

COMPREHENSIVE PLAN



Town of Cedar Lake, Indiana

2007



COMPREHENSIVE PLAN 2007 TOWN OF CEDAR LAKE

Lake County, Indiana

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Cedar Lake is a unique community in Lake County, indeed in all of Northwest Indiana. The town is inextricably connected to the lake of the same name, that was home to several Native American communities before pioneer settlement in the mid nineteenth century.

CHAPTER ONE INTRODUCTION





Town History

The lake is the focal point of the community and is a rare natural feature in this part of the country. The lake was formed by glaciers that otherwise left most of Northwest Indiana flat and dry. For the Native Americans and the pioneer settlers who first came upon Cedar Lake, it must have been a surprising sight. Cedar Lake is one of the largest inland natural lakes in Indiana, with approximately 787 acres of surface area. The large marsh south of the lake was undoubtedly part of the lake at one time, before the south shore area was drained. The Cedar Lake Marsh is one of the largest contiguous wetlands in the State of Indiana.

Early Settlement

By the 1870's the pioneers had platted small settlements around the lake, such as West Point, Fairport and Armour Town. The first school in Lake County, the Ball School, was built in 1838 (today's Jane Ball School carries on this tradition). By 1870, a post office was established as the Cedar Lake Post Office, providing the official name to the area.

The Monon Railroad arrived to the lake's western shore in 1882. The 2.5 mile section of the railroad that passed by the lake was considered the most scenic section of the entire railroad. With the railroad came new residents, as well as entrepreneurs who recognized the value of the lake as a tourist destination.

Resort Days

Cedar Lake became a mecca for Chicagoans and others seeking a lakeside retreat. From the late 1800's into the early 1900's, Cedar Lake had over 50 hotels, several steamboat tour lines and numerous lakeside cottages. While nearby Crown Point's courthouse was a popular place for weddings, Cedar Lake became the location of choice for honeymoons. The railroad brought people from Chicago as well as from points south to enjoy the lake and the many entertainments in the area. Names such as Chicago retailer and philanthropist John G. Shedd, the Armour brothers (of meat packing fame) and famous foot doctor William Scholl are among those who contributed to the history of Cedar Lake during this era. Several ballrooms and pavilions dotted the lakefront, such as the





Midway Gardens and the Lassen Pavilion, bringing in nationally-known bands to entertain area residents and visitors.

Today's Lake of the Red Cedars Museum was originally the Lassen Hotel and is the only surviving structure from Cedar Lake's resort era. Part of the building was actually built on the west side of the lake to house workers engaged in ice cutting for the Armour Meat Packing Company. This building was slid across the frozen lake during the winter of 1919 and added to the Lassen. Before refrigeration, ice cutting was an important industry in the area, providing ice to the growing industries of the Chicago and Northwest Indiana metropolis. The Lake of the Red Cedars Museum preserves many photos and artifacts of Cedar Lake's resort and ice cutting heritage.

Change and Decline

Local citizens tried in 1914, 1933 and 1950 to incorporate the Town. After much vehement opposition, court hassles and expense, Cedar Lake was finally incorporated in 1970.

Although the resort days brought prosperity and growth, particularly with cottage subdivisions, by the 1940's greater mobility afforded tourists access to further destinations. As a result, Cedar Lake's popularity as a resort area began to decline. The hotels closed and were demolished, one by one. Although the Midway Gardens Ballroom survived into the 1980's, by 1990 the lakefront no longer hosted a variety of lodging, dining and entertainment. Cottages that were built as seasonal dwellings were converted to year-round dwellings, and the lakefront was lined mostly with homes of various sizes and a few ma-

rina businesses. Only a few businesses remain that draw people to the lakefront, such as the Dairy Queen and the Chamber of Commerce Visitors Center.

With the shift in emphasis, Cedar Lake's economy now relied upon year-round residents who found jobs in Chicago or Northern Lake County. Since attracting visitors lost its importance, upkeep of many small homes declined. Town revenues also declined, and budgets could not keep up with street maintenance and other needs. By the end of the 20th Century, the town had declined and evidence of its former glory was difficult to find. The general image of the town, to residents and outsiders, was of a community in decline.

New Growth

However, through the 1990's the economy in the south Chicago suburbs and parts of Lake County continued to prosper. Towns such as Schererville and Merrillville began to grow, with many new homes, businesses and a large regional mall. People from Chicago and points beyond began to discover Northwest Indiana, with its cheaper land prices and easy connections to Chicago. Development began to extend ever further south, fueling the growth of small towns like St. John. With inexpensive land and very highly regarded school districts, it was inevitable that this wave of activity would eventually reach Cedar Lake.

New subdivisions began to spring up in outlying areas, and in the mid '90s the Havenwood and Robin's Nest de-



developments began a wave of quality single family subdivisions within the Town boundaries. Cedar Lake suddenly became a “hot” market, and new subdivisions were approved faster than they could be built. Additional land was annexed to the Town to accommodate sewer extensions and new developments. As of the writing of this Plan, there were nearly 2,800 dwelling units under construction, approved and awaiting construction, or in the planning approval phases.

In addition, two other major changes may be just over the horizon that could significantly affect the Town’s future. The State of Indiana has begun preliminary corridor studies for a new expressway that would connect Interstate 57, just over the state line in Illinois, to Interstate 65 in Indiana. This “Illiana Expressway” corridor is planned just south of the Town, with preliminary plans showing an interchange at US 41 and at Morse Street. This expressway has the potential to have a major impact on land use and development in the town.

The Town may also benefit from an extension of the South Shore Transit rail line that connects South Bend and Northwest Indiana to Chicago. This extension, which is in the planning stages and has strong support from the Northwestern Indiana Regional Planning Commission and the area municipalities, would follow the existing CSX Rail line south from Hammond and go through Cedar Lake before terminating in Lowell. A station would be provided in Cedar Lake, and at least two locations are being considered. Provid-

ing easier transit access to Chicago would also likely fuel residential and commercial growth in the region.

In 2006 the Town Council recognized the need to plan for the future of the Town. It was hoped that growth would help fuel redevelopment of the existing portions of Cedar Lake, but not at any price. Town leaders realized that quality development needed to be guided by Town policies that set a higher standard. This Comprehensive Plan was born from the desire of Cedar Lake to take control of land development for a better future.

Previous Planning Efforts

Since incorporation, the Town has adopted only one Comprehensive Plan to guide future development. If the plan is not revisited frequently and updated when necessary, it tends to be placed “on the shelf” and not consulted as time goes on. It is the intent of this Plan to change that pattern.

1980 Master Plan

The 1980 Master Plan was adopted in February 1980 and was compiled with the assistance of the Northwest Indiana Regional Planning Commission. This plan used a “nominal group process” to solicit public input at several public meetings. Consensus on issues and goals led to a plan that was centered on school and park facilities as the primary factor in siting and expanding residential neighborhoods.

The plan included implementation recommendations for parks acquisition and expansion (parks plans today are sepa-



rate from the Comprehensive Plan), a thoroughfare plan and a land use plan. This plan did not propose major changes from the land use patterns in effect at the time, nor did it anticipate the kind of growth the Town faces today. For this reason, as well as the age of the plan, it is no longer effective for planning purposes.

Cedar Lake Ecosystem Restoration Project

Over time, Cedar Lake has degraded in both water quality and as an aquatic habitat. Sedimentation, runoff and nutrient loading have all contributed to the lake's current condition. Until recently, there were no plans or controls to protect the lake or provide for its renewal.

In March 2005, the U.S. Army Corps of Engineers, in partnership with the Cedar Lake Enhancement Association, began a five year environmental restoration project, under the Corps' Section 206 ecosystem restoration authority. A main objective of this partnership is to restore and/or protect aquatic habitat for plants, fish, and other wildlife species. The overall project goals are:

1. Remedy problems in the watershed contributing to the degradation of Cedar Lake's ecosystem.
2. Restore fish and wildlife habitat and create a healthier lake ecosystem.
3. Increase biodiversity in the Cedar Lake ecosystem while reducing abundance of non-native species.
4. Improve water quality in Cedar Lake and reduce turbidity in the water column.

Throughout the creation of this Comprehensive Plan, residents repeatedly expressed concern about the lake and its condition. Continued restoration and maintenance of the lake are major recommendations of this Plan.

How This Plan Was Created

Cedar Lake followed a comprehensive planning process in developing this document to ensure participation from residents, public officials, Town staff and outside experts.

Process Overview

The document was prepared in cooperation with the Town Staff, the Comprehensive Plan Steering Committee, the Plan Commission, and the Town Council. The following is an overview of the planning process:

- *Project Kick-Off.* A meeting with the Steering Committee in November, 2006 provided an opportunity for the consultants to meet the Committee, tour the town and learn about the town from its residents. This meeting also began the process of data collection.
- *Public Involvement* – Once data collection was complete, Cedar Lake went well beyond the typical plan



process for public outreach by conducting personal interviews, a focus group, a workshop open to the public and 'Public Workshops In a Box'. Press releases were used before and after each event to further the outreach efforts. These efforts are described in more detail below. The results are discussed in Chapter 3.

- *Draft Plan Preparation* – Based on comments received through the public involvement process, a draft plan was prepared and reviewed by the appointed Steering Committee. The document was revised based on their comments and forwarded to the Plan Commission.
- *Adoption process* – The Plan was adopted in accordance with Indiana Code. The Plan Commission held a public hearing on July 11, 2007, at which residents expressed opinions and had their questions answered. The Plan Commission recommended that the Town Council adopt the Plan.

Public Involvement Summary

Engaging the public and seeking community involvement was a priority in drafting the plan to ensure that the vision, goals, and recommendations captured the values and ideals of the community. A variety of methods were employed for area residents to be involved. Workshops, focus groups, a steering committee and plan commission meetings, as well as independent take-home meetings called "Public Workshops-In-A-Box," allowed everyone a chance to participate.

- Steering Committee: A 13-person Steering Committee was appointed by the Town Council to provide guidance and discussion on developing the comprehensive plan. The steering committee met with the planning consultants to direct the public participation process, review drafts, and make suggestions for the final plan.
- Personal Interviews: One-on-one interviews with key Cedar Lake individuals early in the process provided an assessment of perceived challenges and opportunities for the town. Asked to describe the ideal Cedar Lake, almost all participants chose words such as 'Progressive', 'Clean' and 'Prosperous'.
- Public Forums: A focus group, public open house and "public workshops in a box" were conducted as part of discovering local issues, areas of concern and possible recommendations for future development. Nearly 300 people participated in one or more of these events.
- Public Hearing: Once a draft of the plan was completed and was placed on file for review by the public, a public hearing was held to allow an additional opportunity for public comment. This was held at a Planning Commission meeting on July 11, 2007.

Adoption Process

Indiana Code requires a comprehensive plan to be created by the Advisory Plan Commission and adopted by the legislative body. Once the final draft was completed and approved by the Planning Commission, a recommendation on its



approval was adopted after the public hearing and forwarded to the Town Council. The Town Council approved the Comprehensive Plan by resolution on July 17, 2007. A copy of the resolution is included in the Appendix.

