



Existing Conditions

1. EXISTING LAND USE

The Town of Schererville covers an area approximately 14.5 square miles, or 9,325 acres. The Town can be characterized as suburban in land use with rural-character in outlying areas in its southern boundaries. Exhibit 5, Existing Land Use, illustrates the general pattern of existing land uses in Schererville. The existing land use was prepared from aerial photography and property base information, and verified through site reconnaissance and visits. Table 18 presents the estimated acreage of the various land uses within Schererville.

LAND USE	AREA (AC.)
Single Family Residential	2,796.2
Multi-Family Residential	406.9
Office	53.7
Commercial	732.3
Light Industry	209.3
General Industry	124.6
Civic	57.4
Institution	237.1
Parks/Recreation	445.3
Open Space/Natural Areas	1,306.2
Farms	715.6
Vacant Land	1,004.4
Roads/Easements	1,236.0
TOTAL AREA (ACRES)	9,325.0

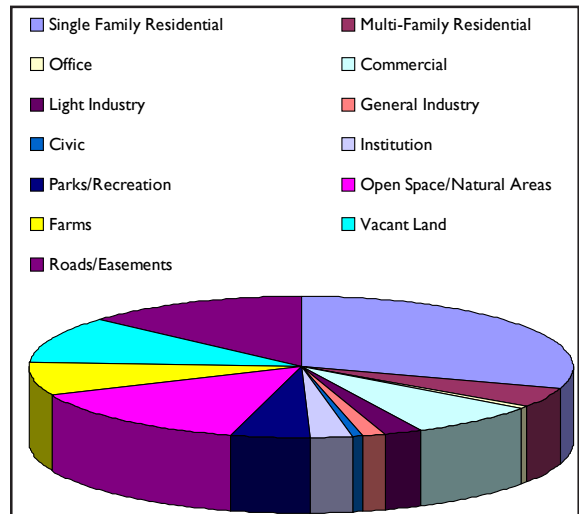


TABLE 18 - LAND USE ACREAGES

The following paragraphs provide a summary of the different land uses and their general locations within Schererville.



EXAMPLES OF SINGLE FAMILY HOUSES IN SCHERERVILLE

Single Family Residential

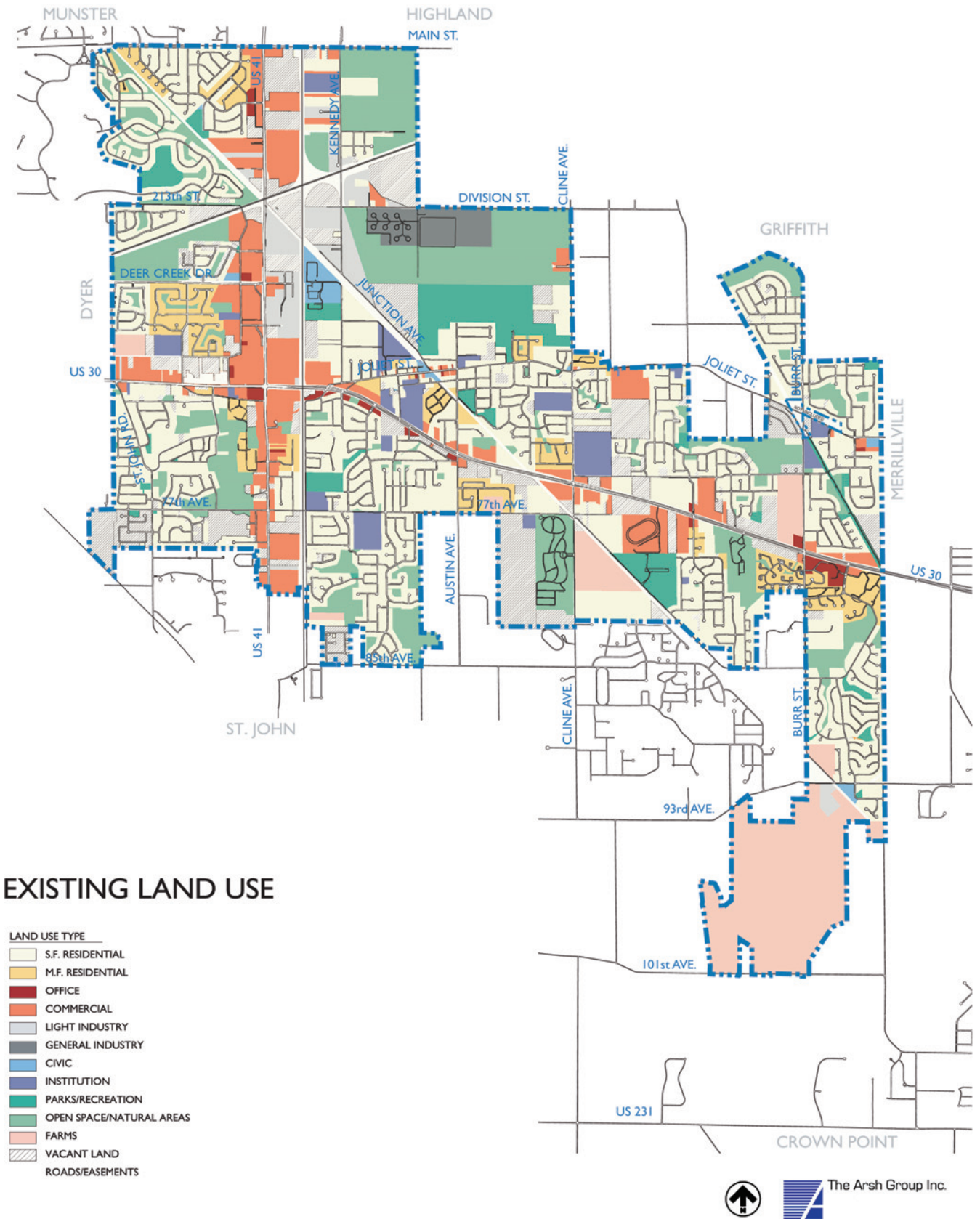
The single family uses cover approximately 2,786.2 acres of land, and includes both detached single family homes and attached residential units. The Town is predominantly single family in nature, consisting of homes ranging from small, urban sized lots of less than 6,000 square feet, to larger lots of several acres. The oldest residential developments can be found in or around Downtown, as well as around the south side of the west US 30 corridor. Over the last few decades, newer residential subdivisions have been developed in different parts of the Town. Today, most of Schererville's new residential development is focused on the far west and east ends of Town. The overall quality of Schererville's housing stock is good, though some of the older homes may lack various modern amenities or meet the desirable size.

