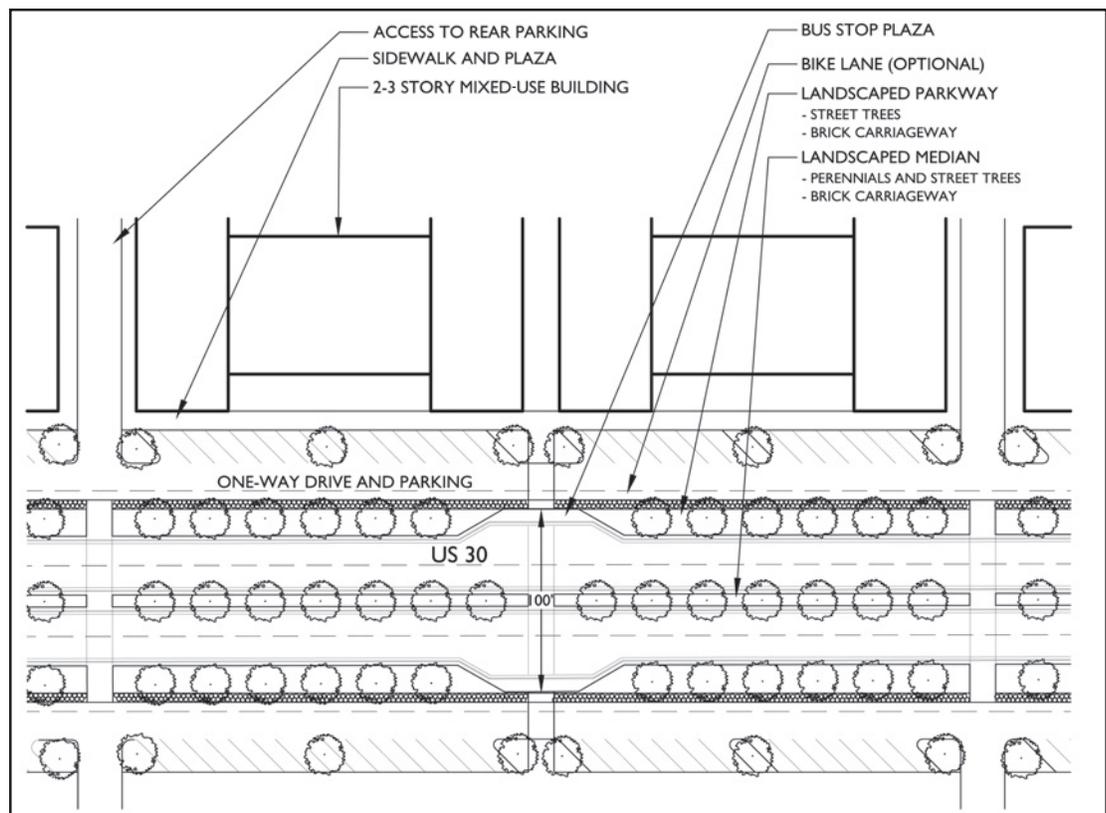
EXHIBIT 15 - US 30 SUBAREA PLAN



6. Define an architectural vision for the Subarea: It is important for the Town to articulate and promote a clear architectural vision for the corridor to assure more uniform development and foster appropriate placement of new structures which creates an attractive building wall along the corridor. It is recommended for the Town to consider promoting development of interesting and eclectic multi-story buildings along the eastern reach of the corridor that are distinguishable for fast moving travelers. A good example of such a building type is at the southeast corner of Burr Street and US 30. On the western reach of the corridor, the building architecture should be smaller in scale and accessible for pedestrians. The development of unattractive strip centers placed far away from the right-of-way should be avoided entirely.

7. Mixed-Use development: The Town must work to encourage mixed-use developments where a variety of uses are aggregated in one area. A mix of retail, office, and services will create a more attractive setting and create a larger tax base for the Town. In development of the corridor, promote a development pattern consistent with the following objectives:

- Concentrate corporate, professional, medical, and educational office centers around the US 30 and US 41 intersection.
- Promote development of professional office, technology, medical, and corporate development in a multi-story setting on the eastern reach of the corridor.
- Support development of smaller office, retail, and mixed uses with pedestrian access on the western reach of the corridor, particularly on the south side.



CONCEPT FOR STREETSCAPING AND MIXED-USE DEVELOPMENT ON WEST US 30 (SEE CHAPTER 7, EXHIBIT 11, SECTION A FOR DIMENSIONS AND ELEVATION)

In the redevelopment areas, this option could be exercised by providing incentives to encourage development of mixed uses, pedestrian friendly development (west of US 41), and higher intensity development such as larger office and professional complexes.

8. **Define parking lots and entry points** by providing incentives for landscaping and encouraging building placement on the frontage. This option may be challenging for developed areas, but with proper incentives, some of the existing parking lots can be repurposed to add attractive entry plazas, landscaping, or even other developments.

The reduction in the number of parking spaces required may also be a good incentive to encourage conversion of parking lots. Furthermore, to reduce surface runoff, the development of retention facilities can be incorporated into the parking lot design by creating bioislands or rain gardens. These options can be promoted in the redevelopment areas as well as existing lots that require storm water retention.

9. **Improve corridor landscaping.** A corridor landscaping and streetscaping treatment could provide an attractive identity for the entrances into the community. The Town has recently adopted a new Landscape Ordinance. As new development occurs and opportunities arise, it will be important for the Town to require buffering and landscaping to create a better character for the corridor.

The Town must also explore creating a divided highway in the western reach of the Subarea. The median should be carefully designed, fully landscaped, and include crossings at appropriate locations to accommodate pedestrian crossing.

10. **Organize building placement:** Building locations and setbacks will need to be better organized and defined along the corridor. Many buildings do not conform to any desirable urban design form or principals. A new set of architectural guidelines will be needed to establish a cohesive form for the corridor.
11. **Organize egress and ingress on the western reach:** In this reach, the right of way is narrower and not divided. Road capacity could become an issue once the corridor is fully developed. Curb cuts, location of parking lots, and the number of stoplights could play a major role in maintaining flow of traffic. Parking access should be reduced, while cross easements should be encouraged between parking lots on the south side. Wider sidewalks should also be encouraged along the frontage of the buildings to encourage pedestrian movement among different uses.
12. **Modify, change zoning, and adopt subdivision regulations** to accommodate the above recommendations and policies contained in the Land Use and Transportation chapters of the Comprehensive Plan.
13. **Seek developers for high-quality office centers and business parks** that complement the vision for the Plan and enhance the character of the US 30 corridor.