Statutory Plan Requirements

Indiana Code, at IC 36-7-4-502, states that a comprehensive plan must contain at least three elements:

1. A statement of objectives for the future development of the jurisdiction;
2. A statement of policy for the land use development of the jurisdiction;
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

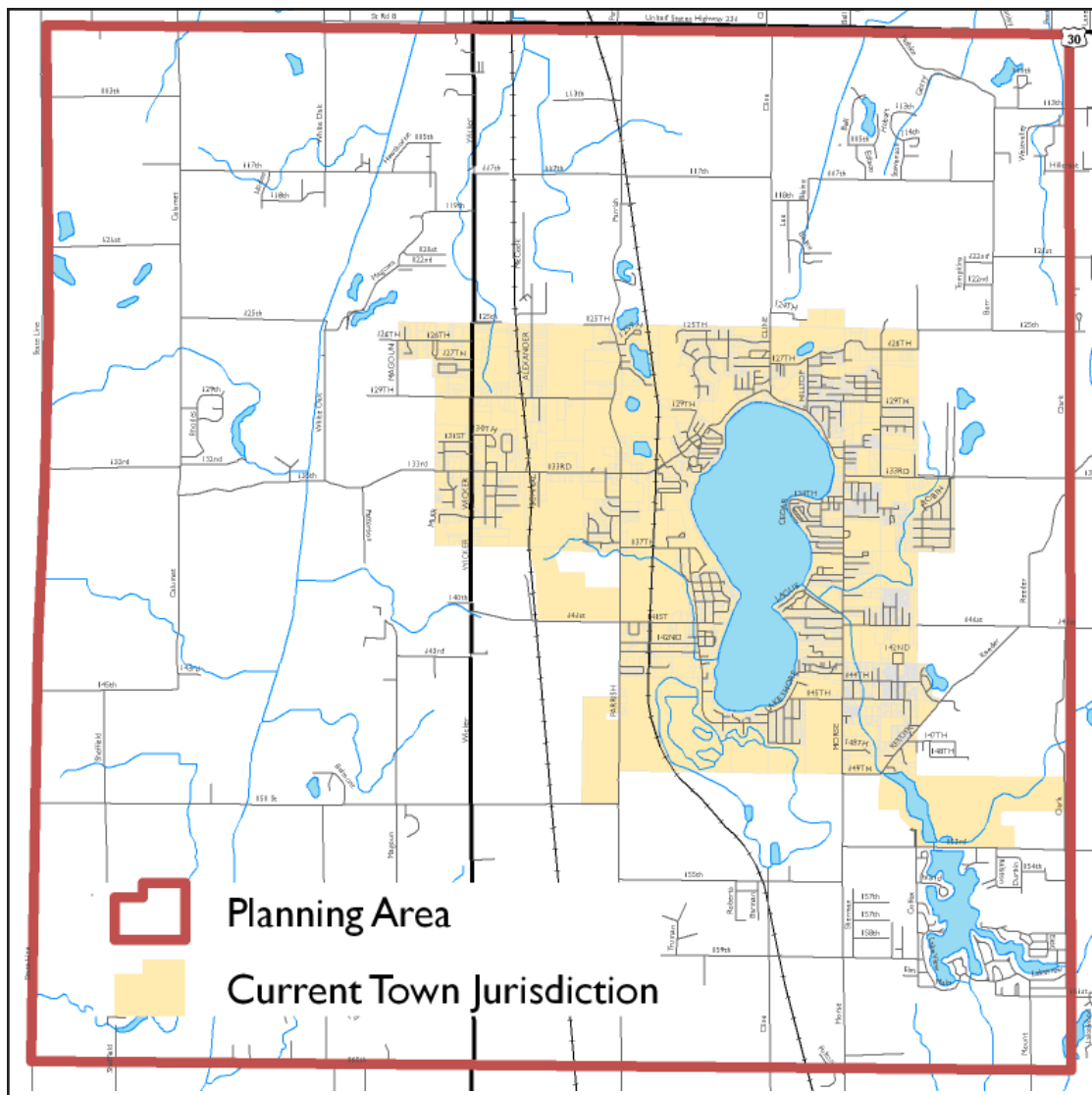


Figure I.

Comprehensive Planning Area



*Cedar Lake - the
Town's most
important resource*



These requirements are addressed in Chapter 4, Concept Development (which states goals/objectives for the plan) and Chapter 5, Future Land Use Plan (stating land use and public facility policies). At IC-36-7-4-503, Indiana Code also includes a list of elements that may be included in a comprehensive plan. The Cedar Lake Comprehensive Plan is focused on future land use within the designated planning area, but also makes recommendations regarding several of the other elements listed in the Indiana Code, such as public ways, transportation facilities, parks and open spaces, public buildings and institutions, public works and capital facilities planning, and thoroughfare planning.

Planning Project Area

After analyzing the data and conferring with the Steering Committee, the overall planning project area was defined to coincide with the planned sewer service area, just under 36 square miles (see Figure 1). It extends west to the Indiana/Illinois state line, includes land north of town to US 231 and south to 165th Street, Lake Dalecarlia and the hamlets of Brunswick and Klaasville. A six-mile long section of US 41 connecting Cedar Lake with St. John and Lowell

passes through the planning area. Several existing subdivisions, as well as some established businesses and small industries in outlying areas are also included.

While the following chapters focus on the entire planning area, areas within Cedar Lake are much more intensely developed. When greater detail within the town area is needed, a separate "Town" map is provided. When the entire planning area is referenced, it is referred to as the "Planning Area."



The Town of Cedar Lake is located in Lake County, Indiana with the town's western border approximately two miles from the Illinois/Indiana border. Located only one hour south of Chicago, the town is ideally located near employment centers and major highways. The town has easy access to U.S. Route 41 and Interstate 65.

CHAPTER TWO COMMUNITY PROFILE





Introduction

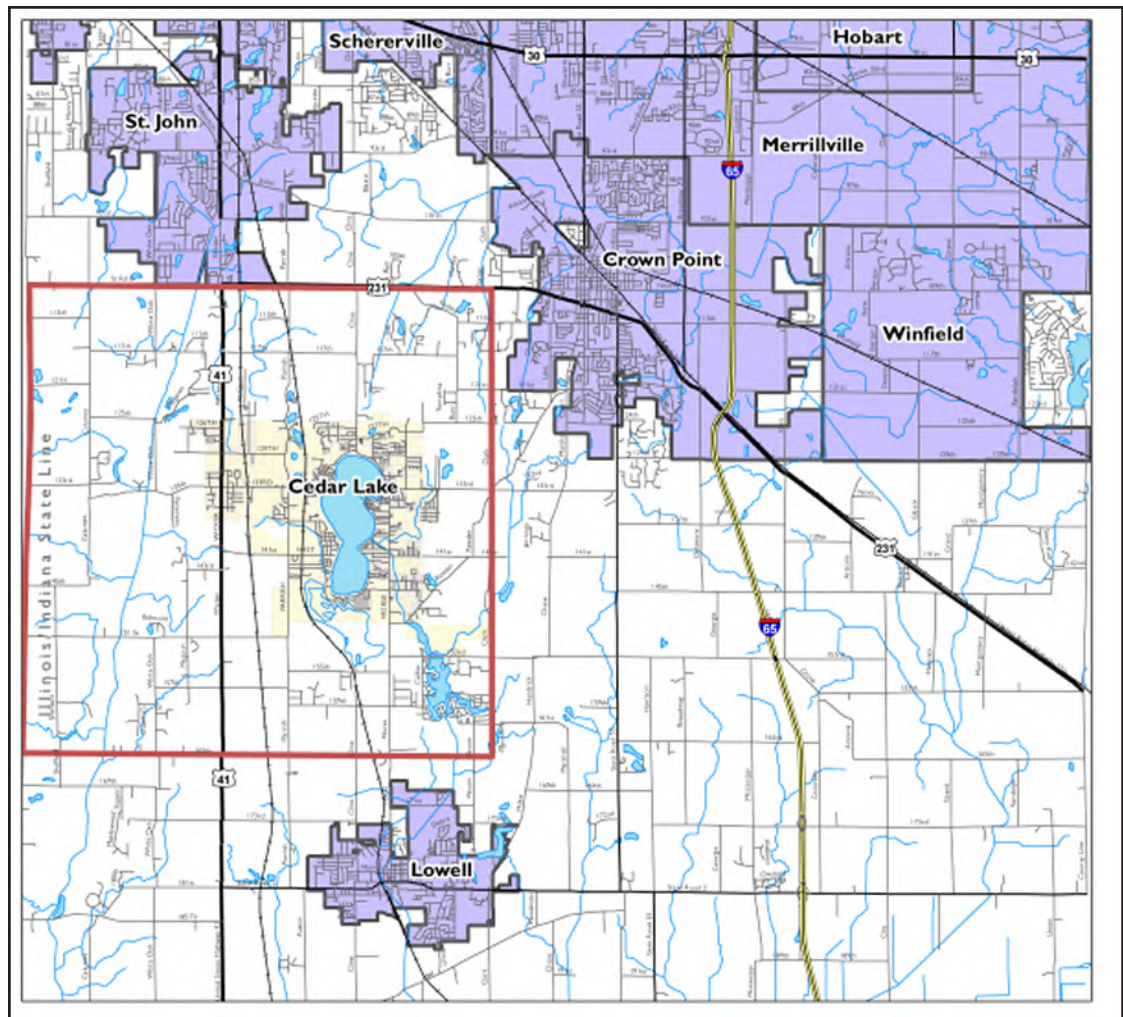
During the last 40 years, Cedar Lake (along with other communities in the vicinity (e.g., St. John, Schererville, Lowell, Crown Point, etc.) has experienced steady growth as the outlying suburbs of Chicago have continually expanded outward. This growth has spurred new residential development leading to several recent annexations. While the majority of recent development in Cedar Lake has been residential, the influx of new residents has created a demand for additional commercial and industrial development. The population of Cedar Lake is expected

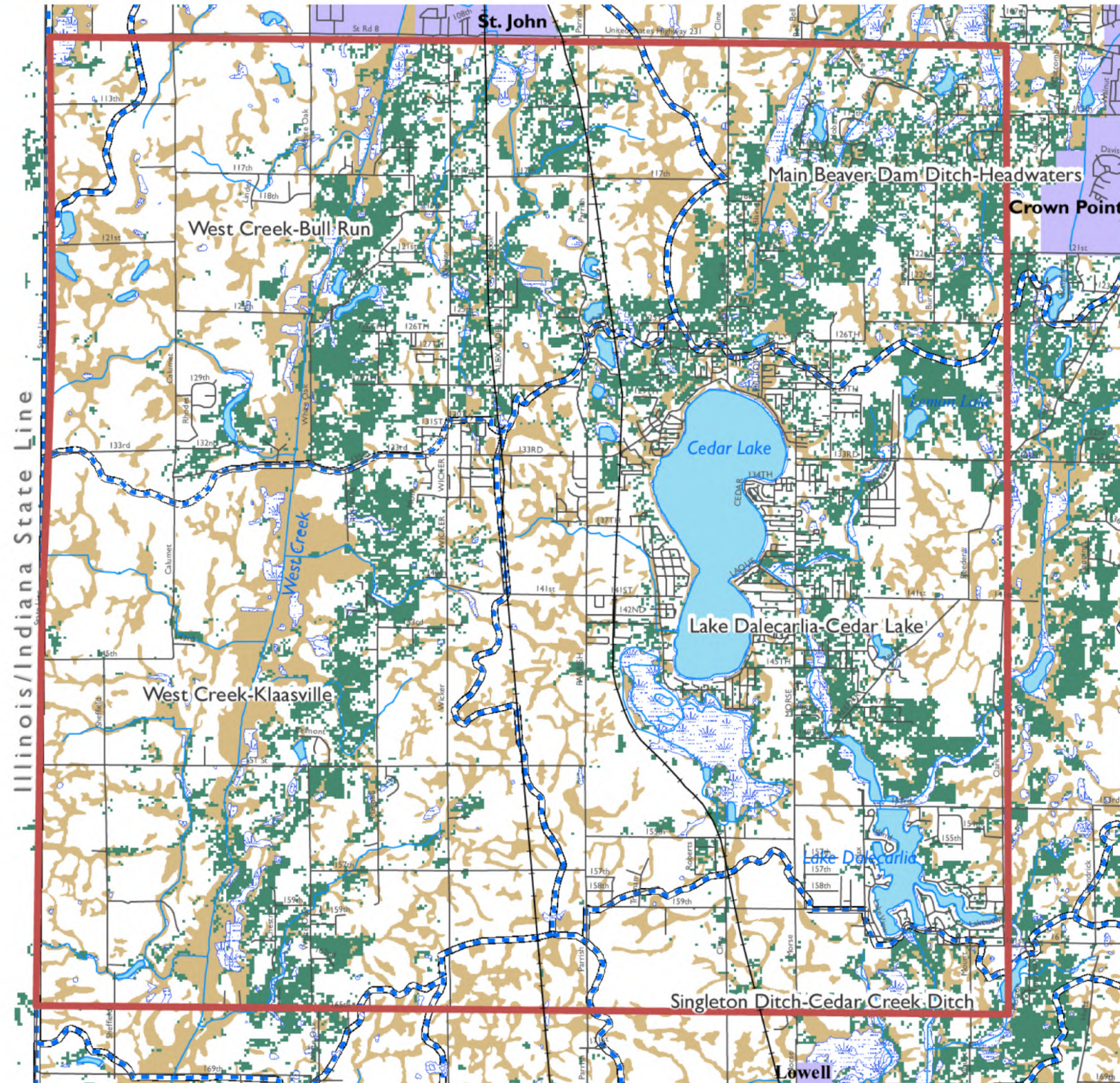
to increase dramatically over the next 20 years, causing greater pressure on current town infrastructure and creating demand for the expansion of municipal services. This chapter describes the character of the natural systems, land use, and people that comprise Cedar Lake and its surroundings.