Multi-Family Residential

Approximately 406.9 acres of land is devoted to multi-family residential uses. These residential units feature a wide variety of lot and building sizes and design styles. Older multi-family residential developments often take the form of multi-story apartment buildings. Typically, these developments are

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE



The Arsh Group Inc.

EXISTING LAND USE



COMMUNITY FACILITIES



TRANSPORTATION



OLDER EXAMPLE OF MULTI-FAMILY HOUSING



NEWER EXAMPLE OF MULTI-FAMILY HOUSING



NEWER EXAMPLE OF OFFICE DEVELOPMENT



OLDER COMMERCIAL USES ON JOLIET ST.

found on or near the US 30, US 41, and Joliet St. corridors. Today, new multi-family residential developments usually take the form of attached townhomes, usually with four (4) units per building. Most of these types of multi-family developments can be found in the northwestern part of Schererville.

Office

In comparison to commercial uses, the office uses in Schererville only occupy approximately 53.7 acres. Office uses in Schererville include banks, professional firms, and medical clinics. Banks are all developed as single use facilities on their own parcels. All other office uses fall into one of two categories. Older office developments are usually seen as multi-story complexes on large lots. The professional complex at the southwest corner of US 30 and US 41, at 5.5 acres, exemplifies this type. Most newer office developments can be seen in strip center developments, either as part of a retail center, or as their own centers. The majority of Schererville's office developments are found along the US 30 and US 41 corridors, with smaller developments scattered along Joliet St.

Commercial

Commercial uses constitute the second largest land use in the Town. Approximately 732.3 acres of land is used for commercial uses. These include a wide variety of retail and service based uses, warehouses, and distribution facilities. The majority of Schererville's commercial developments are found in three distinct corridors:

JOLIET STREET – Most of the commercial uses on Joliet Street are found in the Downtown area. While many of the original buildings from Schererville's early days are long gone, the modern buildings present today still evoke a similar character with their smaller footprints oriented close to the street, and with parking relegated to the side or rear of the buildings. Because of the smaller size of the buildings here, most of the existing commercial uses tend to be of the smaller, boutique variety, with no chain stores or franchises currently present. Recent street improvements to Downtown have brought on-street parking and improved streetscaping to the district, though it has not, as of yet, translated appreciably to an increase in Downtown vitality. Outside of Downtown, some smaller, modern strip centers are located on the far eastern section of Joliet Street.