INTRODUCTION

❖

LINCOLN HIGHWAY

❖

INDIANAPOLIS BOULEVARD

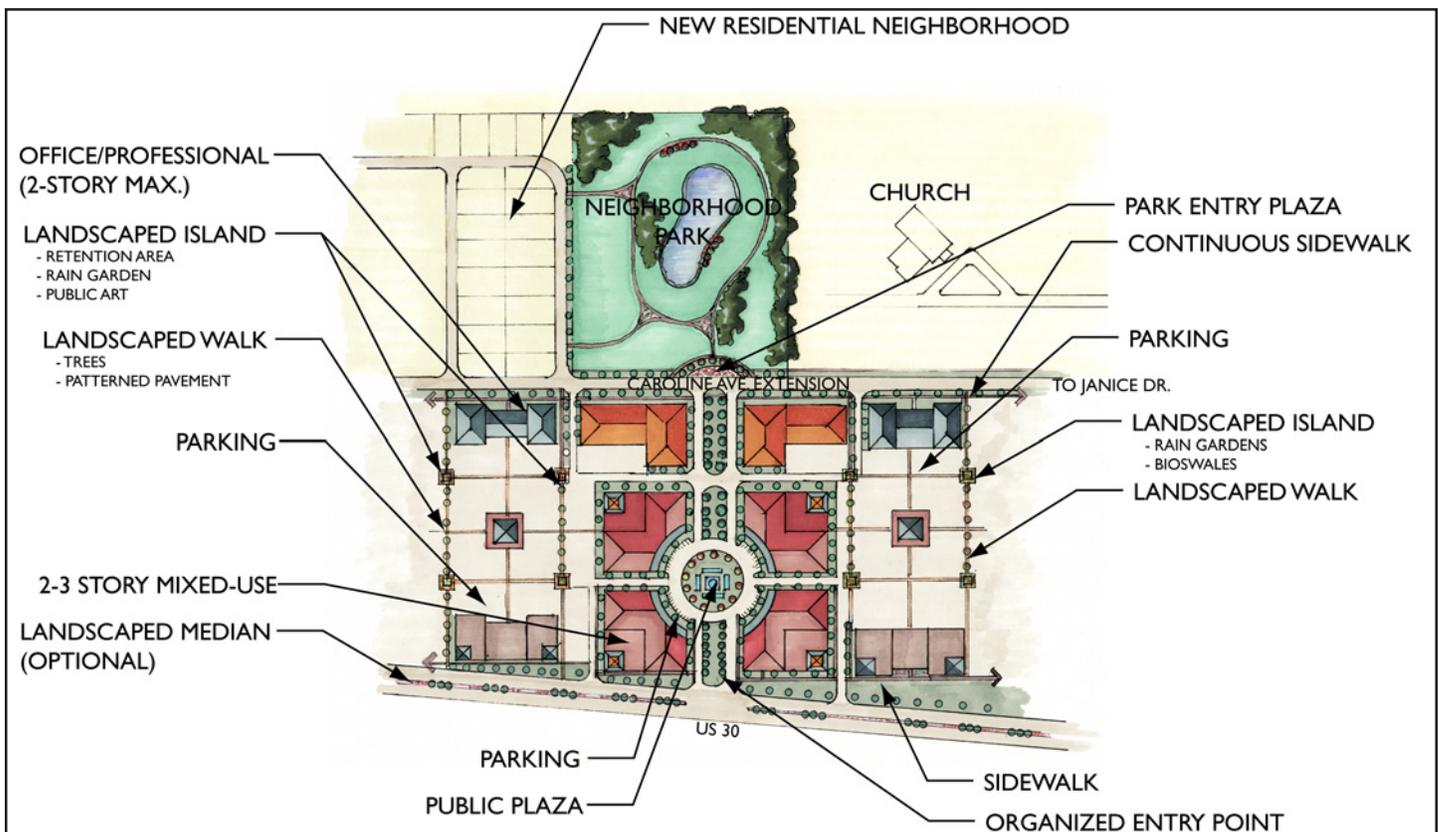
❖

JOLIET STREET



14. Promote orderly implementation: To further expand the road capacity, the Town must develop a plan of action as a part of the Capital Improvement Plan and redevelopment of the area to appropriate the necessary funds to provide and expand infrastructure needs of the Subarea. The public improvement must focus on the following priorities:

- Right of way acquisition for reliever roads, particularly extension of St. John Road, Caroline Avenue, and others identified in the Subarea Plan.
- Identify and acquire land for construction of a fire station in close proximity of the US 30 Subarea.
- Prepare, design, and engineer for street improvements; identify the cost and plan for these improvements.



PROTOTYPE FOR REDEVELOPMENT ON WEST US 30

3. US 41 (INDIANAPOLIS BOULEVARD) SUBAREA

The US 41 Subarea spans about 3.6 miles, extending from Schererville’s northern corporation line, Main Street, to the southern boundary of the Town. US 41 is a major arterial road that bisects Schererville and connects the Town directly to Chicago on the north and Evansville to the south. This portion of the US 41 corridor serves as the northern and southern gateways into and out of Schererville, and has an average daily traffic of over 44,000 vehicles per day. US 30 intersects US 41 in the middle of the Town, creating a major economic activity center at the cross section of the Town’s two (2) arterials.

General Description

The US 41 Subarea, once having a typical rural edge character, has turned into a major upscale retail corridor on the west side of Lake County. US 41 today has a variety of uses and activities. The Subarea’s land uses consist of commercial offices and retail businesses, institutional uses, storage facilities, car dealerships, and a mixture of residential uses (see Exhibit I6).

The diversity of land use changes pattern from the northern to southern reaches. The northern reach of the corridor, between Main Street and US 30, primarily consists of new suburban style big box and retail developments with a mixture of smaller retail uses occupying outlots and smaller parcels. The southern reach (south of US 30), on the other hand, is covered by a mix of older and newer uses, some of which are marginal and unattractive. Storage yards, used car dealers, and a variety of restaurants and strip centers occupy most of the frontage on the southern segment. In addition, there are several residential developments that occupy large parcels of land in close proximity of the road.

The area also has several industrial parcels, while there remains a large amount of vacant land in both north and south sections of the road. Some of the marginally used parcels offer opportunity for redevelopment. One of the largest redevelopment opportunities exists around the Main Street. This area is already being planned for a high-end commercial retail development.

Zoning

The zoning in the Subarea reflects the diversity and mix that exists in the land use. There are currently eleven (11) different zoning classifications in the Subarea, representing all the zoning districts that are in the Town’s zoning classification. The corridor is primarily zoned as commercial, with highway commercial uses dominating the overall zoning. There is also a large portion of the Subarea classified as industrial. The industrial uses are primarily located at the center of the corridor along the existing railroad tracks. The residential uses are very limited and primarily consist of higher density uses. Exhibit I7 illustrates this mixture of zoning districts in the Subarea.