Natural Features

During the public participation phase of the planning process, most residents stated a need for improvements to Cedar Lake's natural environment. While a majority of responses focused on the lake itself, the integral relationship of

Figure 2.
Regional
Location





Town of Cedar Lake

Lake County, Indiana

Map I

Natural Features

-  Planning Area
-  Wetlands
-  Watershed Boundaries
-  Forested Land
-  Hydric Soils



Source:
Indiana Spatial Data Service
Lake County Surveyors Office





other natural features (wetlands, topography, and vegetation) to the overall health of the lake watershed was also noted.

Map I shows the major natural features within the Cedar Lake planning area.

Water Resources

Cedar Lake

The nearly 800-acre lake is central to the entire town and the most significant contributor to the area's identity. Coveted for prime residential living, the majority of the lakefront is already developed. The lake is faced with many water quality related issues, such as direct storm water discharge, sewer system overflows, intensity of land development and an accumulation of sediment. According to a recent public opinion poll conducted by the Cedar Lake Ecosystem Restoration Project, nearly 78% of the respondents believe that the lake is degraded and needs improvement.

In recent years, lake restoration efforts have received increased attention and agency coordination. In March 2005, the Army Corps of Engineers, along with the Town of Cedar Lake, began a five year restoration project to improve overall water quality. The focus of this joint local/federal effort will be to reduce the amount of sedimentation and nutrient loading, restore area wetlands and increase the filtering capacity of Cedar Lake Marsh.

Lake Dalecarlia.

Lake Dalecarlia is a smaller lake located south of the town. This lake is an impoundment fed by Cedar Creek and

owned by the Lake Dalecarlia Property Owners Association. Lake Dalecarlia was created as a summer resort in 1929 and is today a year-round residential community of approximately 1,300 residents surrounding a 180-acre lake. The area is served by its own sanitary sewer system, as well as its own post office, community center and convenience store. The lake has a unique sand, clay and shale lake bottom that keeps the lake bed from collapsing (which is a common problem for man-made lakes), resulting in less maintenance and cost to the property owners.

Wetlands

Wetlands are areas that are seasonably wet or saturated throughout the year. They are scattered throughout Cedar Lake and along its borders with the majority of contiguous wetlands found along the edge of waterways. The largest wetland area, Cedar Lake Marsh, is located south of Cedar Lake. Wetlands are vital to the environmental quality of Cedar Lake and serve a variety of important functions, such as:

- Mitigating flooding by detaining surface runoff;
- Controlling soil erosion and sediment loading in creeks and lakes;
- Providing links with ground water and improving water quality, and;
- Providing important habitats for wildlife and plants.



Woodlands

There are large contiguous tracts of woodlands along West Creek and northeast of Cedar Lake near the Main Beaver Dam Ditch-Headwaters. Public land holdings, such as Lemon Lake Park, provide large areas of natural woodlands for public recreation and enjoyment. Woodlands are important to Cedar Lake's quality of life since they act as buffers and moderate flooding, erosion, and noise and air pollution. Some of their benefits include:

- Protecting the Cedar Lake watershed and soils. Forest vegetation moderates the effects of winds and storms, stabilizes and enriches the soil, and slows runoff, allowing the forest floor to filter groundwater.
- Providing visual relief along roadways.
- Providing a rich and varied environment for plants and animals.

Woodlands within the Town are mainly limited to street trees; however, pockets are also located near the wetlands to the south and east of the lake.

Soils and Topography

The physiographic conditions within the Cedar Lake region are characteristic of many Kankakee River basin communities, which as a result of the Wisconsin glacier activities 15,000 years ago, created a low and level terrain. Elevations within the area range from 660 to 780 feet above sea level. The overall topography of Cedar Lake is level with the highest elevations, up to 80 additional feet, to the north and northeast of Ce-

dar Lake. Lower elevations found to the south of Cedar Lake near Cedar Lake Marsh have created local drainage issues such as standing water on streets and yards.

Cedar Lake's urbanization has engineered the landscape to accommodate development through the use of storm sewers, gutters and surface ditches to drain area lands. As a result, dependence on soil types to limit or design future development will have little influence in the urban areas of town. However, development restrictions in undeveloped areas should be carefully evaluated to protect the area's ability to naturally infiltrate rain water and prevent excess storm water runoff. Many of these undeveloped areas contain loamy and clayey glacial till. In order to prevent excess soil loss, construction activities can be staged to minimize the amount of soil exposed to reduce the amount of erosion and runoff potential that may occur.

A large portion of soils in the planning area are hydric (wet) soils. According to the U.S. Department of Agriculture's Natural Resource and Conservation Service, hydric soils are defined as "a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop a limited oxygen level in the upper part of the soil." This limited oxygen level prohibits many plants, other than wetland plants, from growing in these conditions. Future development in areas of hydric soils should be given careful site plan and improvement location permit review to provide for adequate drainage, storm water management and on-site preservation of natural vegetation.



Existing Land Use

An understanding of existing land use patterns is a fundamental step in preparing a Comprehensive Plan. The analysis not only examines the positive and negative aspects of past land use decisions, but also to help predict future development trends, where development may occur and where potential conflicts may exist.

Land use patterns develop according to geographic location, access to transportation, land use and zoning policies, and environmental, economic, social and cultural influences. The location of a building, the routing of a street or highway, construction of sanitary sewers, and many other factors affect, and have an effect on, the shape of existing and future land use patterns.

Map 2, Town Detail Existing Land Use and Map 3, Planning Area Existing Land Use, show the locations of current land uses. Parcel data is unavailable for the planning area outside Town limits, so existing uses are more generalized on Map 3.

Agriculture

The predominant land use in the development area, particularly west of the town, is agriculture. Soils are conducive to farming activities and active farms are evident throughout this area. Residential development has encroached upon farming in many areas, although much of this has occurred in woodlands and areas that may not be appropriate for farmland.

Residential

The predominance of small single family homes on small lots connected by narrow streets reflects Cedar Lake's heritage as a resort and lake community. Many of these homes were once seasonal cottages. Over time many of these cottages have been modified and expanded to accommodate year-round use. More recently, property owners have bought multiple lots adjacent to one another, demolished the existing cottages, and have built large-scale homes along the water's edge. This type of development is in stark contrast to the older, resort neighborhoods.

While cottage style development is currently the most typical residential pattern in Cedar Lake, the town is experiencing an increase in suburban development. Much of the new growth is expected to be suburban in style, which is characterized by medium to large lots, homes sited 20-40 feet from the curb, cul-de-sacs and sidewalks along most streets.

The availability of large lots, neighborhoods with dramatic views, topography or proximity to recreational uses (such as golf courses) has also led to several high-end subdivisions within the development area.

As of the creation of this plan, there were nearly 2,800 dwelling units of all types either under construction, approved and awaiting construction, or in the planning phases (see Approved Developments, Map 4). The pace and magnitude of this residential development is occurring much faster than the Town can keep up.