US 41 (INDIANAPOLIS BOULEVARD) – US 41 is the major north-south arterial in Schererville. The corridor is mostly retail in character, with some industrial uses near the Canadian National railroad tracks in the northern part of the corridor. Most of the corridor is fully developed, but there are still several vacant parcels available. The most recent devel-

opments have occurred north of US 30, with large, modern power centers being the typical development type. South of US 30, the corridor is a mix of older, lower-density auto-oriented businesses and more modern strip retail and office centers. This mix of old and new has created a land use pattern that looks haphazard and somewhat unattractive. Because of the unorganized nature of this reach, several individual curb cuts to the highway are present. These create unsafe traffic conditions for motorists.

US 30 – US 30 is the major east-west arterial in Schererville. The intersection of US 30 and US 41 marks a significant change in US 30's character. The western side of US 30 is fully developed, but with a similar character as south US 41; low-density auto-oriented uses with an overabundance of highway curb cuts. This character is broken up by single family residential homes on the south side of US 30 west of Janice Street. On the east stretch of US 30, the corridor's commercial development is much more varied in character. The corridor shows a variety of uses with differing setbacks, heights, or form amidst vacant land and marginal uses, mixed among modern offices and retail districts.

Light Industry

Industrial uses are predominantly located in the northern part of the Town along Junction, Kennedy, and Division Avenues. Approximately 209.3 acres of land is devoted to light-industrial uses. These uses include a wide variety of low-intensity businesses, including recent industrial park developments. There has been little new industrial development in Schererville in the past twenty years, except for the new business park at Kennedy Avenue and Scherland Drive. Outside of this area, an older industrial/business park exists around the US 41 and 65th Avenue intersection.

General Industry

Approximately 124.6 acres of land is devoted to general industrial uses. General industry mainly refers to more intensive manufacturing and processing facilities. General industrial uses are mostly confined to the petroleum tank farms along Division Street.

Institutional

Approximately 237.1 acres of land is devoted to institutional uses in Schererville. These include the Town's public and private schools, as well as religious facilities. The Town of Schererville is served by the Lake Central School Corporation. The school corporation has three public school facilities in Schererville:



LARGE STRIP CENTER/POWER CENTER DEVELOPMENT ON US 41



HAPHAZARD LAND USE MIX ON SOUTH US 41



HAPHAZARD DEVELOPMENT ON WEST US 30



NEWER LIGHT INDUSTRY ON KENNEDY AVE.

EXISTING LAND USE



COMMUNITY FACILITIES



TRANSPORTATION

- Homan Elementary – 210 East Joliet Street
- Peifer Elementary – 1824 Cline Avenue
- Grimmer Middle/Watson Elementary – 225/333 West 77th Avenue

The school corporation also owns two vacant parcels in Town. The first site is near the Joliet Street and Burr Street intersection. This approximately 30 acre parcel is slated for a new elementary school. In 2008, the school corporation acquired approximately 160 acres of land for a new school complex just north of 101st Street and bisected by Blaine Street. Approximately 60 acres of this land is found on the east side of Blaine Street, which lies in the Schererville growth area. While no final decisions have been made for this site, several opportunities are available, ranging from an elementary school to a vocational educational facility.

In addition, there are four private schools located in Schererville. These private schools are:

- Campagna Academy Charter School (high school) – 7403 Cline Avenue
- Forest Ridge Academy (K-8) – 7300 Forest Ridge Drive
- Hammond Baptist School (K-12) – 134 West Joliet Street
- St. Michael School (K-8) – 16 West Wilhelm Street

Parks/Recreation

Approximately 391.1 acres of land is devoted to parks and recreation use. This includes all publicly and privately held park land facilities in Schererville. Of this park land, approximately 153.3 acres owned and maintained by the Schererville Parks Department. There are a total of 24 parks in the Town, including the Erie-Lackawanna Trail. Table 19 shows a summary of the parks and their facilities. Tables 20 and 21 show the park facility deficiencies that were identified in the 2008 Parks Master Plan.