Development/Redevelopment Issues

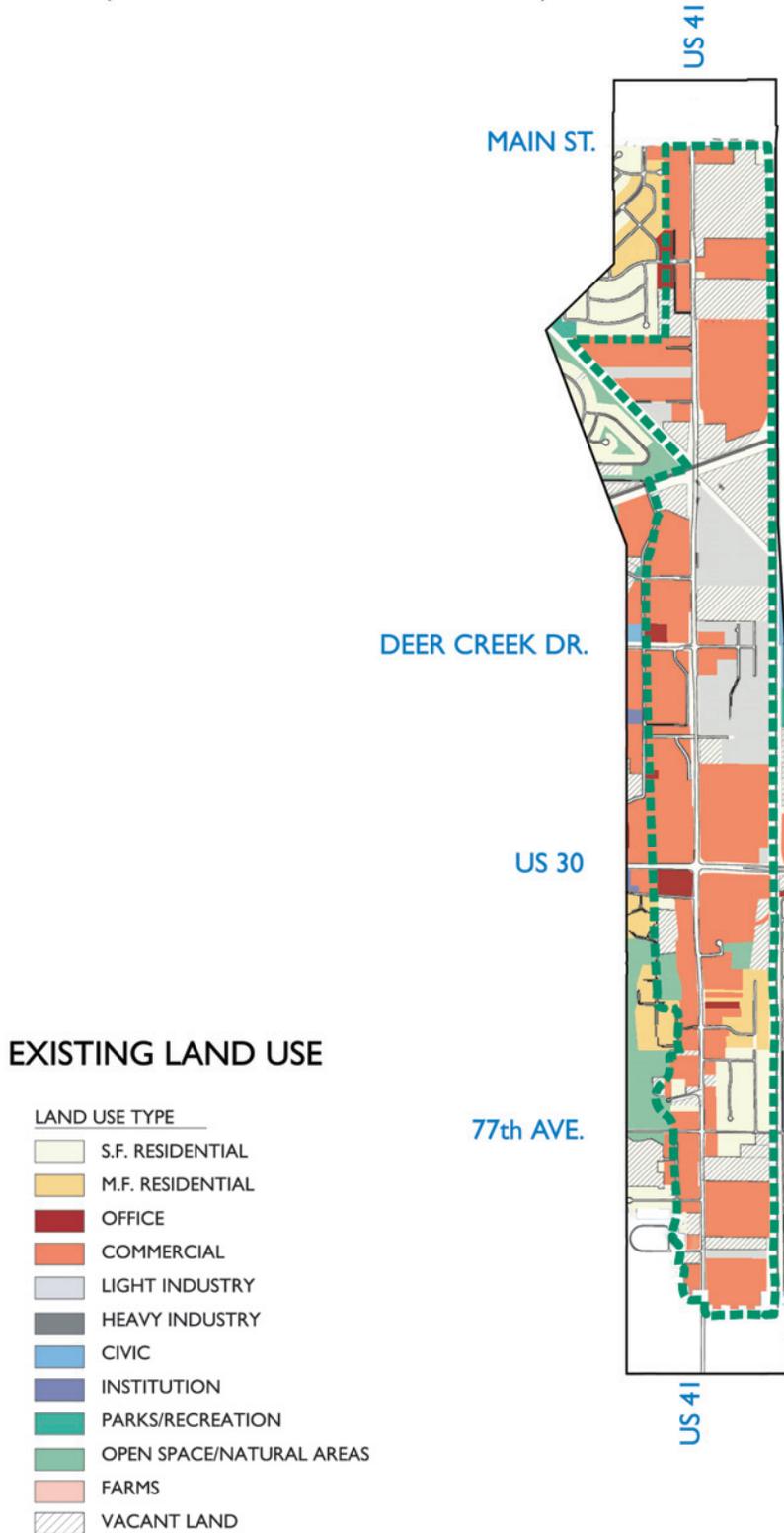
Development and redevelopment issues for this Subarea are mostly similar to the US 30 corridor. Inconsistent building setbacks, deteriorating physical conditions of many structures, access issues caused by an excessive number of curb cuts, marginal and underutilized properties, lack of landscaping, and incompatible industrial uses diminish the character of this important corridor, particularly on its southern reach. The following points identify major issues and opportunities facing this corridor.

INTRODUCTION
❖
LINCOLN HIGHWAY
❖
INDIANAPOLIS BOULEVARD
❖
JOLIET STREET

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

US 41 (INDIANAPOLIS BOULEVARD) SUBAREA



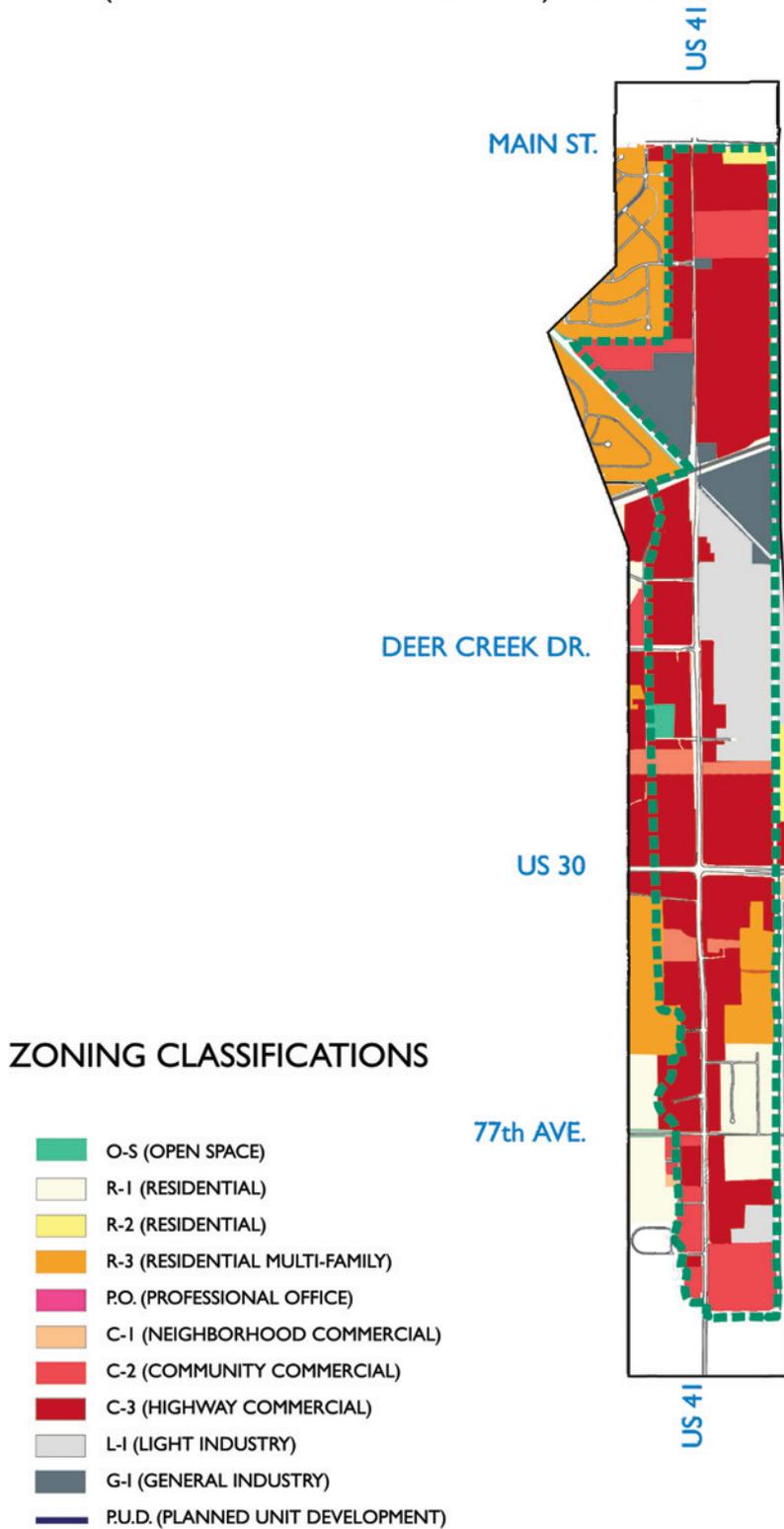
The Arsh Group Inc.

EXHIBIT 16 - US 41 SUBAREA EXISTING LAND USE

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

US 41 (INDIANAPOLIS BOULEVARD) SUBAREA



The Arsh Group Inc.

INTRODUCTION

✧

LINCOLN HIGHWAY

✧

INDIANAPOLIS BOULEVARD

✧

JOLIET STREET

- US 41 is the main entry or gateway into the Town from the north and the south. More prominent signage with ample plantings or other markings and monuments will be more effective to give identity to the Town.
- Traffic congestion, particularly on the northern part of the corridor, is a major concern. The condition could deteriorate significantly if other traffic generators are developed in the area.
- Limited cross linkages to other arterials currently exist. Recent rerouting of truck traffic has exacerbated this problem. The Town has developed plans to build a cross link to Kennedy Avenue. The implementation of this plan is delayed for lack of funding.
- While issues related to regulating curb cuts are beyond the control of the Town, new developments could be encouraged to share entrances or allow cross easements, but a lack of authority often hampers a coordinated effort.
- The Subarea is not pedestrian friendly due to the wide pavement widths, lack of pedestrian crosswalks, and high traffic volumes.
- There is no mass transit in the corridor; however, the Regional Bus Authority has proposed a new commuter bus line to Downtown Chicago. This program anticipates starting service sometime in the Spring of 2009.
- A bridge over the existing railroad tracks breaks up the retail corridor into two (2) sections. The bridge offers an opportunity to become a landmark for the Town with appropriately designed amenities.
- The presence of several unattractive strip centers is contributing to the diminished character of the corridor in many locations, particularly in the southern reach.
- Business signage within the corridor lacks any cohesion or consistency.
- Landscaping and buffer elements are nonexistent in most parking lots in the corridor. Some of these sites offer excellent opportunities for enhancement.
- Existing buildings have inconsistent form, placement, or relationship with the road, setbacks, or adjoining uses, despite the fact that some of the buildings are architecturally pleasant.
- Railroad crossings on 213th Street and Main Street are unattractive and an impediment to free flow of traffic.
- The corridor's industrial and single family residential zoning and land uses are incompatible with the existing high end commercial uses and power centers.