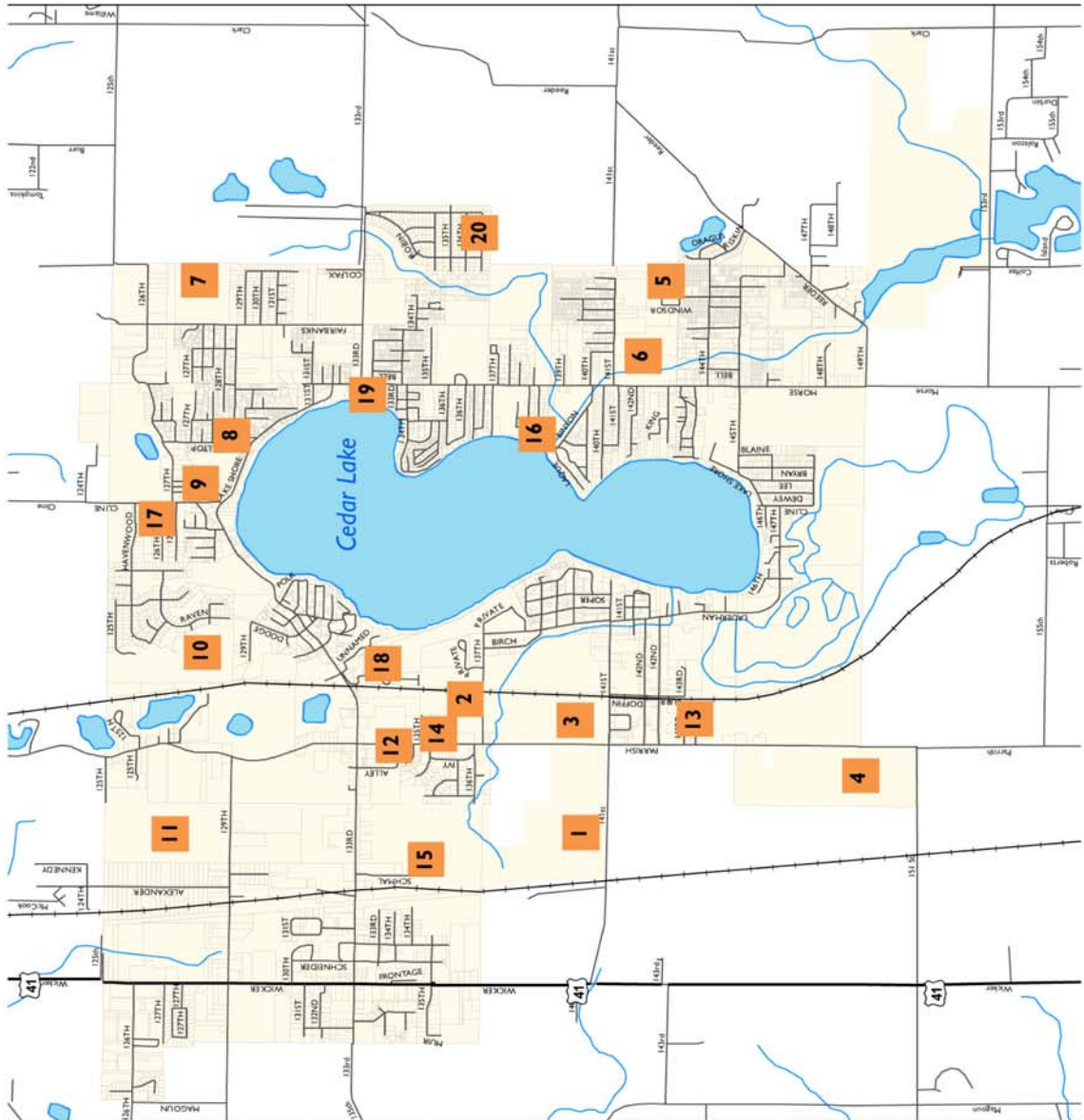
Town of Cedar Lake Lake County, Indiana

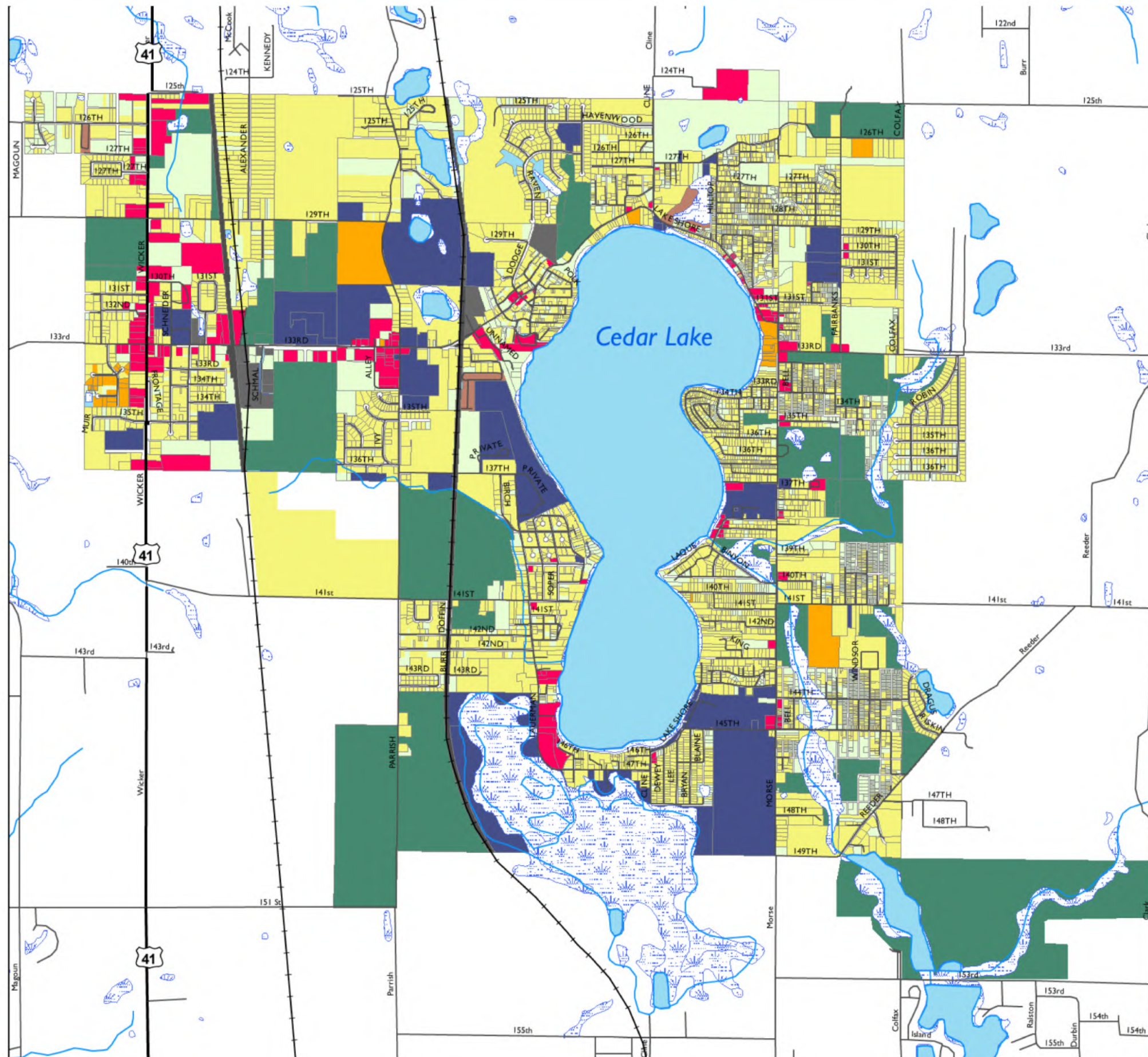
Map 4

Approved Developments

- 1: The Centennial - 610 Units
- 2: Winding Creek - 101 Units
- 3: Union Station - 437 Units
- 4: Lynnway - 406 Units
- 5: Deer View Addition - 43 Units
- 6: Woods of Cedar Creek - 60 Units
- 7: Krystal Oaks - 110 Units
- 8: Nantucket Bay - 45 Units
- 9: Lee Cove - 7 Units
- 10: Havenwood Phase 2 - 90 Units
- 11: Monastery Woods - 455 Units
- 12: Camelot Villas - 12 Units
- 13: Parrish Fields - 21 Units
- 14: Utopia - 9 Units
- 15: Industrial Park - 15 Units
- 16: Paradise Cove - 298 Units
- 17: August Oaks - 32 Units
- 18: Muir Woods - 12 Units
- 19: Sunset Harbor Phase 2 - 22 Units
- 20: Robins Nest 3B & 4 - 48 Units

Source:
Indiana Spatial Data Service
Lake County Surveyors Office





Town of Cedar Lake

Lake County, Indiana

Map 2

Existing Land Use

Town Detail

-  Wetlands
-  Single Family Residential
-  Multiple Family Residential
-  Manufactured Home Park
-  Public/Quasi-Public
-  Commercial
-  Industrial
-  Railroad
-  Open Space
-  Vacant

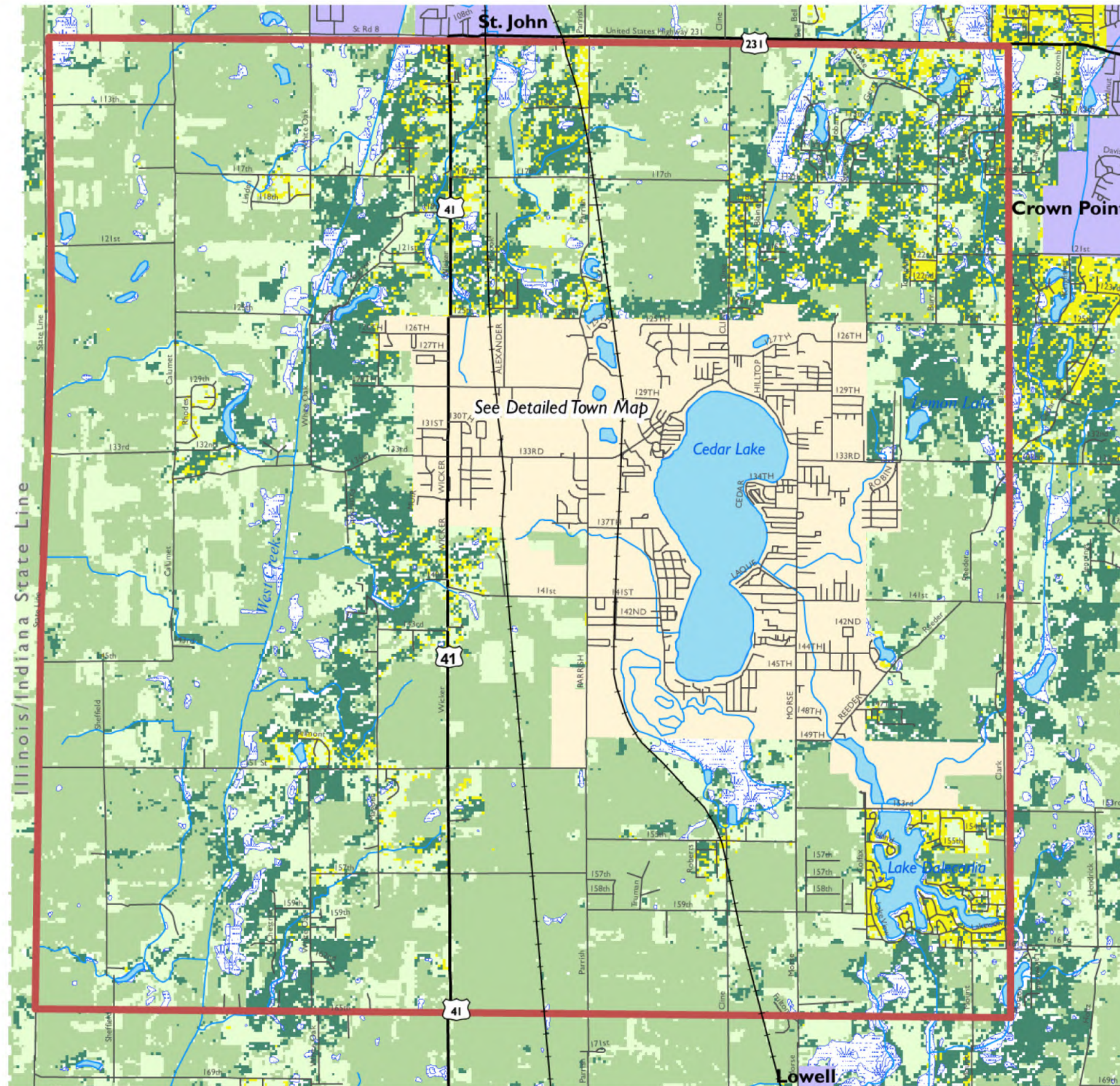


Source:
Indiana Spatial Data Service
Lake County Surveyors Office



DRAFT: May 15, 2007





Town of Cedar Lake

Lake County, Indiana

Map 3

Existing Land Use

Planning Area

-  Planning Area
-  Current Town Jurisdiction
-  Forested
-  Residential or Built-Up
-  Open Field
-  Agricultural



Source:
Indiana Spatial Data Service
Lake County Surveyors Office



DRAFT: May 15, 2007





Commercial

Unlike Crown Point, Cedar Lake does not have a well-defined or traditional downtown. Instead, commercial development is located in small clusters or corridors throughout the town. The majority of commercial properties are located along US 41 and West 133rd Avenue in the western part of the town. In addition, there are several commercial establishments located along North Lakeshore Drive, as well as along Morse Street, intermixed with cottage style homes. Other commercial pockets include the area just north of the intersection of North Lakeshore Drive and East 133rd Avenue, often referred to as the Midway Gardens area, the intersection of Morse Street and 145th Avenue, and the Pinecrest Marina area.

Most commercial establishments in Cedar Lake are local or neighborhood in scale; they typically serve only the residents of the town. With few exceptions, there is a lack of national or large-scale commercial properties in the town and through the public participation process, citizens identified this as a concern. U.S. Highway 41 flanks Cedar Lake's western border. This major corridor has the capacity to accommodate large-scale national retail establishments. Should the planned Illiana Expressway be built, with an interchange on US 41 just south of the existing Town boundary, this area is expected to see rapid commercial growth.

Industrial

Cedar Lake does not have an abundance of industrial uses. Most industrial properties are located in the Cedar Lake Industrial Park, along Schmal Street off West

133rd Avenue. Apart from the concentration of industries in the industrial park, a concrete processing and extraction plant is located on West 133rd Avenue just east of the railroad viaduct. The plant is incompatible with surrounding land uses, as the majority of the property adjacent to the plant is residential.

There are a few other industrial uses scattered around the town and in the planning area. These stand-alone industries are mostly located near the main roads.

Community Facilities, Parks and Historical/Cultural Resources

Parks located throughout the town as well as a large municipal complex and museum characterize the community facilities and cultural resources of Cedar Lake. The 18-acre Community Park contains the Town Hall/Police Department and the Parks and Recreation Office, and serves as the location for community festivals and celebrations. This park was identified by residents as a favorite place in town and should be preserved from development. The Lake of the Red Cedars Museum, Bible Conference Grounds, Cedar Beach Arts Center, and the Franciscan Friary are examples of cultural resources making Cedar Lake unique.

Small, neighborhood-scaled parks can be found throughout the community. Some of these parks provide structured recreational activities, such as Little League and soccer. While not within the town boundaries, Lemon Lake County Park, adjacent to Cedar Lake,



offers recreational opportunities for many Cedar Lake residents. This large park was recognized during the public participation process as a major asset to the area.