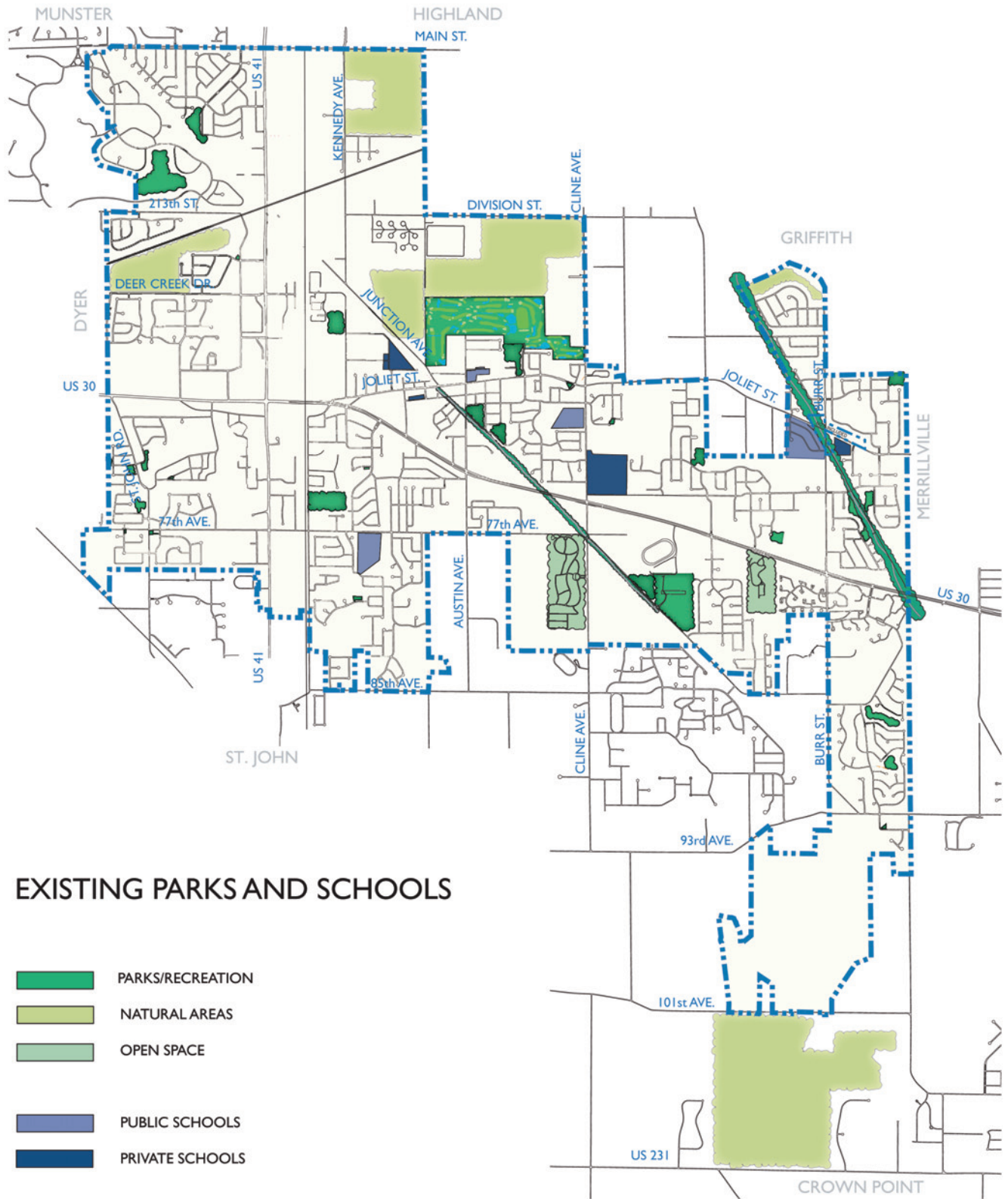
Other recreation opportunities are also available to Town residents. Schererville is home to two (2) golf facilities: Scherewood Golf Club and Briar Ridge Country Club (though the latter is only open to club members and guests). Schererville Baseball operates a five ballfield facility immediately west of Rohrman Park. Tri-Town Raiders Pop Warner plays on a football complex on the site of the Schererville Wastewater Treatment Plant. The Lake County Parks Department oversees the portion of the Erie-Lackawanna Trail north of Joliet Street. In addition, numerous other private facilities exist within Schererville which offer a variety of recreational facilities and programs.



SCENES FROM SCHERERVILLE'S PARKS

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE



The Arsh Group Inc.