Recommendations

The following section provides the strategies for the US 41 Subarea to maintain its prominence as a regional commercial corridor supporting a variety of uses and activities and providing access to many neighborhood and businesses. It is important to use these strategies and recommendations in concert with the policies in the Townwide Plan. In development of these recommendations, it is expected for the corridor to continue its growth. This growth, however, will be governed and managed under the provisions of the Comprehensive Plan. Under the Plan, retail uses remain prominent on the frontage of the road while being flanked by more professional and office uses on either side. The Plan further envisions the implementation of several strategies to ease congestion and assure better flow of traffic in the Subarea. Exhibit 18 illustrates opportunities and proposed improvements for the Subarea.

1. **Access Management:** To assure free flow of traffic, similar to the US 30 Corridor, the Town will need to develop an Access Management Plan and adopt necessary strategies to maintain the Subarea as a viable and attractive corridor which supports both local and regional markets. This plan should be developed in cooperation with INDOT and in concert with the Comprehensive Plan policies, including development of parallel reliever and service roads.
2. **Seek funding** for construction of the Oak Street Bypass to relieve congestion on the northern reach of corridor.
3. **Improve key intersections**, the most critical of which is the Main Street intersection. The Town must make efforts to incorporate other improvements such as lighting, landscaping, and public arts where feasible, as it improves intersections. Several intersections provide access to different neighborhoods. Proper signage and gateways could enhance the character of these neighborhoods while improving the free flow of traffic.
4. **Develop parallel reliever and service roads.** As development or redevelopment occurs, the Town must plan, fund, and acquire right-of-way for development of parallel and service roads to ease traffic and promote redevelopment and new development. These roads will also provide access to parcels adjacent to the retail frontage area to promote the development of mixed use development and professional businesses and service offices. The reliever roads will also improve public safety, as they provide alternative access to emergency vehicles.
5. **Prepare a Capital Improvement Plan** and design studies for phased roadway improvements that address:
 - Extension of 213th Street north and east to US 41 (Indianapolis Boulevard).
 - Extension of Oak Street.
 - Creation of several new reliever roads west and east of US 41.
 - Creation of a Park and Ride facility south of Main Street.
 - Widening and improving of US 41 south of US 30. This reach should be developed as a divided highway with streetscaping and pedestrian amenities.
 - Installing traffic signals where the Transportation Plan recommends and is appropriate.
 - Improve railroad crossing on Main Street.

INTRODUCTION



LINCOLN HIGHWAY



INDIANAPOLIS BOULEVARD



JOLIET STREET

INTRODUCTION

❖

LINCOLN HIGHWAY

❖

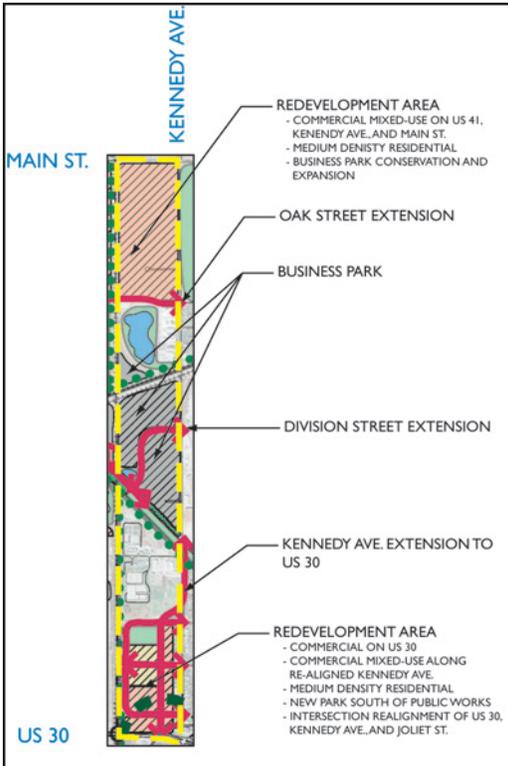
INDIANAPOLIS BOULEVARD

❖

JOLIET STREET



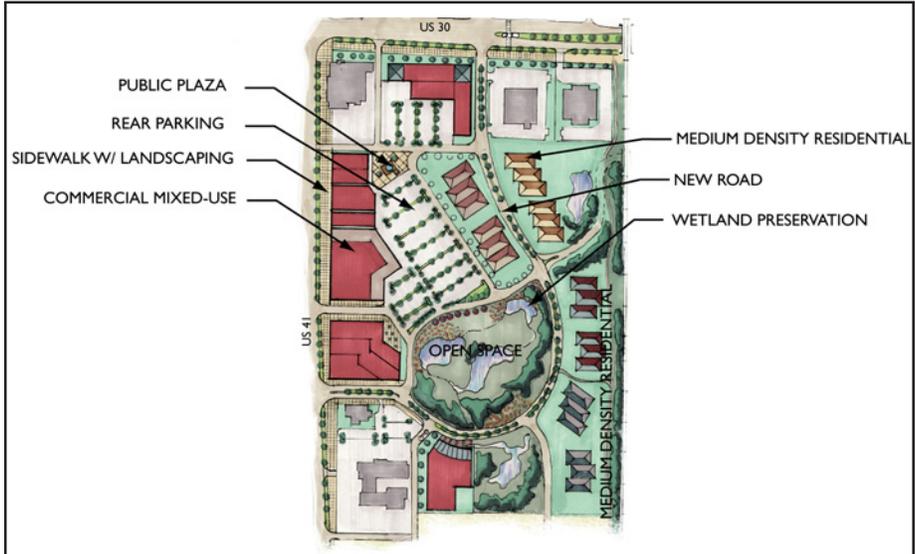
MIXED-USE DEVELOPMENT CONCEPT



OPPORTUNITIES FOR KENNEDY AVE. REDEVELOPMENT

6. **Reduce the number of curb cuts**, concentrating access around existing signalized roads. This will help maintain the flow of traffic and potentially reduce congestion.
7. **Encourage cross-easements** among existing developments and in the redevelopment areas.
8. **Prepare Redevelopment Plans** for designated redevelopment areas. The Town must prepare redevelopment plans and establish a revitalization vision for several sections as identified in the Subarea Plan. An additional area, though not in the Subarea, is the Kennedy Avenue corridor. With the extension of Oak Street, this corridor will offer significant opportunities for redevelopment. The Town will need to establish a separate redevelopment district for this corridor and coordinate its activities with the US 41 and US 30 Subarea Plans.
9. **Mixed-Use development:** The Town must work to encourage mixed-use developments where a variety of uses are aggregated in one (1) area. A mix of retail, office, services, and others will create a more attractive setting for patrons to shop, walk, and enjoy the experience. In development of the corridor, promote a development pattern consistent with the following objectives:

- Concentrate retail development, power centers, lifestyle centers, and family entertainment uses in the northern reach of the corridor. Promote development of public spaces, plazas, and streetscaping as a part of such uses. Connect developments with each other with cross-easements, and provide attractive walks and trails connecting these uses with the Townwide system.
- Develop professional offices, service businesses, educational facilities, and business services for the area behind the retail frontage. Such uses should be accessed from the reliever or service roads.