Transportation

In most communities, the location of land uses and their intensity is influenced by the transportation system and Cedar Lake is no exception. Streets are classified according to the Regional Transportation Plan adopted by the Northwestern Indiana Regional Plan-

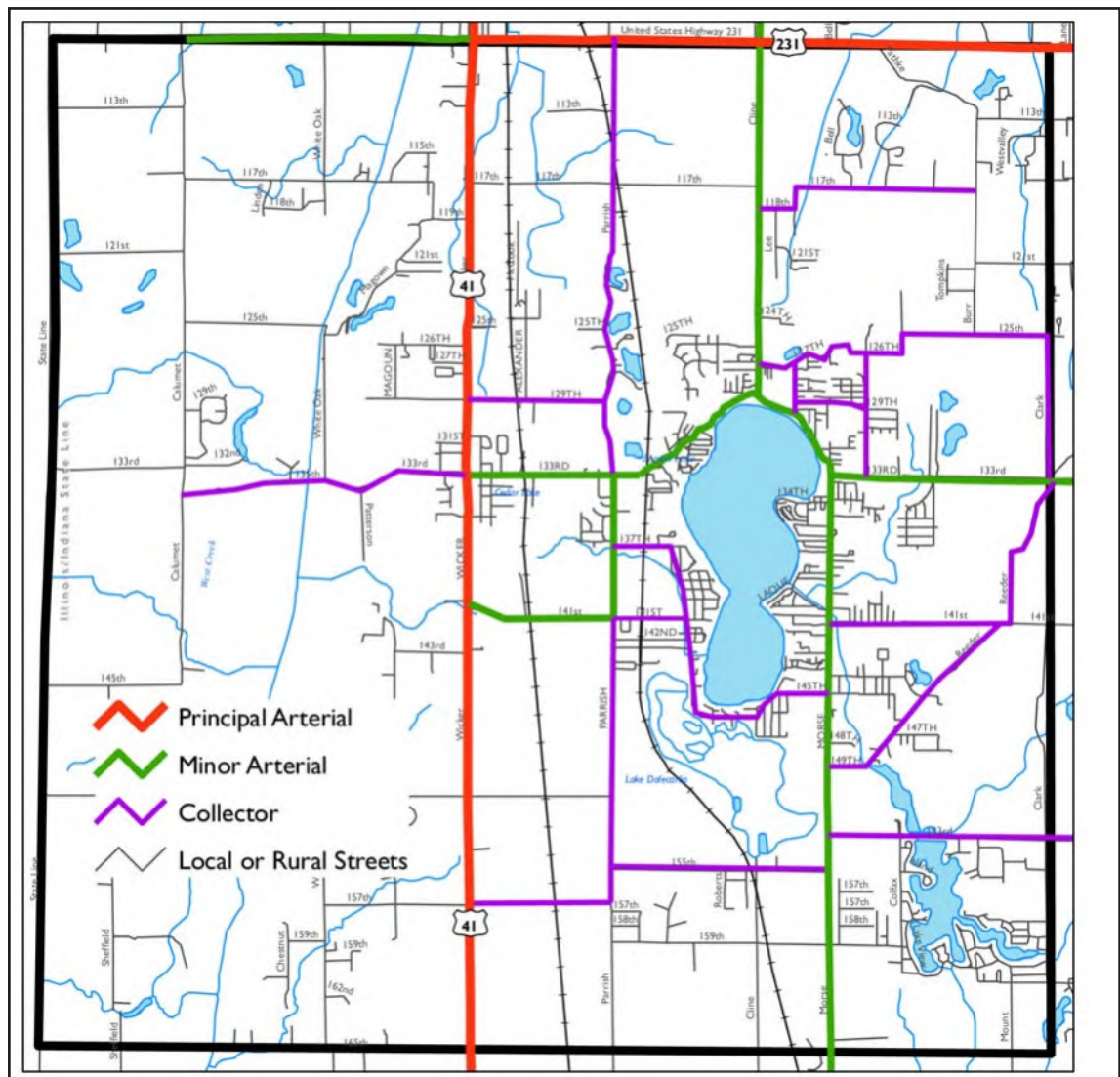
ning Commission (see Figure 3). These include principal arterials (through-highways), minor arterials (major corridors that connect to principal arterials and interstates), collectors (streets that connect neighborhoods and local streets to the arterial streets), and local streets.

Principal Arterial Streets

The only principal arterial is US Highway 41, which carries traffic to and from the area. Bordering the town to the west, U.S. 41 has attracted a large number of commercial establishments because of its high traffic volumes. U.S. 41 is connected

Figure 3.

Road Functional Classification





to the minor arterial system mainly by West 133rd Avenue, but also by 141st Avenue. The US 41-West 133rd Avenue intersection is a critical gateway into Cedar Lake, as many residents and visitors enter town via this route.

US Highway 231 passes along the northern boundary of the planning area and is also a principal arterial. US 231 connects US 41 and Interstate 65, through downtown Crown Point.

Minor Arterial Streets

East/West Minor Arterials

- o 133rd Avenue
- o North Lakeshore Drive
- o 141st Avenue, on the west side of the lake

North/South Minor Arterials

- o Parrish Avenue, between 141st and 133rd
- o Morse Street
- o Cline Avenue, on the north side of the lake

133rd Avenue is divided into two segments, West 133rd and East 133rd, with North Lakeshore Drive connecting these two segments around the lake. The combination of 133rd Avenue and North Lakeshore Drive is the main east/west thoroughfare in Cedar Lake. Because of their high traffic volumes these streets are in various stages of disrepair. Standing water caused by poor drainage causes further deterioration. This route is the most direct path from the west side of the town to the east. East 133rd Avenue

provides a connection to State Route 55, which connects Cedar Lake to Crown Point and provides a route to Interstate 65.

Morse Street serves as the main route north and south on the east side of the lake, while Parrish serves the same purpose on the west side. Cline Avenue provides a direct route from North Lakeshore Drive to US 231. Morse Street is the main route for travel south to Lowell and State Route 2.

Collector Streets

Collector streets provide access from local neighborhood streets to the arterial street network. Collector streets include Parrish north of West 133rd Avenue and south of 141st; Lauerma Street on the west side of the lake; 141st Avenue connecting Lauerma to Morse Street; and 149th/Reeder and Clark Street on the east side of the planning area.

Local Streets

Because of the town's heritage as a cottage/resort community, many neighborhood streets and roads are narrow, poorly paved or unpaved, and have no sidewalks. Many of these streets were designed and constructed as simple access drives for the cottages and cabins surrounding the lake and cannot support the higher traffic volumes that result from year-round use. Because of topography and proximity to such a large body of water, many neighborhood roads experience poor drainage and standing water following rain or snow melt.



Utility Service Areas

Water Service

Water utilities in Cedar Lake are privately owned. Of these, Utilities Inc. is the largest supplier of water to town residents. Because these utilities are privately owned, there is very little data available regarding the location, capacity or condition of the infrastructure.

Sewer Service

The sewer utility serving Cedar Lake is owned and operated by the Town. Cedar Lake shares wastewater treatment facilities with Lowell. The area of service for the municipal sewer utility currently extends beyond the jurisdictional boundary of the town (see Figure 4). The town has also developed a Conceptual Sewer Service Area (the purple area on the map) that significantly expands the existing sewer infrastructure. The Conceptual Sewer Service Area will serve as the Planning Area for the conceptual development of the Comprehensive Plan.

In order to serve the Conceptual Sewer Service Area the Town has proposed the construction of a wastewater treatment facility. The town currently has an option to buy approximately 350 acres of land south of the current town boundary in order to construct and operate a wastewater treatment facility capable of serving the entire Conceptual Sewer Service Area.

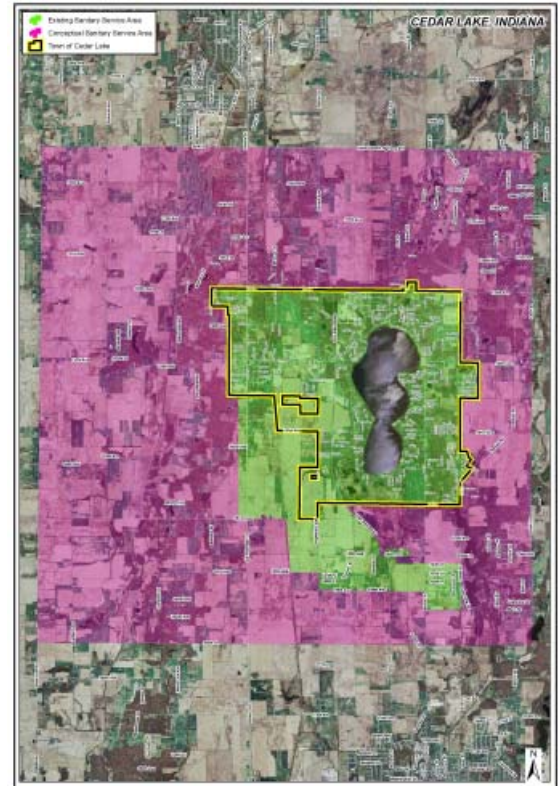


Figure 4. Sewer Service Area (Christopher B. Burke Engineering, Ltd.)

Housing Profile

- The number of housing units has increased, albeit slower than other communities
- The ratio of owner occupied to renter occupied housing is increasing
- Despite the historical resort nature of the town, the number of seasonal dwellings is low
- Cedar Lake has an aging housing stock with values significantly lower than that of surrounding communities

Housing characteristics include total housing units, housing unit growth and changes, housing unit type, owner occupancy and housing value.



Total Number of Housing Units			
Location	1990 Total Housing Units	2000 Total Housing Units	% Change 1990-2000
Cedar Lake	3,344	3,681	10.1%
Crown Point	6,568	8,166	24.3%
Lowell	2,184	2,809	28.6%
Merrillville	10,322	12,303	19.2%
St. John	1,567	2,847	81.6%
Schererville	7,703	10,006	29.9%
Source: United States Census			

Table 1.

Table 2.

Occupied Housing Unit Classification			
Class	1990	2000	% Change
Owner-Occupied	2,139	2,487	16.3%
Renter-Occupied	892	907	1.7%
Source: United States Census			

The 2000 Census (the most recent year for which housing data is available) reported 3,681 housing units in Cedar Lake, a 10 percent increase from the 1990 Census (Table 1). The rate of increase in the number of housing units for Cedar Lake is significantly less than the increase in housing units for comparable communities. This indicates that while Cedar Lake is enjoying its share of new housing construction, other communities are seeing a higher rate of growth.

Of the total number of housing units, 3,394 are occupied (see Table 2). Owner-occupied housing accounts for approximately 73 percent of these units. The number of owner-occupied housing units increased at a higher rate than the number of renter-occupied units from 1990 to 2000.

Less than 8 percent of the housing units in Cedar Lake are considered vacant. Of these 287 units, 2.8 percent are classified as seasonal homes. Seasonal homes are an expected part of Cedar Lake's housing mix, considering the town's resort atmosphere and desirable location. However, the ratio of seasonal to year-round homes is low.

According to the 2000 Census, the median value of single family homes in Cedar Lake was \$97,200 (see Table 3). This

Table 3.

Median Single-Family Home Value	
Location	Value
Cedar Lake	\$97,200
Crown Point	\$125,900
Lowell	\$112,800
Merrillville	\$101,300
St. John	\$172,100
Schererville	\$157,900
Source: United States Census	

Median Year Built (All Structures)	
Location	Median Year Built
Cedar Lake	1959
Crown Point	1972
Lowell	1972
Merrillville	1970
Schererville	1982
St. John	1989
Lake County	1960
State of Indiana	1966
Source: United States Census	

Table 4.



is consistent with the median value for homes in Lake County (\$97,500). Comparable nearby communities, however, have median home values averaging \$27,275 more than that of Cedar Lake. This could be attributed to Cedar Lake's relatively low rate of population growth when compared to these communities. However, the increase in area incomes and the recent trend towards replacing older, smaller homes with larger ones indicates that the median value of homes will increase.

The age of housing stock in a community is often of concern because older homes that have not received proper maintenance can deteriorate. Approximately 62 percent of Cedar Lake's housing stock was built before 1970. Table 4 shows that, in comparison to surrounding communities, the overall housing stock is older. However, the acceleration of housing starts since 1990 means that newer housing may someday outnumber the older housing stock.

Employment and Commuting Patterns

- The income of Cedar Lake residents is consistent with Lake County and the State of Indiana
- Median Family and Median Household Income have increased significantly
- Only 4 percent of families live at or below the poverty level

Income and Employment

The Census measures income in three ways; 1) median household, which is the average of all households (non-family and family); 2) median family, which is the average of all family households, including single parents, and; 3) per capita income, which averages all incomes among the entire population, including non-workers (such as children).