EXISTING LAND USE



COMMUNITY FACILITIES



TRANSPORTATION

Park	Acres	Baseball Fields	Baseball Fields (lighted)	Basketball Court	Concession Building	Drinking Fountain	Gazebo	Grill	Open Space	Outdoor Ice Rink	Parking Lot	Paved Trail	Playground	Rest Area	Restroom	Sand Volleyball Court	Sandbox	Shelter	Soccer Field	Softball Field	Softball Field (lighted)	Tennis Court	
Autumn Creek	5					1							1					1					
Bike Trail	21.8										1	1		2					1				
Biedron	6					1		1					1					1					1
Elm Ridge	1.4					1		1					1					1					
Elm Ridge II	<1								1														
Foxrun	2.75					1							1										
Foxwood North	4					1							1					1					2
Foxwood South	3.6					1			1				1			1		1					2
Grimmer	<1												1										
Grove	<1								1									1					
Kulik	2.5					1	1	1					1				2						
Lakeview	2								1														
Lake of the Meadows	1												1										
Novo Selo	<1					1							1					1					
Plum Creek	8		1		1	1	1					1	1		1	1		1	1	1			2
Redar	9.2		2	1	2		1		1	1			1		1	1		1		1			
Rolling Hills	7.5		1		1								1					1		1			
Rohrman	46	1		1	1			1					1		1			1	5			3	
Saratoga	<1												1										
Scherwood	9.5								1		1												
Smith	<1												1			1							
Stephen	20				1	2				1	1	1	1		1	1		1	11	2		2	
Tara	<1												1					1					
Trace	1												1										
TOTAL (24 parks)	153.3 (est.)	0	1	4	3	15	1	4	7	2	4	3	19	2	4	5	2	14	17	5	3	9	

TABLE 19 - EXISTING PARK FACILITY INVENTORY

Area of Facility	2007 Inventory	2007 Deficit/Excess	2012 Deficit/Surplus
Mini Park	9.75	-33.45	-35.25
Neighborhood Park	17.9	-39.7	-42.1
Community Park (3)	67.7	24.5	22.7
Trail/ Linear Park (acres)	1.8	n.a.	n.a.
Open Space	56.2	-87.8	-93.8
Total Parks LOS	153.35	-134.65	-146.65

TABLE 20 - LEVEL OF SERVICE ANALYSIS: PARK ACREAGE

Recreation Facility	2007 Inventory*	Current Resident	2012 Demand	New Facility Needed
Baseball (Official)	6	0	0	0
Softball	12	6	6	2
Baseball Fields (lighted)*	6	0	0	0
Basketball Court	5	0	0	1
Outdoor Ice Rink	1	0	0	1
Volleyball Court (Includes sand)	5	0	0	1
Soccer Field	17	0	13	11
Tennis Court	10	0	0	1
Multiple Courts	0	0	0	1
Field Hockey	0	0	1	1
Football*	2	2	5	3
Running Track	0	0	0	2
Indoor Pool	0	0	1	1
Outdoor Pool	1	0	0	2
Golf	1	0	0	0
Recreation Center	0	0	1	1
Paved Trail	4	0	0	1
Playground	24	0	30	6
Dog Park	0	1	1	1
Skateboard Park	0	1	1	1

* - INCLUDES ACCESIBLE PARK & OPEN SPACE FACILITIES NOT OWNED BY SCHERERVILLE PARKS DEPARTMENT.

TABLE 21 - LEVEL OF SERVICE ANALYSIS: RECREATION FACILITIES

Natural Areas/Open Space

Approximately 1,313.6 acres of land is classified as natural areas or open space. A large portion of this area (approximately 467 acres) is found at dedicated natural preserves such as Hoosier Prairie and other natural lands owned by the Indiana Department of Natural Resources. Most of the other natural areas are found in various wetlands and lowlands that have been deemed undevelopable. Detention areas, usually within newly established subdivisions, are also included in this category.

The open space portion of this classification refers to green areas whose primary purpose is for beautification, though they may still provide opportunities for active and passive recreation. The common green spaces at the Briar Ridge subdivision are an excellent example of this use. The Town's two (2) active cemeteries are also considered open space in this plan.



NATURAL AREA NEAR TURKEY CREEK



EXISTING FARM ON FAR SOUTHEAST END OF TOWN

EXISTING LAND USE



COMMUNITY FACILITIES



TRANSPORTATION

Agriculture

Approximately 715.6 acres of land is devoted to farming and agricultural uses. Farm areas are primarily open lands that are actively managed and maintained for agricultural uses. While only a handful of individual farms have been identified, they tend to occupy large parcels of land. The largest identified farm (approximately 503.5 acres) is currently located at the far southeastern corner of Town, west of Chase Street between 91st Avenue and 101st Avenue.

Vacant Land

Approximately 1,004.4 acres of land is classified as vacant in the existing land use plan. These are areas of land that are unoccupied and unmanaged, making them available for development. Scattered throughout the Town, these parcels range in size from single family 1/4-acre lots to parcels over 100 acres in size.

Roads/Easements

Approximately 1,301 acres of land is used for roads and easements. Roads and highways are the main connections between the various different uses in Town. Utility easements, including pipelines and electrical highlines, provide the infrastructure that keeps Schererville running.