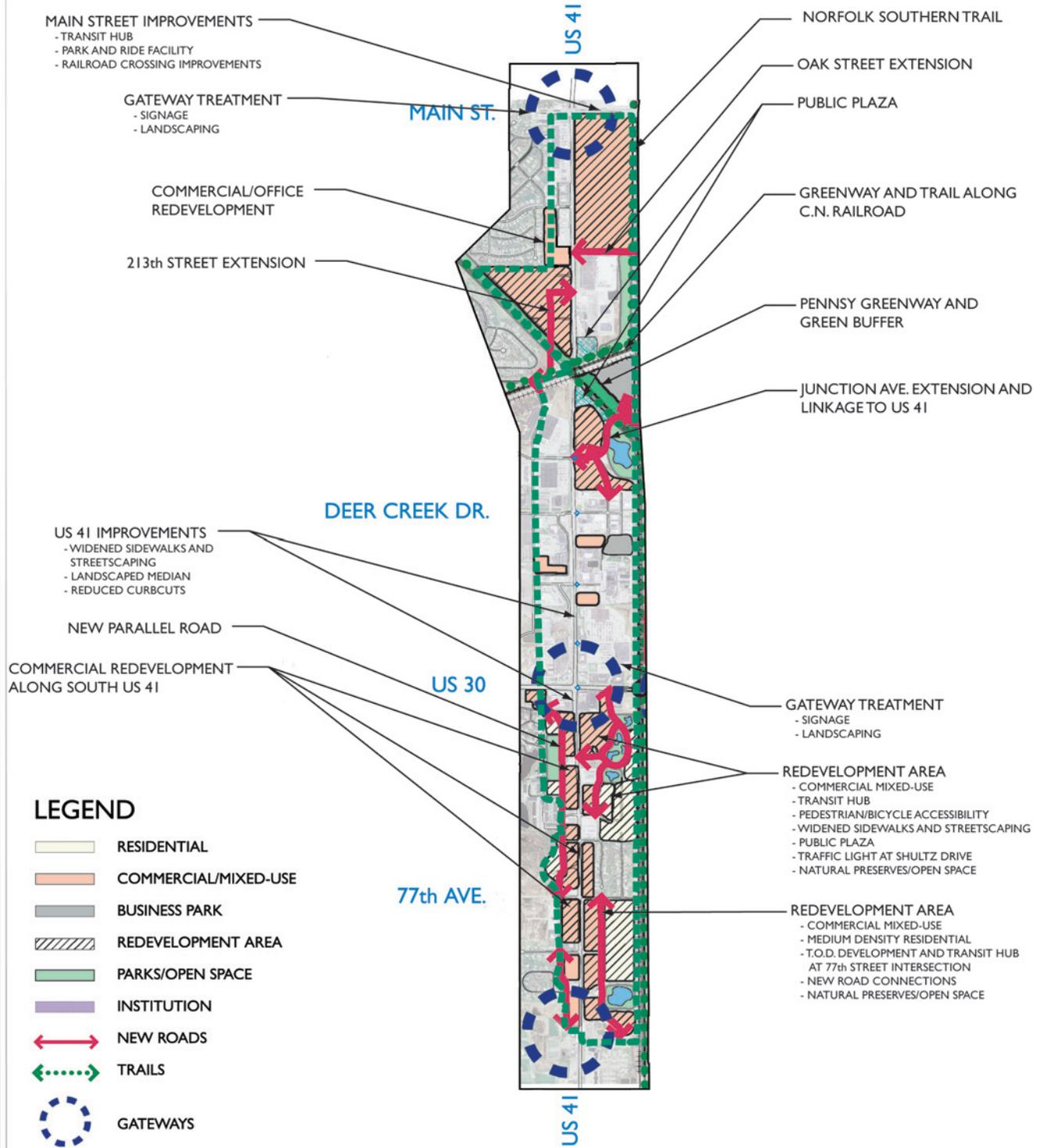


OPPORTUNITIES FOR SOUTH US 41 REDEVELOPMENT

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

US 41 (INDIANAPOLIS BOULEVARD) SUBAREA PLAN



The Arsh Group Inc.

EXHIBIT 18 - US 41 SUBAREA PLAN

- INTRODUCTION
- ❖
- LINCOLN HIGHWAY
- ❖
- INDIANAPOLIS BOULEVARD
- ❖
- JOLIET STREET

- Promote development of larger office, corporate, and high tech businesses, along with family entertainment and neighborhood businesses on the southern reach of the corridor.

10. **Provide incentives** in the form of a development bonus or credit, reduction in the number of parking lots, etc., to encourage the development of mixed-uses, pedestrian friendly developments, creation of public spaces, installation of public arts and other amenities, higher intensity development and incorporation of green design in architecture and siting.
11. **Improve corridor landscaping.** Corridor landscaping and streetscaping could provide an attractive identity for the entrances into the community.
12. **Make it a grand boulevard:** Explore creating a divided arterial road in the southern reach of the road. The median should be carefully designed, fully landscaped, and include crossings at intersections to accommodate pedestrian and recreate the concept of a grand boulevard. Offer incentives for the areas proposed for redevelopment fronting the corridor to encourage a variety of public improvements, including plazas, public arts, and landscaping and street improvements.
13. **Make development accessible to pedestrian and trails:** As development occurs, opportunities exists for linkage to bike and pedestrian facilities and transit sites. In particular, this opportunity exists on the northern reach of the corridor. It is important for the Town to work with businesses and property owners to create a comprehensive network for alternative modes of transportation which promotes walking and use of bicycles and transit.
14. **Complete Architectural and Design Guidelines:** In all new developments and redevelopments, the Town must comply with the design guidelines to enhance the character of the corridor and the Town. It is important that a design vision is developed for this area. Such vision should consider height, scale, and mass of buildings proposed for the corridor.
15. **Change zoning and subdivision regulations** to accommodate the above recommendations and policies contained in the Land Use and Thoroughfare sections of the Comprehensive Plan.



GRAND BOULEVARD CONCEPT



MAKE DEVELOPMENT ACCESSIBLE TO PEDESTRIANS AND TRAILS

4. JOLIET STREET (DOWNTOWN) SUBAREA

The Joliet Street Corridor consists of the oldest section of the Town. The corridor extends from an area close to Cline Avenue on the east to its junction with US 30 on the west, for a distance of about 1.6 miles. The northern and southern boundaries of the Subarea wind around several older subdivisions at the center of Downtown. Joliet Street bisects the Subarea. Its existence dates back to development of the first paved cross-country road at the turn of the 20th century. Joliet Street has an average daily traffic of over 10,000 vehicles per day in the Subarea.

General Description

As the Schererville community has grown and changed, the character of its oldest section has also changed. The Downtown area, used primarily for residential and minor commercial purposes a couple of decades ago, is today the center of activity for the Town as a new Town Hall and Police Complex has created a new definition for the Downtown district. The area has become more of the focal center of the Town both in physical setting and in spirit. The Downtown has a size and character that evokes the small town character. This character was shown to be very important to Schererville residents.

The Joliet Street Corridor contains the oldest structures in the Town. These buildings typically front the street. Some of the older structures still remain in their original residential use, but the majority have been altered or converted today for commercial uses.

The land use characteristics in the Subarea consists primarily of residential uses except in the heart of Downtown, between Austin and Anna Avenues. In this area, the predominant use is commercial, some in the original residential homes that have been converted. The Downtown area also contains several newer and modern buildings that are primarily used for commercial and office uses. There are few historic buildings remaining in Downtown. But, the historical character and charm of the earlier days remains clearly evident by some of the remaining buildings. These buildings mostly have smaller front setbacks, some with older wood siding, while others have a variety of older fenestration and façades.