According to the 2000 US Census data (the most recent year for which data is available), residents of Cedar Lake earn somewhat less income per capita than Lake County residents and the State of Indiana (see Table 5). This may be due to the slightly larger family size in Cedar

Table 5.

Income, 1990 and 2000 Census				
	Year	Cedar Lake	Lake County	State of Indiana
Per Capita Income	1989	\$11,130	\$12,663	\$13,149
	1999	\$17,825	\$19,639	\$20,397
Median Household Income	1989	\$27,144	\$30,439	\$28,797
	1999	\$43,987	\$41,829	\$41,567
Median Family Income	1989	\$28,739	\$35,604	\$34,089
	1999	\$50,431	\$50,131	\$50,261
Source: United States Census				

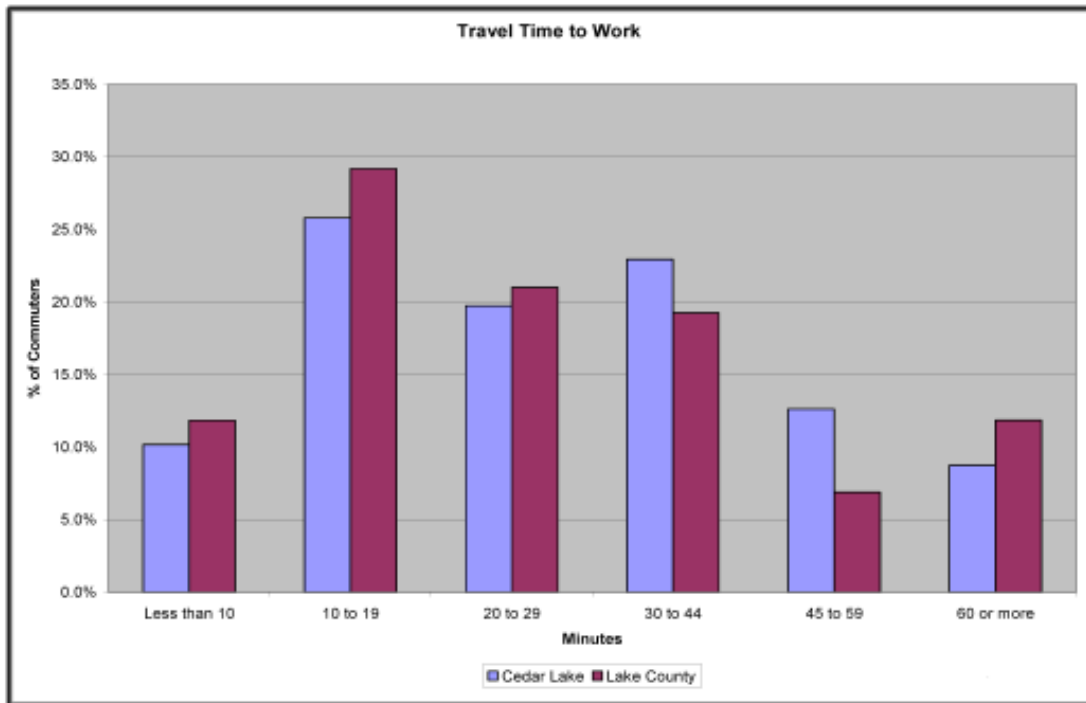


Table 6.

Lake compared to the county and the state. However, the median household and median family income for Cedar Lake are somewhat higher than both the county and the state.

Most significant is the dramatic increase in median household and family income between 1990 and 2000. Median Household Income increased 84 percent and Median Family Income increased 78 percent. The increase in incomes generally leads to more economic activity, higher home values and increased tax revenues.

Approximately 4 percent of Cedar Lake families are classified as having an income below the poverty level. This is lower than the 9.7 percent of families in Lake County with incomes at or below the poverty level.

The majority of the working residents of Cedar Lake are employed in the manufacturing, construction, and retail trade in-

dustries. These three sectors comprise 48 percent of the working residents in Cedar Lake, compared to 37.5 percent of workers in Lake County in these same three industries.

Commuting Patterns

Considering Cedar Lake's distance from the Chicago employment market, it is not surprising that the majority of workers have a longer commute to work when compared to other areas. The average commute to work from Cedar Lake is 28.9 minutes. This is higher than the United States average of 25.5 minutes as well as the average for Lake County of 27.1 minutes. Table 6 illustrates the distribution of travel time to work for Cedar Lake and Lake County residents.



Table 7.

Population						
Geography	1970	1980	1990	2000	% Change 1970-2000	2005 Estimate
Cedar Lake	7,589	8,754	8,885	9,279	22.3%	9,901
Crown Point	10,931	16,455	17,728	19,806	81.2%	22,697
Lowell	3,839	5,827	6,430	7,505	95.5%	8,039
Merrillville	*	27,677	27,257	30,560	10.4%**	31,525
Schererville	3,663	13,209	19,926	24,851	578.4%	28,394
St. John	1,757	3,974	4,921	8,382	377.1%	10,783
Lake County	516,075	497,190	475,594	484,564	-6.1%	493,297
State of Indiana	5,195,392	5,490,224	5,544,159	6,080,485	17.0%	6,271,973
* Information Unavailable ** % Change 1980-2000						
Source: United States Census, Indiana Business Research Center						

Growth

- Cedar Lake has grown steadily each decade since incorporation
- Cedar Lake is on the edge of an area of explosive growth, which shows signs of extending into Cedar Lake

of custom homes built on former farm land. Nearer the Town, developers have requested annexation so that they can take advantage of utilities such as domestic water and sanitary sewer services. This has allowed development of smaller lots and more dwelling units.

Expansion of the Chicago Housing Market

Growth Patterns

The significant growth since 1990 in the Cedar Lake area can be attributed to the continued growth of the Chicago area and the willingness of workers to make longer commutes from outlying areas where housing is cheaper. Growth within Town boundaries and the areas within 2 miles of the established town has been steadily increasing.

Growth in those areas beyond sewer and water extensions has been mostly large-lot, single family homes spaced along existing roads, or in subdivisions

The south suburbs in Illinois and the Northwest Indiana area have only recently begun to see the kind of growth that has dominated housing markets in the areas north and west of Chicago. As land prices escalated in those areas, the cheaper land south and southeast of Chicago became more attractive. School districts with strong reputations for quality brought families to the area and a demand for suburban housing and services. Developments such as Havenwood and Robin's Nest have created a perception that quality suburban neighborhoods are marketable in Cedar Lake, and many new housing developments have been built or are in the planning stages.



CHAPTER 2: COMMUNITY PROFILE

30-Year Population Trend				
Geography	1970-1980	1980-1990	1990-2000	2000-2005**
Cedar Lake	15.4%	1.5%	4.4%	6.7%
Crown Point	50.5%	7.7%	11.7%	15.18%
Lowell	51.8%	10.3%	16.7%	6.55%
Merrillville	*	-1.5%	12.1%	3.16%
Schererville	260.6%	50.9%	24.7%	14.11%
St. John	126.1%	23.8%	70.3%	26.34%
Lake County	-3.7%	-4.3%	1.9%	1.78%
State of Indiana	5.7%	1.0%	9.7%	2.96%
* Information Unavailable ** Based on 2005 Estimates				
Source: United States Census, Indiana Business Research Center				

Table 8.

Population and Change

Cedar Lake has experienced a steady pace of population growth over the past thirty years. With an estimated 2005 population of 9,901, Cedar Lake has grown 30 percent since the 1970's (see Tables 7 and 8). This rate is slightly higher than the rate of population growth for Lake County and the State of Indiana as a whole, but is less than that of comparable nearby communities, e.g., Crown Point, St. John, Schererville, and Lowell. The 1970s saw the highest rate of growth for the town (15 percent) while the 1980s saw the lowest (1.5 percent). Between 1990 and 2000, Cedar Lake grew by 4.4 percent, a modest rate of growth as compared to surrounding communities (see Table 8). However, the increase in growth during that decade indicates a strong pattern. Since 2000, the Town is estimated to have grown another 6.7 percent (2000-2005). If present trends hold true, the Town can be expected to grow more than 12 percent during the first decade of this century.

This trend is likely to continue as Chicago-employed commuters continue to expand the suburban fringe. In fact, the explosive growth of area communities points to an accelerated growth pattern in the future. Rapidly growing St. John and Schererville are running out of room to grow, and developers will increasingly eye Cedar Lake for new opportunities.

Household Number and Size

- The overall number of households has increased, but average household size continues to decline
- However, the average household size in Cedar Lake is higher than other area communities, indicating that Cedar Lake is still a family town

Consistent with the population growth trend, Cedar Lake saw a modest growth in the number of households between 1990 and 2000 (see Table 9).



Number of Households and Size				
Geography	1990		2000	
	Households	Average Persons per Household	Households	Average Persons per Household
Cedar Lake	3,031	2.89	3,394	2.73
Crown Point	6,414	2.65	7,824	2.45
Lowell	2,139	2.99	2,697	2.74
Merrillville	10,006	2.68	11,678	2.57
St. John	1,526	3.22	2,800	2.99
Schererville	7,416	2.68	9,660	2.56
Source: United States Census				

Table 9.

However, due to the decline in average household size, Cedar Lake can expect the growth rate of households to be higher than the population growth rate.

According to the United States Census, a household includes all the people who occupy a housing unit as their usual place of residence. Not all households contain families, since a household may comprise a group of unrelated people or one person living alone. The decline in household size is a national trend that most communities are experiencing due to the evolution of family types and family sizes in the United States. This trend can be seen in the State of Indiana as well. The average household size according to the 2000 Census for the state was 2.53 compared to the 1990 Census which reported an average household size of 2.61. Cedar Lake's average household size is higher than these trends, however, indicating that the Town is still a desirable place for families with children to settle.

Population by Age

The median age in Cedar Lake is 33.6 years of age. This is slightly younger than the median age of Lake County, 35.9 years of age. The largest age group in Cedar Lake is between the years of 25-44 years at 32.9% (see Table 10).

Cedar Lake has experienced a shift in the population of certain age groups. The most significant of these is found in the group aged 25-34. Overall, there has been a decline in the younger population of the town (those less than 35 years old). However, school-aged children, between the years of 5-19 comprise almost 24% of the total population of Cedar Lake. This tends to confirm the above observation that Cedar Lake is attractive to families with children.

Like many communities, the overall trend is toward an aging population. This could have an affect on the economic, educational, recreational, and transportation needs of the community. The aging population of Cedar Lake should be carefully considered in the formulation of future goals and determination of needs for the community. Provision of lands for multiple family development serving seniors may become a need in future decades.



Population by Age Group, 1990-2000					
Group	1990	% of Population	2000	% of Population	% Change 1990-2000
Under 5	782	8.8%	699	7.5%	-1.3%
5 - 9	900	10.1%	722	7.8%	-2.3%
10 - 14	700	7.9%	770	8.3%	0.4%
15 - 19	644	7.2%	703	7.6%	0.3%
20 - 24	591	6.7%	604	6.5%	-0.1%
25 - 34	1,747	19.7%	1,353	14.6%	-5.1%
35 - 44	1,237	13.9%	1,697	18.3%	4.4%
45 - 54	806	9.1%	1,251	13.5%	4.4%
55 - 64	624	7.0%	661	7.1%	0.1%
65 +	854	9.6%	819	8.8%	-0.8%
Total	8,885	100.0%	9,279	100.0%	4.4%
Source: United States Census					

Table 10.



During the planning process the steering committee and public prioritized areas of concern. These were then analyzed and the conditions related to each helped formulate the goals and concepts developed in Chapter 4 and the specific land use elements and implementation actions outlined in Chapter 5.