2. COMMUNITY FACILITIES

Civic/Government/Public Safety

Civic and governmental uses cover approximately 57.4 acres in Town. Most prominent of these are the Town Hall, Police Station, and Fire Stations. The Town Hall, constructed in 2002, occupies the northwest corner of Joliet Street and Junction Avenue. The Police Department and Town Courts are located in a newly constructed, modern building across from the Town Hall on Joliet Street. The Schererville Fire Department is responsible for fire protection in Schererville. The Town has three (3) active fire stations, which are located at:



- 1550 Cline Avenue
- 280 Plum Creek Drive
- 1949 Springville Drive

Currently, the Town's police and fire services are adequate for the current population. However, the public safety personnel (police and fire) is expected to increase as the Town's tax levy permits and the Town grows.

Sanitary Sewer

Sanitary sewer collection and conveyance is provided by the Schererville Waste Water Treatment Department. The Department runs a plant which has a capacity of 8.75 MGD at the present time. The plant has a peak capacity of 16 million gallons per day. This capacity is expected to be adequate for foreseeable future growth. The storm water drainage system consists of a combination of separated storm sewers, open ditches, detention/retention ponds and legal drains. Typically, subdivisions and commercial uses in Schererville are served by a storm water sewer or legal drains that drain into a lateral tributary of Turkey Creek and Hart Ditch, or several retention and detention ponds.

Water

Potable water is provided to Schererville primarily by the Indiana American Water Company. The company's current capacity is anticipated to be adequate to handle future demand. A modest amount of drinking water is derived from private residential wells in older and less developed areas, and are not a part of the Town's water distribution system.

3. TRANSPORTATION

Throughout its history, transportation facilities have had a major impact on the life and growth of Schererville. Today, Schererville remains a hub of activities in the region due its location at the cross-section of two (2) major national highways. The following describes the transportation system in the Town.

Roadways

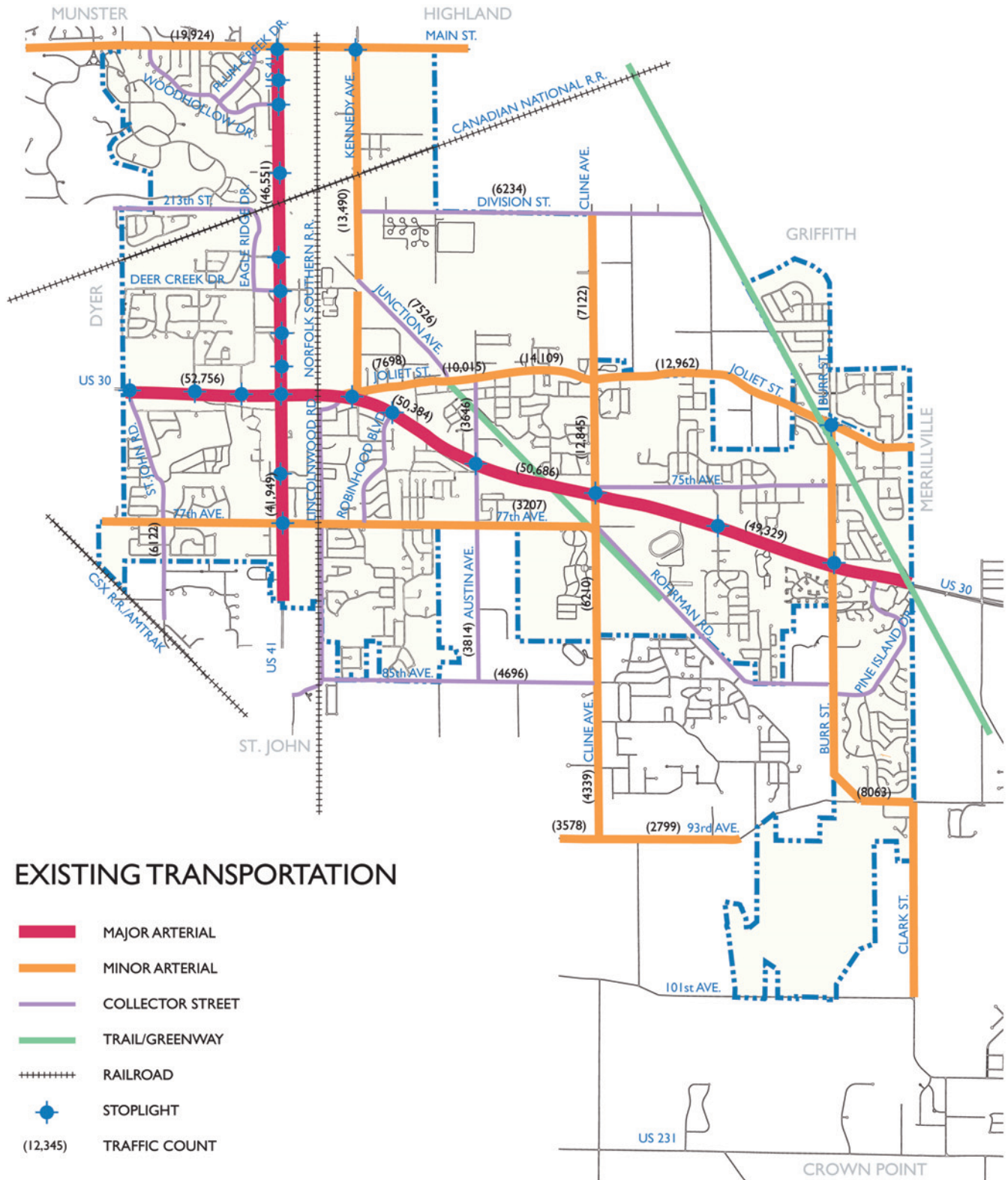
Roads are the lifeline of any urban area. They provide for movement of automobiles, pedestrians, bicycles, and other non-motorized vehicles. There are several classifications of roads in Schererville, which are shown in Exhibit 7. They range from the major arterials of US 30 and US 41, to local streets that run through the myriad of Schererville's neighborhoods. The major streets in Schererville can be classified as follows:

Major Arterials

- US 30 (Lincoln Highway)
- US 41 (Indianapolis Boulevard)

COMPREHENSIVE PLAN

TOWN OF SCHERERVILLE



The Arsh Group Inc.

EXHIBIT 7 - EXISTING TRANSPORTATION FEATURES



Minor Arterials

There are currently several streets in the Town that can be partially or as whole classified as minor arterial roads. Kennedy Avenue and Joliet Street are classified by the Indiana Department of Transportation (INDOT) as minor arterials. Part of 93rd Avenue (92nd Avenue on the east) also has the character of a minor arterial road. Similarly, segments of Burr Street and Cline Avenue, south of US 30 can be classified as a minor arterial. The listed arterials include:

- Joliet Street
- 93rd Avenue (91st Avenue in the east)
- Kennedy Avenue
- Cline Avenue (US 30 to 93rd Avenue)
- Burr Street (Joliet Street to 91st Avenue)
- Main Street
- 77th Avenue

The existing collector roads include:

Collector Roads

- 213th Street/Eagle Ridge Drive
- 85th Avenue/Rohrman Road
- 85th Place/Pine Island Drive
- Austin Avenue (South of Joliet Street)
- St. John Road
- Junction Avenue
- 75th Avenue
- Lincolnwood Road
- Woodhollow Drive/Plum Creek Drive
- Robinhood Drive

The major arterials of US 30 and US 41 serve as the backbone of Schererville’s transportation network. They are four-lane arterial roadways that serve as both connections to Schererville’s retail and office districts and national highways spanning across the United States. The portion of US 30 east of the Norfolk-Southern railroad also features a grassed median that separates traffic in both directions. Recent improvements to US 41 have added a dedicated two-way left-turn lane, sidewalks, and several right-in, right-out entrances to various developments along the corridor. The overall development along these major arterials has varied widely, ranging from older and smaller single-use facilities, to large and more modern strip and power centers. The older, single-use developments often have only one point of ingress and egress adjoining the major highway. This often results in numerous curb cuts, with little to no interconnection between uses. This can cause traffic backups for patrons trying to visit these businesses. The above mentioned improvements have alleviated this situation somewhat, but still remains a major issue. This issue is most prevalent on US 41 south of US 30, and US 30 west of Fountain Park Drive.

Other traffic issues still exist, in spite of the recent improvements. In particular, the US 30/41 and US 41/Main Street intersections experience considerable congestion during rush hour. While the recent expansion has added overall traffic capacity, the planned commercial development proposed for north US 41, coupled with the depletion of available right-of-way expansion area, could cause further congestion in the future. The current lack of easily available reliever roads in this area further exacerbates this problem. Other minor arterial and connector roads, particularly Kennedy Avenue and Junction Avenue, have low traffic capacity. While their level of service may be adequate today, any future growth will likely cause congestion issues without significant improvements.

Most roads in Schererville feature curbs and sidewalks, except in some areas in the older neighborhoods. In these neighborhoods some isolated blocks lack curbs, sidewalks or both. Many of the arterial and collector streets also lack curbs and sidewalks.

Truck traffic was also reported as a concern, as truck traffic has increased substantially over the past few years and as US 30 has become more of a reliever road for I-80/94. This issue is exacerbated by the fact that no major interstate freeways are located within Schererville; the closest interstate highway is I-80/94, approximately 5.7 miles north in Hammond.