The residential character in the eastern reach of the corridor primarily consists of more recent era residential uses. A large portion of this area is covered by smaller single family homes with minimal amenities. Newer homes, however, are more modern and well maintained. The Downtown section has many older homes mixed with more modern or newly renovated homes. Further west, the neighborhood is more modern and well maintained. A large multi-family complex dominates the western edge of the Subarea.

Institutional uses also play a significant role in the character of the Subarea. St. Michael's Church dates its history to early last century, while the Town Hall and the Police Department take a prominent role in the area with their modern design and strategic location. There are also three (3) parks in the Subarea which support a variety of recreational and civic activities. Redar Park is in the heart of the Subarea. The residents use this park for a variety of recreational activities and festivals. Biedron Park, located immediately east of Redar Park, is a smaller neighborhood park that serves the neighborhood residents. A restored windmill serves as a link to Schererville's past. The Pennsy Railroad track, now abandoned, crosses the Subarea. The Town is in the design process to develop this track as a major cross-town trail. Exhibit 19 shows the existing land uses in this Subarea.

INTRODUCTION



LINCOLN HIGHWAY



INDIANAPOLIS BOULEVARD



JOLIET STREET



Zoning

The Subarea area is primarily zoned R-2, Residential, as the majority of the area is covered by single family homes. There are two (2) parcels of land classified as multi-family in the Subarea: one (1) fronting Joliet Street, and the other on Austin Avenue. The Downtown core, fronting Joliet Street, is zoned as Community Commercial. This zoning classification permits for most functions of a typical downtown area, but severely limits the actual physical construction of one. Required setbacks (30'), for example, eliminate the ability for buildings to front the sidewalk and add to the street life of the Downtown. Similarly, height limitations will limit construction of more than two-story structures. Exhibit 20 illustrates the mixture of zoning classifications in this Subarea.

Development/Redevelopment Issues

In the public meetings, many of the residents expressed strong interest for preservation and redevelopment of Downtown as the heart of the community. They generally felt that the Town should build on the Downtown's historic character to strengthen its position and prominence in the community.

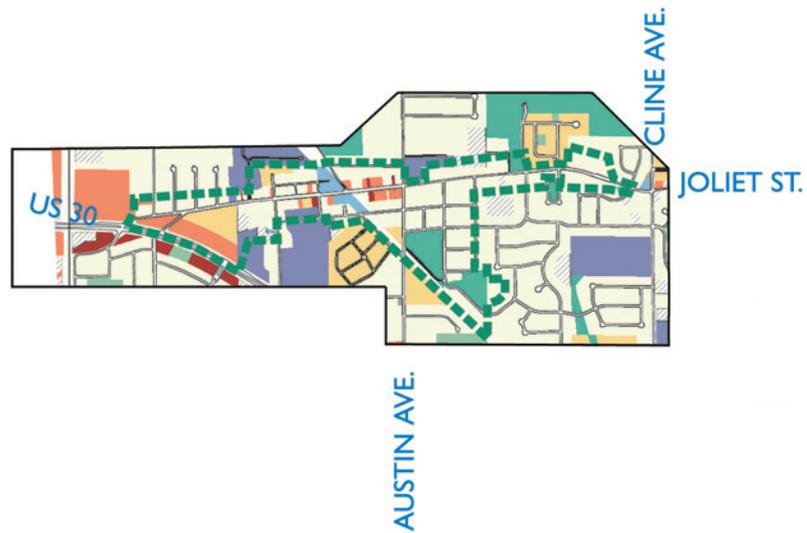
The following lists issues and opportunities identified for this Subarea.

- Most of the businesses located in Downtown are not daily service providers, as most of the needs of Schererville are provided by larger suburban style developments located elsewhere in the Town. The Downtown lacks a critical mass of buildings to draw people into the area.
- The recent construction of the new Town Hall has given both a physical and psychological boost to the Downtown prominence and created the first element of a "civic core" for the Town. Additional investments by the Town are expected to continue to enhance the Downtown area, which could expand this prominence.
- Residential uses in the Downtown core are primarily old, small, and lack the necessities of today's life. These conditions particularly prevalent in the blocks close to Redar Park.
- Deteriorating properties: As the oldest part of Schererville, many of the Subarea properties are in an obsolete or deteriorated condition. These buildings add a sense of decline to the whole area and deter higher quality residential development or businesses from choosing Downtown for their place of business.
- There are several opportunities for redevelopment in the Downtown core area. However, such opportunities will require strong long-term planning and commitment from the Town.
- The Downtown core area is heavily used by citizens for festivals and community gatherings.
- Parking availability, with exception of festival times and other special occasions, does not appear to be a major issue. However, the existing parking lots do not give proper definition to the Downtown's urban structure, as they often occupy frontage on Joliet Street. An absence of landscaping, buffering, and other amenities also contributes to the lack of definition.

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

JOLIET STREET (DOWNTOWN) SUBAREA



EXISTING LAND USE

LAND USE TYPE	
	S.F. RESIDENTIAL
	M.F. RESIDENTIAL
	OFFICE
	COMMERCIAL
	LIGHT INDUSTRY
	HEAVY INDUSTRY
	CIVIC
	INSTITUTION
	PARKS/RECREATION
	OPEN SPACE/NATURAL AREAS
	FARMS
	VACANT LAND



The Arsh Group Inc.

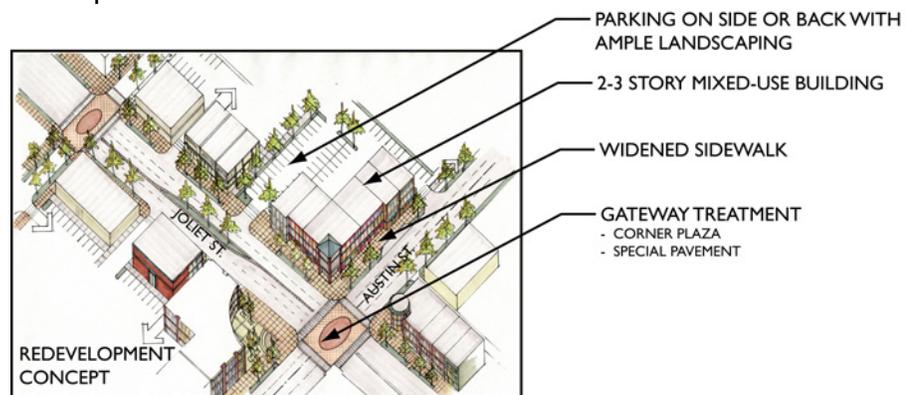


- Access to Downtown is very good, and existing roads provide easy connection to anywhere in the Town. However, there is no signage or marking to inform the traveler and identify Downtown along major corridors. The entry points to Downtown, Austin, Street, and Anna Avenue should be formalized and celebrated with a variety of amenities such as gateways, public arts, corner plazas, and landscaping.
- Existing zoning classification for Downtown (C-2) impairs development of the Downtown core as a viable area with a mix of uses and activities.
- Existing institutions and schools offer substantial opportunities for the Downtown core area.

Recommendations

The recommendations for this Subarea are aimed to create a positive image of the Subarea and provide a focal point for the residents of Schererville. In order to retain the traditional center of the community and take advantage of redevelopment opportunities available, the following strategies are proposed for the Subarea:

1. **Continue completion and adoption of a Downtown Redevelopment District Plan** for the Subarea. This plan must promote and support mixed-use development, including higher density residential, and redevelopment in the Downtown core area.
2. **Transform Joliet Street** between Austin and Anna Streets into a new traditional mixed-use district with retail, office, civic uses, trendy residential, and public spaces on pedestrian friendly streets and infused with cultural amenities throughout. Promote development of green and sustainable buildings in Downtown.
3. **Enhance the appearance** and design of the greater Downtown area to better reflect its role as the heart of the community and give a place for residents with which to identify. Amenities could include gateways, streetscaping, public plazas, wide sidewalks suitable for outdoor dining, public arts on the corner or in front of the buildings, and planters. Locate all parking lots to the backs of buildings. This will help to create a mass and bulk of buildings near the street to provide a sense of cohesion and unity.
4. **Prepare a Downtown Enhancement Plan** and implement it as a part of the Capital Improvement Plan. Include all such improvements in the Capital Improvement Plan.