*Four key topic areas: **Community Character, Land Use, Commercial and Industrial Development, and Streets and Public Facilities** were identified, explored and expanded throughout the public participation process. As a result, specific issues within each heading were identified, and the goals to address them have been developed.*



CHAPTER THREE ISSUES



Community Character

ISSUES

- Community identity and image
- Visual impact and first impressions
- A divided community
- Valuing the heritage of the community

“Community character” refers to both “the kind of community we are” and “the kind of community we want to be.” There are elements of the Cedar Lake of today that are worth preserving, and there are those that should make way for something better. In any case, resi-

“Town clock” on
Morse facing
Consittution
Avenue



dents have expressed a desire to “clean up” Cedar Lake’s image so they can be proud of the community, and visitors will want to come back.

Community Identity and Image

Cedar Lake residents still identify with the town’s historic identity as a resort area, and the lake is still prominent as the community’s historic, geographic and cultural icon. The Town’s residents want to maintain that image. Indeed, the town continues to be a popular warm weather destination for people in the area and the lake remains a draw. Community celebrations, such as the Fourth of July Summerfest, are successful tourist events.

However, the effects of several years of disinvestment and deferred maintenance have severely damaged the community’s image for both residents and visitors. Residents frequently note that in general, people have a negative attitude toward their town. This is manifested in the lack of upkeep of several homes and businesses, as well as a lack of ability to keep roads and public facilities well maintained.

The issue of community identity and image is intertwined with nearly every other issue addressed by this Plan. Existing land uses, commercial and industrial development and streets/public facilities all affect and are affected by the community’s perception of itself. Therefore, a major emphasis of this plan is to promote land use, redevelopment and other means to correct the negative image of Cedar Lake.



Visual Impact and First Impressions

A first time visitor to Cedar Lake will likely not leave with a positive image. While there are some quality neighborhoods and the lake is a beautiful asset, these may not be enough to offset the negative impression left by the current condition of many roads, homes and businesses.

Cedar Lake is disadvantaged by its location relative to major highways. US 41 is nearly two miles west of the lake and the established portion of the community. In fact it is possible to cruise through Cedar Lake on US 41 and never know it is a town of nearly 10,000 people. The few entry signs on US 41 and East 133rd Street, while attractive, are overwhelmed by their surroundings and do not really indicate an entry point or gateway to Cedar Lake. As a result, first time visitors who venture off US 41 may find themselves surprised to be within a densely built up area of homes and businesses surrounding a large lake.

A Divided Community

The Town of Cedar Lake is divided in several ways. Geographically, the lake divides the town into east and west, each with its own characteristics. The line between Hanover and Center townships follows Cline Avenue and continues right down the middle of the lake. This line is also the dividing line between the Hanover and Center (Crown Point) school corporations, with children on the east side attending Crown Point High School and those on the west side going to Hanover Central High School. As Cedar Lake has grown and annexed to the



south, the town is now in two more townships, West Creek and Cedar Creek, which are also in different school districts.

The result of new growth has created a division between long time residents and those new to the community. This is an inevitable result of rapid growth, particularly when new development attracts people from a specific area (in this case, mostly from Chicago and the Illinois suburbs). New residents bring with them their notions of community, based on their life experiences. This can clash with the “established” way of doing things, as understood and lived by the long-time residents. In addition, newer development is often of a higher quality and higher cost than found in the existing neighborhoods, leading to a (at least implied) division between “haves” and “have-nots.”

While most of these divisions are inherent and cannot be overcome, the Comprehensive Plan can be a tool for exploring means of uniting the community. As a positive first step, the public participation that is the basis of this plan was truly a community effort, with contributions from all over the town and across a spectrum of interests, incomes and age groups.



Valuing the Heritage of the Community

A common thread during the planning process was that many residents prized Cedar Lake's past history as a resort community. This memory is kept alive in several ways, such as the excellent Lake of the Red Cedars Museum and the active local history association. Several residents also spoke nostalgically about well-remembered venues such as the Midway Gardens Ballroom on the lake, or the old Salesian School.

There is the danger that a community's heritage can be lost in the face of new development. As property values rise, it can be more profitable to tear down existing buildings and build new ones. The challenge is to determine how the historic resort character of Cedar Lake can be preserved while accommodating re-investment and redevelopment.

Land Use

ISSUES

- Growth areas
- Lakefront development
- Neighborhoods
- Incompatible land uses

Growth Areas

As noted, growth has and will continue to be explosive in the Cedar Lake area. The majority of new development has been residential, as people from the Chicago area and beyond seek cheaper land and housing while taking advantage of high quality school systems. Non-residential development has not been as robust. However, as residential development continues apace, market realities will make the Cedar Lake area more attractive for commercial developers.

The predominant land use in the outlying portions of the planning area is agriculture, as well as scattered existing subdivisions of single family homes. There are some scattered businesses, mostly located near major road intersections. West of the town, West Creek cuts from south to north through the planning area. The creek is centered on a wide floodplain that is some of the lowest land in the area.

Lakefront Development

After being "discovered" by Chicago-area developers, land on the lakefront has become more expensive. Much of the existing lakefront development is very dense, with small cottages close together that result in blocking lake views. Recently, at the south end of the lake, much larger and more expensive homes have been built where several lots have been consolidated.

Other new residential development is at a higher density and scale. The Sunset Bay condominium project on the lakefront at the foot of East 133rd Avenue is an example. Although the developer placed the buildings to preserve lake views from



MEYER MANOR

Located on the northwestern shore of Cedar Lake, the Meyer Manor Subdivision has been identified as an area in need of an image update. The former tight-knit cottage community has been transformed into a tired-looking collection of year-round homes in need of rehabilitation and upkeep. The subdivision is constrained by a bluff along North Lakeshore Drive and the waterfront, with limited ability to widen and improve the local road network. Improvements to this residential development can be achieved by making it a capital improvement program priority, by creating a homeowner association and by enforcing property maintenance codes.

East 133rd Avenue, the remaining water views are blocked by very large and imposing condominiums. There is continued pressure to rezone land along the lakefront so that similar high-density structures can be built, with the potential of “walling off” the lake from public view.

Neighborhoods

Northern Neighborhoods

The north end of the lake, north of 133rd Avenue and North Lakeshore Drive, is known for its sloping hillsides, views of the lake and the place where the Midway Gardens Ballroom once stood. A mix of commercial, industrial and residential land uses occur in this neighborhood. The former Midway Gardens site, now the home of a popular Dairy Queen restaurant, anchors the area and is a crowded gathering place in the summer. Other major sites include the Boys and Girls Club and MacArthur Elementary School.

While a collection of businesses draws people to the lakefront, there is no central focus or cohesiveness to this area. Related commercial issues, as well as for North Lakeshore Drive, are described in more detail in the Commercial issues section, below.

Older neighborhoods in the area are faced with a lack of residential and business maintenance and poor road conditions. Residents have good access to parks and businesses, but access to the lake, except for the boat ramp near the Chamber of Commerce Visitor’s Center, is lacking. Inconsistent land uses, with commercial and industrial areas adjacent to homes, has been a disincentive to redevelopment.

The main road serving the area, North Lakeshore Drive, is relatively narrow and businesses are close to the street, with vehicles forced to back out of the sites to access North Lakeshore Drive. There is a lack of cohesive and safe ingress and egress to most sites. Views to the lake are limited, especially east of Cline Avenue. West of Cline there are spectacular views at the top of the bluff, but there is little space for parking or access to the overlook area.





Cedar Lake Town
Hall, Community
Park



New subdivisions further north provide a stark design contrast to the existing neighborhoods. The Havenwood Subdivision provides its own community park and is built around wetlands and open spaces. All of the streets have curb, gutters and sidewalks. New developments, such as Krystal Oaks, are being built in the middle of some of the older and established neighborhoods. Further north is one of the largest undeveloped properties within the Town limits. The site of the former Salesian School and Home is a rolling, tree-filled site awaiting development.

West of Havenwood is a mix of old and new developments, including a Franciscan Friary on Parrish Avenue. The former Monastery Golf Club, across from the Friary, is being transformed into a new single and two family development. The former club house has been donated to Cedar Lake and is being considered for use as the Parks and Recreation office and the Cedar Lake Children's Museum.

Eastern Neighborhoods

The most significant feature on the east side of the lake is the 18-acre Community Park. Although views to the lake are interrupted by the Town Hall, the park provides soccer fields, lake access and is a central civic location for community events and festivals.

Just south of the park is a planned 298-unit mixed use development that proposes dredging a bay at the Cedar Creek outlet, thus providing new lakefront and access to additional dwelling units. Approval of 48 condominium units on the existing lakefront has been granted, but this may change, as the developer is considering constructing a restaurant on this site (the same site as Tobe's, a once popular lakefront restaurant, now torn down).

Many lakefront neighborhoods repeat the pattern established throughout the town: small, cottage style homes in various conditions, on narrow streets. The Cedar Point Subdivision, between the Community Park and Sunset Harbor, includes lakefront land and a significant promontory with spectacular views to the lake. However, many homes are badly deteriorated and some streets are so narrow that two vehicles cannot pass. Redevelopment and improvement of this area is hampered by the difficulty of acquiring so many home sites.

New subdivisions are being constructed at the eastern town limits. The Robin's Nest Subdivision is a neighborhood of high quality homes on streets with curb, gutter and sidewalks. A proposal to annex land just east of Robin's Nest and construct a similar development is currently under consideration. Other new subdivisions are being constructed outside Town limits as the area between Cedar Lake and south Crown Point becomes more desirable.

Several large wetland tracts in the area are owned by the Town. These wetlands surround the Cedar Creek basin. The nature of these wetlands lend themselves to natural corridors which may accom-



moderate passive recreation activities and trails. However, there are many homes that encroach into the area, bringing with them drainage and runoff problems.

Southern Shore

The southern shore consists of properties south of 145th on the east side of the lake and 142nd on the west side. This area is located in a topographical depression and is within close proximity to the Cedar Lake Marsh. This particular land area receives a significant portion of land basin drainage to the low-lying wetland area.

The South Shore Neighborhood Association owns and maintains a park on the southern shore of the lake. This park is only open to Association owners and their families. The park is located on a beautiful strip of land, with access to the lake and spectacular views of the lake. There are no public parks or lake accesses in this area. The only opportunity for the public to use the lake is at the Pinecrest Club, which operates a private beach, open to the public for a fee.

Recently, a former trailer park at the southern tip of the lake was demolished and resubdivided to provide three spec-



Multi-family dwellings on the lake near Pinecrest Club

tacular home sites. Three large, architecturally impressive homes have been built or are under construction at this location. This development may indicate a trend toward acquisition and assembly of lots along the lakeshore for larger homes. Land prices may also encourage higher density uses such as apartments and condominiums, similar to those recently built in other areas on the lake, resulting in blocking lake views and access.

However, both large homes and condominiums are a departure from the traditional development in this area. The Plan will need to guide development regarding the style and density of dwelling units on the lakeshore.

Near the southwest corner of the lake, the Pinecrest Club and Marina anchors the area, with an RV park and some mar-

SOUTH SHORE NEIGHBORHOOD

Proximity to the Cedar Lake Marsh wetland and related soils in this low-lying territory has resulted in tremendous stress to neighborhood roads, with locally famous potholes. Drainage is an evident problem, with many residential yards suffering frequent flooding. The area contains predominantly residential zoning, with many rental units. Trash has accumulated along area roadways near the wooded wetlands, creating an image issue. Goals for this neighborhood should include a building maintenance enforcement program. However, because of the cost of rebuilding the badly deteriorated infrastructure, it may be ultimately more cost-effective to acquire this neighborhood for open space.



Townhomes and condominiums on the lake's western shore



ginal multi-family buildings spreading northward along the lakeshore. While the marina appears to be a reasonable use of waterfront property, the other uses do not add to the neighborhood and the area would benefit from redevelopment. Uses would need to provide a transition between the marina development and the established neighborhoods on the west side of the lake. Provision of additional public access to the lake should be a priority.

Western Neighborhoods

Housing on the west side of the lake is a mix of older, cottage style neighborhoods, newer multi-family lakefront development, and new, suburban style housing developments. A few commercial uses are sprinkled around this area, usually surrounded by established residential neighborhoods. This area includes the Cedar Lake Bible Conference Grounds, an area institution since 1923.