The overall road network in Schererville is typical of modern suburban communities. Generally, there are easily identified arterial and collector streets, with these streets being fed by the many residential subdivisions. These residential subdivisions usually feature their own internal street network, with connections to surrounding neighborhoods and the collector streets.

Traffic Count

The measure of traffic for major arterial streets in Schererville is also shown in Exhibit 7. The traffic counts for US 30 and 41 were conducted by the Indiana Department of Transportation (INDOT), while the remaining counts were conducted by the Northwestern Indiana Regional Planning Commission (NIRPC). The most recent surveys by INDOT occurred in 2006. The areas surveyed by NIRPC range from 1995-2005. The traffic counts represent unadjusted traffic data over a 24-hour survey period, with the final count representing the sum of traffic in both directions of the survey area. In cases where multiple counts for the same road were provided, only the most recent data was incorporated in the map.

The traffic counts show that US 41 and US 30 are, by far, the most heavily travelled corridors in Schererville. Other roads with large amounts of traffic are Joliet Street and Main Street. These streets are primarily two-lane minor arterials, and often experience significant congestion during rush-hour times.

Rail

At its height, five different railroads ran through Schererville. As motorized freight became more cost efficient, the amount of rail traffic began to decline. Today, two (2) active railroad lines remain in Schererville, both of which are devoted to freight traffic.

The Norfolk-Southern line is a north-south railroad, providing access to Chicago, IL to the north and Danville, IL to the south. This predominantly single-track line is found ¼-mile east of US 41 and generally parallels the highway within Schererville. The right-of-way is elevated throughout much of Schererville, requiring either underpasses or elevated grade changes to cross the tracks.

The second active railroad in Schererville is the Canadian National. Originally owned by CSX, this two-track, northeast-southwest line, crosses US 41 approximately one (1) mile south of Main Street. A bridge exists at US 41 to cross over these tracks, while nearby crossings at Kennedy Avenue and 213th Street/Eagle Ridge Drive are at-grade. In a recent effort to reduce train congestion into Chicago, the Canadian National acquired the long-inactive EJ&E rail line, a one-track line immediately north of the Canadian National tracks.

The other two (2) inactive rail lines are either used as regional bicycle trails, or are proposed for this conversion. The Erie-Lackawanna Trail, which is discussed in further detail below, has been converted into a regional off-road trail. The second is the former Pennsy Railroad. Running northwest-southeast and generally bisecting the Town, this right-of-way is being designed for a second regional bicycle trail network. Currently, the right-of-way portion



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COMMUNITY FACILITIES



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between Redar Park and Rohrman Park is under preliminary engineering. At completion, the trail would stretch south to Crown Point and north to Munster, where it would eventually connect to the Burnham Greenway in Chicago.

Whenever railroads cross through an urbanized community, there are always issues regarding disruption and disconnection within the community. Trains are noisy, and because of the length of a typical train, traffic is often disrupted for a significant period of time after a train passes through. In particular, the recent Canadian National acquisition of the EJ&E line has come under fire for potentially causing congestion related to increased train traffic. Moreover, they can often act as a barrier between different neighborhoods in a Town. This limits the opportunity to link and connect underserved areas of the Town.

Parking

In general, Schererville has an adequate amount of parking for its businesses and residents. The Town has clear parking standards for all new developments to help ensure that parking deficiencies do not exist. The lone area of potential deficiency is in the Downtown area. Recent streetscape improvements to Joliet Street have brought on-street parking to the corridor, particularly in the Downtown area. This parking addition is adequate for normal day-to-day activities. However, for Downtown festivals and events, parking deficiencies may exist. This is especially true for events in nearby Redar Park. While some parking exists within the park, as well as some additional parking on Austin Avenue, this by itself is usually inadequate for major festivals and events.

Trails and Greenways

The Town of Schererville is currently served by one (1) regional off-street trail, the Erie-Lackawanna Trail. This popular trail connects to Griffith and Highland to the north (with future extension to Hammond), and to Merrillville to the south (with future extension to Crown Point). Schererville is responsible for maintaining a 1.2-mile portion of this trail, generally stretching from Burr Street to the Town's boundary at US 30. While a popular regional attraction, its location at the far northeastern corner of Town strongly limits the potential pool of users in Schererville.

In 2009, the Town began engineering and construction work on the segment of the Penny Greenway from Joliet Street (Redar Park) to Rohrman Park. This segment is approximately two (2) miles in length. Right-of-way acquisition for the remaining sections of the Greenway in Schererville is currently ongoing.



ERIE-LACKAWANNA TRAIL