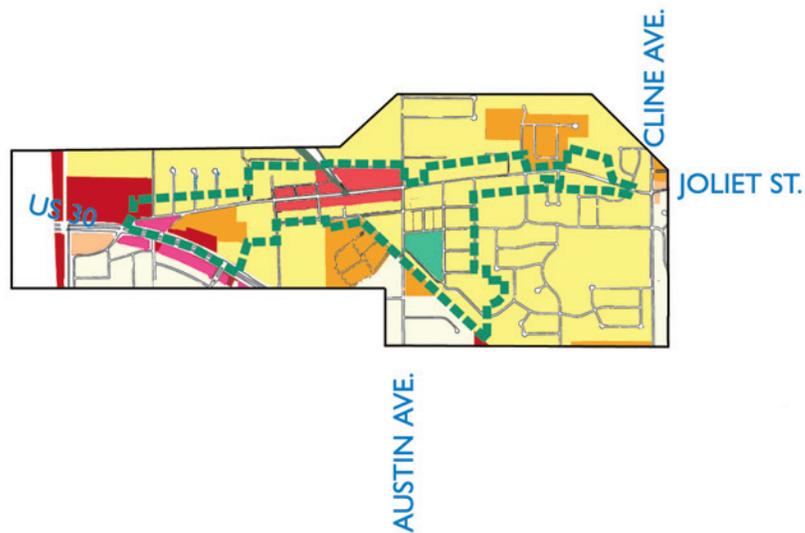


REDEVELOPMENT CONCEPT FOR JOLIET STREET

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

JOLIET STREET (DOWNTOWN) SUBAREA



ZONING CLASSIFICATIONS

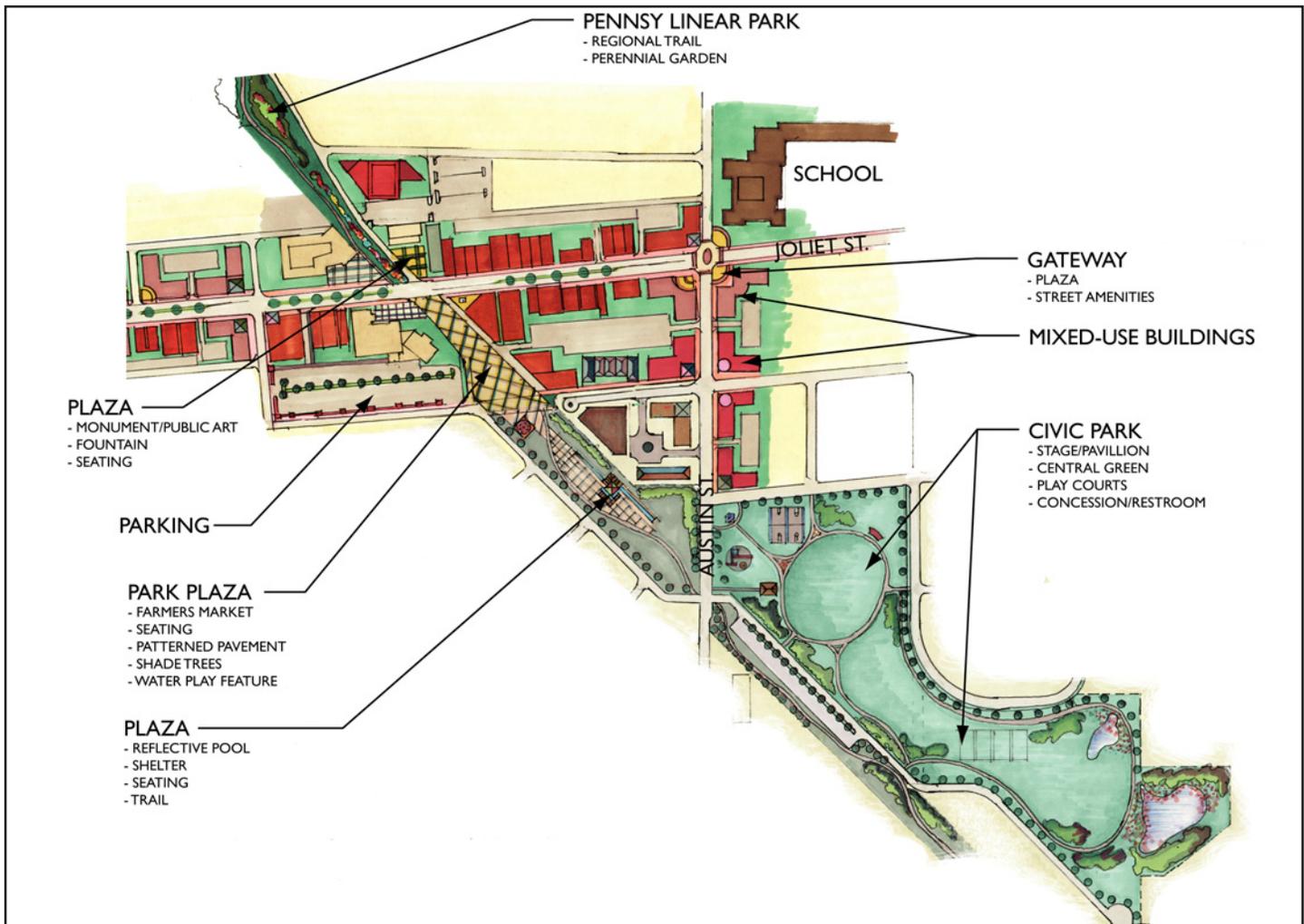
-  O-S (OPEN SPACE)
-  R-1 (RESIDENTIAL)
-  R-2 (RESIDENTIAL)
-  R-3 (RESIDENTIAL MULTI-FAMILY)
-  P.O. (PROFESSIONAL OFFICE)
-  C-1 (NEIGHBORHOOD COMMERCIAL)
-  C-2 (COMMUNITY COMMERCIAL)
-  C-3 (HIGHWAY COMMERCIAL)
-  L-1 (LIGHT INDUSTRY)
-  G-1 (GENERAL INDUSTRY)
-  P.U.D. (PLANNED UNIT DEVELOPMENT)



The Arsh Group Inc.



5. **Foster a vibrant, well-defined Downtown** that offers a range of activities, uses, and services to sustain all day activities. This could include the development of arts and entertainment facilities, businesses for night activities, and family related businesses such as health and fitness services, personal care business, galleries, and others that could support day traffic.
6. **Promote and market Downtown** as a destination place for locals and visitors by offering a variety of activities for the youth, families, and visitors with a variety of programming and places to play and gather, as well as facilities for healthy entertainment.
7. **Provide a concentrated mix of shopping, dining, and services:** Use a variety of public and private sector land uses, programs, and activities to appeal to a diverse group of residents and visitors, encouraging repeat visits to Downtown.
8. **Preserve existing historic buildings:** The remaining historic and contributing older structures present along Joliet Street need to be identified and preserved. The Town must prepare a historical preservation plan for these structures and seek funding to preserve, restore, and protect them to the extent possible. Provide incentives for rehabilitation of the older structures for galleries, art studios, and places of entertainment.

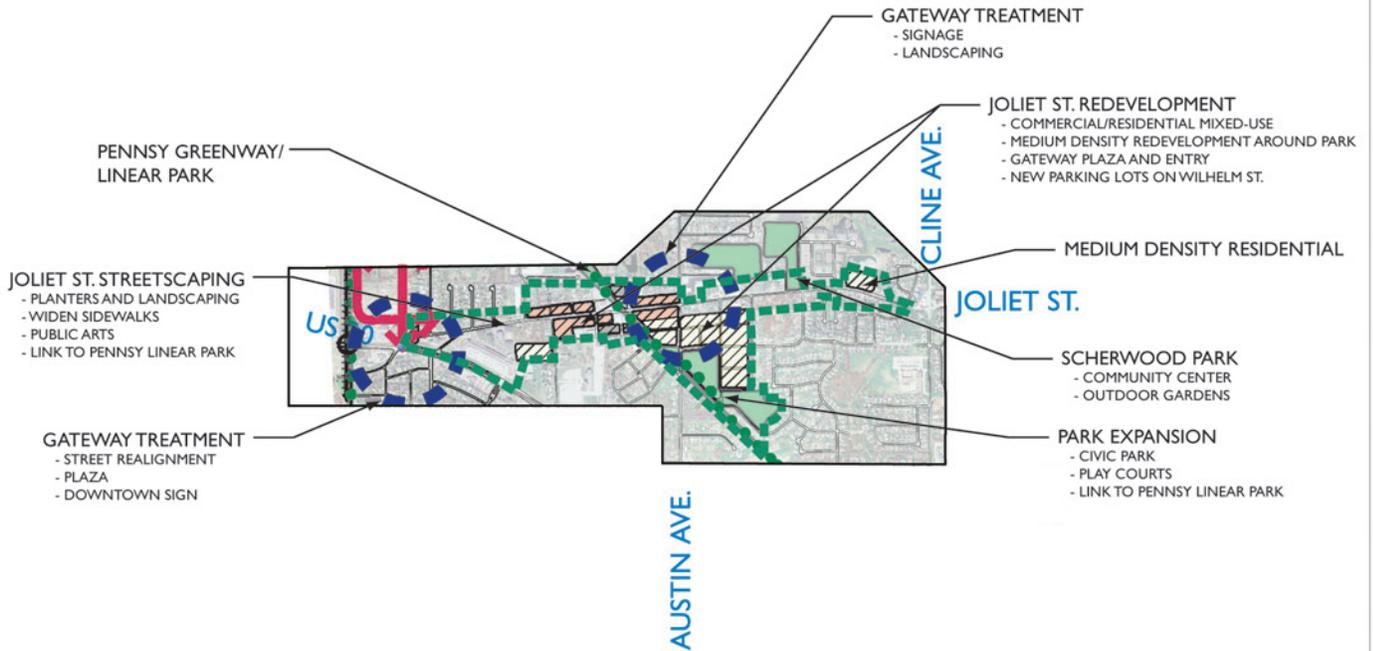


CONCEPTUAL VIEW OF DOWNTOWN SUBAREA REDEVELOPMENT

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE

JOLIET STREET (DOWNTOWN) SUBAREA PLAN



LEGEND

- RESIDENTIAL
- COMMERCIAL/MIXED-USE
- BUSINESS PARK
- REDEVELOPMENT AREA
- PARKS/OPEN SPACE
- INSTITUTION
- NEW ROADS
- TRAILS
- GATEWAYS



The Arsh Group Inc.

INTRODUCTION

✧

LINCOLN HIGHWAY

✧

INDIANAPOLIS BOULEVARD

✧

JOLIET STREET



CORNER PLAZA CONCEPT FOR DOWNTOWN



ENCOURAGE PUBLIC ARTS AND MONUMENTS APPROPRIATE FOR THE DOWNTOWN

9. **Join Indiana Main Street Program** and implement its marketing program to build Downtown as a center of activity for the Town.
10. **Market Downtown to other organizations** for office relocation to strengthen the Downtown civic core. Examples could include the Chamber of Commerce, civic groups, educational institutions, and others.
11. **Develop a civic park** with facilities such as a band shell, trails, and other amenities to accommodate large gatherings and festivals. Assemble and acquire land to establish and maintain a community festival area.
12. **Develop a linear park and plaza** in the portions of the Pennsy Track right-of-way that crosses Downtown. Prepare design plans for an active civic plaza with amenities and places for sitting and gathering for special events. Seek public input and prepare design for development of facilities along this park.
13. **Provide incentives** in the form of a development bonus or credit, reduction in the number of parking lots, tax abatement, etc., to encourage development of mixed uses, pedestrian friendly developments, creation of public spaces and installation of public arts and other amenities, higher density or intensity development, and sustainable development in the design of the site and buildings. Dedicate a percentage of incentives for development and installation of public arts in Downtown.
14. **Encourage public arts** and monuments prominently displayed in new developments and in connection with public spaces in the Downtown. Potential locations for public arts include Redar Park, the proposed Linear Park, the Town Hall Plaza, and the corner plazas.
15. **Design and construct gateways** at Austin Avenue and US 30 and at the junction of Joliet Street with US 30 on the west.

Implementation

The next step for implementation of the Subarea Plan is the adoption of the Comprehensive Plan. The recommendations proposed for the three (3) Subareas will manage growth in these areas, minimize traffic congestion, and increase the aesthetic quality of the Town. To coordinate all activities for a seamless implementation process, the Plan Commission, Redevelopment Commission, Park Board, and the Town Council should review these recommendations. It is also highly recommended for the Town to establish a priority list for all improvements for better management of the implementation process.

The recommendations for the Subarea Plans take two (2) forms: policy recommendations and physical enhancement recommendations. The policy-focused recommendations will require modifications in the zoning and subdivision control regulations. This should be undertaken in a comprehensive update, as recommended in the following Implementation Chapter. Furthermore, all new developments proposed for the Subareas should be reviewed by the Plan Commission to determine compatibility with the direction set forth in the Plan and the recommendations of the Subarea Plans. A major recommendation in the Plan is the development of architectural design guidelines. The Plan Commission will need to complete this element at the earliest possible time, as many of the policy recommendations hinge upon approved architectural design standards.

To recreate a Downtown civic core, land use and development standards will need to be updated in the zoning and subdivision codes under the guidance of the Plan Commission. Design treatments suggested in these recommendations should be incorporated into the zoning and subdivision control regulations to provide guidelines as to the recommended scale and appearance and placement the Town desires.

The physical enhancements recommended in the Subarea Plans are extensive, and sometimes they are combined with other improvements that the Town may undertake. Some of the public improvements are already planned and can be implemented without the need for additional funding. The challenge for this group of improvements is coordination. Another group of public enhancements will require additional planning. The recommended Capital Improvement Plan will significantly improve the process of all public improvements. As recommended, the Town must prepare a five-year capital plan to assure orderly progress and management of proposed public improvements.

The third group of recommendations will require long term planning, design, budgeting, and coordination with other agencies. Activities such as the redevelopment of the Downtown will need a detailed design plan and construction documents for certain phases of implementation. Coordination with INDOT could similarly be a lengthy process. Perhaps the most important element is availability of funding for the recommended improvements. The Town will need to seek alternative funding, some of which are stated in the Implementation Plan Chapter, to implement many of the physical improvements to make the vision a reality. Grant funds are available from several Indiana and Federal agencies for several of the recommendations. For example, the Department of Commerce's Main Street Program could provide some funding for implementation of some of the elements identified in the Subarea Plan, while Transportation Enhancement Funds, through INDOT, can provide funding for street improvements and beautification. Lastly, the most important funding source should be private partners that the Town should recruit to implement and participate in development of many of the proposed improvements.

INTRODUCTION
❖
LINCOLN HIGHWAY
❖
INDIANAPOLIS BOULEVARD
❖
JOLIET STREET