New lakefront development has taken the form of large single family homes or townhouse and condominium developments. A large condominium building is located just south of a townhome development with several units in a single building. The massing of buildings creates a significant barrier to lake views and neighborhood connections to the lake.

Further inland, development is more suburban in nature. Two large, contiguous tracts of land on the north side of 141st Avenue are approved or planned for a total of 1,047 new dwelling units. As this area is developed, former farm fields will

COMPATIBILITY AND CONCENTRATION OF LAND USES

Residential and commercial/industrial land uses are not compatible for a variety of reasons. Noise, smells and activity associated with commercial and industrial uses conflict with the desires of most homeowners for quiet living. While some accommodations can be made to allow commercial uses near residential sites, industrial uses should not be in such locations unless very substantial land separations and buffers can be used.

Zoning can be used to concentrate commercial uses to appropriate locations, called commercial *nodes*, where businesses can locate without worrying about nuisance complaints from adjacent homeowners. Adequate buffers between the commercial and residential uses can insure that nearby homes are not impacted by commercial activity. Access management can mitigate traffic conflicts and provide a safe means of ingress and egress.



take on a decidedly suburban character. Traffic on 141st is expected to increase as a result.

Commercial and Industrial Development

ISSUES

- U.S. 41 Corridor
- West 133rd Avenue
- North Lakeshore Drive
- Other commercial development
- Industrial development
- Town center focus area

As discussed earlier, commercial development has not kept pace with the rapid residential growth. This is expected to change as new residents move into the area. Should the planned Illiana Expressway be built along the south edge of town, an increase in commercial development will surely follow, particularly near the interchanges.

There are several existing commercial corridors, with available and vacant buildings, that could grow and/or redevelop. Historically, US 41 and West 133rd Avenue have provided community wide and highway oriented services to Cedar Lake. Other commercial uses are spread throughout the town, sometimes in surprising places (such as the tattoo parlor located in the middle of one west side neighborhood). In some areas, residential and commercial/service businesses share the same streets, leading to mismatched land uses and

traffic access problems. In almost all commercial or industrial areas, there is the same problem with upkeep and aesthetic quality that plagues the residential areas of the town.

Industrial development has lagged behind commercial and residential building. Given the significant amount of commuters from the Cedar Lake area to job centers in northern Lake County and in or near Chicago, Cedar Lake has the potential to serve as an employment center. For example, there has recently been increased interest in industrial expansion within the town's lone industrial park.

During the planning process, residents expressed a strong interest in improving the business corridors and attracting a greater variety of businesses to the area. Currently, residents drive south to Lowell, north to St. John/Schererville or northeast to the Merrillville area to meet much of their shopping needs. One resident expressed dismay that Lowell,



*US 41 corridor,
looking south from
W. 133rd Avenue*



Signs on US 41



a smaller community in population, has much more in the way of shopping and services than does Cedar Lake.

US 41 Corridor

US 41 is a major Lake County traffic artery, passing through St. John, Schererville and Highland before its intersection with Interstate 80/94. From West 133rd Avenue north to the Interstate, land uses are mostly commercial, with concentrations of large shopping centers and big-box retail north of Cedar Lake. South of West 133rd, the highway turns rural as it travels beyond the Chicago/Hammond/Gary metropolitan area.

There is little or no access management on U.S. 41; the traffic light at West 133rd Avenue is the only full access traffic control. Nearly every business and residential structure along the corridor has one or more curb openings. South of West 133rd, the highway is divided by a grass median, so full access is restricted, but each lot fronting the highway still has a separate curb opening.

Because of the nature of the established land use pattern, there is little or no opportunity for pedestrian improvements along the highway.

Commercial Development

The intersection of US 41/West 133rd Avenue is the most intensely developed portion of this corridor. Many businesses are in disrepair or in need of upkeep and maintenance. Several of the buildings and signs are quite old or in poor condition and give the impression of a tired, aging business center. Newer development, such as the strip shopping center near 129th Avenue, is of higher quality and could have improved with access management and site planning guidelines.

Commercial/Residential Conflicts

Commercial development along US 41 is impacted by nearby residential uses on the highway and behind the commercial corridor. The existing residential development has been there a long time and predates much of the commercial development (in fact, before the town was incorporated, the residential enclave centered on US 41 and West 133rd was considered a separate community, called Cook).

As a result, many commercial lots with frontage on US 41 are constrained by shallow lot depths as they back up to developed residential neighborhoods, particularly on the east side of the highway. This has the effect of limiting the types of uses that can be accommodated and increases the number of curb cuts along the road. In addition, in many places there is not enough room to provide any kind of buffer between the commercial uses and the residences. This has the long term effect of lowering residential property values.



West 133rd Avenue

West 133rd Avenue is similar to US 41 in many places, where the depth of commercial land is limited by nearby residential uses. Generally, the character of development is single use buildings, each with its own curb opening. The north side of 133rd is a mix of commercial and institutional uses, such as the Catholic church and cemetery, the Hanover Central High School campus, the South Lake District Library and the Hanover School Corporation administration building. The south side of 133rd is mostly business, along with the entrance to the Cedar Lake Industrial Park.

The quality of commercial development is inconsistent with some newer buildings that have used site design improvements, such as landscaping and higher quality architecture. However, the overall impression of the corridor, with the exception of the new library and the high school, is of dated buildings and signs. Curb openings are haphazard and in some areas could lead to conflicting turning movements.

The largest commercial development in the community, the Lincoln Plaza shopping center at West 133rd Avenue and Parrish Avenue is very outdated and suffers from lack of upkeep. The parking areas are in poor condition and the signs are unattractive.

Redevelopment Issues

West 133rd Avenue is the main road into town, providing access from US 41 to the lake and the developed neighborhoods. As such, it makes a powerful visual impression on residents and visitors. Un-



Hanover Central High School, West 133rd Avenue

fortunately, because of the general disrepair, lack of upkeep, and haphazard mix of uses this corridor's does not provide an inviting gateway to Cedar Lake.

At the time that this Plan was prepared, reconstruction of the roadway was about to begin, including new curb-side walks, upgraded lighting, and left turn lanes. It is hoped that this improvement will encourage redevelopment of the adjoining private properties. However, this improvement will not address some of the other constraints on the corridor, such as access management and shallow commercial lots backing up to residential neighborhoods.

North Lakeshore Drive

West 133rd Avenue becomes North Lakeshore Drive after it passes under the CSX Rail viaduct. North Lakeshore continues around the north end of the lake, providing spectacular views of the



West 133rd Avenue corridor



lake from some of the highest elevations in the town. The corridor dips south along the lakefront and ends just north of East 133rd Street, blending into Morse Road.

North Lakeshore Drive is a hodgepodge of businesses, restaurants and bars, service clubs, multiple family developments and single family homes. There is no order to this development – businesses are adjacent to single family homes, which are adjacent to apartment buildings, etc. Businesses along the corridor also suffer from a relative lack of lot depth, resulting in parking lots that are not separated from the road way. This results in haphazard parking lot arrangements and unsafe vehicle access along with a visual eyesore to area residents. Some homes and businesses are so close to the road that the only space available for parking is directly in front of the building, causing vehicles to back directly into the busy roadway.

Redevelopment has generally occurred on the lake (south) side of the road, and has mostly consisted of tearing down homes on several adjacent lots and replacing them with a multiple-family building. This has the effect of further blocking views to the lake by a massing of buildings and creates a sense of excess density.

Cedar Lake Industrial Park



Other Commercial Development

Random, stand-alone commercial development can also be found scattered throughout the town, often inconsistent with surrounding development. For instance, businesses and homes coexist along Morse Street, all the way south to 145th Avenue.

While there are a few commercial nodes where a commercial development is appropriate (Morse and 145th Avenue, along with the Pinecrest Marina area, are the most obvious examples), most of the remaining commercial development is within residential neighborhoods. These land uses are often too intense for neighborhoods, such as the bar/restaurant near the south edge of the lake, or the auto-oriented business at the southeast corner of Lauerman and 139th Avenue.

Industrial Development

Cedar Lake Industrial Park

Cedar Lake's only industrial park is accessed from West 133rd Avenue. Plans to add 15 lots are currently under consideration. Expansion of the park is limited by its location near the recently approved Centennial Development.

Uses in the park include a concrete plant, an electrical contractor and the largest of Cedar Lake's water utility companies. The Norfolk Southern Railroad runs along the west side of the park. Although there was an attempt to provide an entrance feature to the park, this, along with the other portions of the central street, has not been maintained. The park does



FORMER MIDWAY GARDENS

This site was once home to a popular dance hall and hotel, and now contains a small concentration of commercial buildings including restaurants and a local convenience store. Several commercial sites are vacant and in need of adequate parking in an area limited by available space. The area around the Dairy Queen is a popular location for area residents to gather with friends and enjoy lakefront views. Redevelopment options for the site may be restricted due to available land without the purchase of surrounding home sites for potential expansion. In addition, the location of North Lakeshore Drive relative to the lakefront limits opportunities for lakefront amenities. However, because of its location and historic importance, this site is prime for redevelopment.

not appear to have covenants or other means to ensure a quality appearance (or if there are covenants, they are not enforced). Part of the park is behind a formidable, tall chain link gate that walls that portion off from public access.

Other Industrial

There are other industrial sites scattered throughout the planning area. Like some of the commercial businesses, these sites are often located adjacent to residential development with little or no buffering between residential land uses.

Town Center Focus

Through the public participation process, residents noted that Cedar Lake does not have a town center or downtown focus area. Since the town is a compilation of several communities that at one time were considered independent of one another, there is no central business area that provides a sense of community focus and identity.

While it was generally agreed that a town center of some kind is desirable, the location for it was in question. The historic Midway Gardens area on the

northeast corner of the lake was the most frequently mentioned option. This area appears to have many advantages, but is constrained by the relative location of North Lakeshore Drive to the lakefront.

Other locations mentioned by residents include the area on North Lakeshore Drive near the Chamber of Commerce (just east of the foot of Cline Avenue) and the Lincoln Plaza shopping center area at West 133rd Avenue and Parrish Avenue.

Since Cedar Lake has never had a town center, several criteria should be considered in determining a location. With the lake being the focal point of the town, a lakefront location has advantages over locating on an existing commercial corridor. There was also discussion of the fact that the west side of the town has the majority of shopping and dining op-



Midway Gardens area, North Lakeshore Drive



GREEN INFRASTRUCTURE

New development and redevelopment often focus on physical infrastructure only, such as streets, sidewalks, lighting and buildings. Green infrastructure is just as important for a community's image and is a low-cost element of any town improvement project. Green infrastructure is the interconnected network of open spaces, waterways, and natural areas that provide wildlife habitat and recreational opportunities and help maintain the sustainability of the region. A good implementation of green infrastructure would use future sewer rights-of-way, such as the West Creek corridor, for greenway development, pathways and parks.

Midway Gardnes area, near the lake



portunities, so an east side location for a town center may be desirable. Finally, an understanding of the town's heritage should be taken into account, since town centers traditionally reflect the historic places of a town's founding as well as the focal point of the town's history and culture.

Streets and Public Facilities

ISSUES

- Existing street conditions
- Potential regional impacts
- Cedar Lake

Existing Street Conditions

As stated elsewhere, the overall condition of streets within the town is poor. Potholes, deteriorating pavement, failing

pavement edges, inadequate substructure and lack of adequate drainage all afflict the roads within the town. Many roads have inadequate right-of-way width to construct improvements, such as ditches or storm sewers.

Potential Regional Impacts

Illiana Expressway

The Illiana Expressway is a proposed highway connecting Interstate 57 in Illinois with Interstate 65. The Illiana would intersect I-65 near Crown Point, Indiana pass south of Cedar Lake and terminate at Interstate 57. The 63 mile highway is intended to give travelers an alternate route across northern Illinois and Indiana in order to bypass the often heavily congested Interstate 80/94 corridor through Northern Lake and Porter counties.

The Illiana was originally proposed to extend eastward from Interstate 65 and connect to Interstate 94. This portion of the project has been set aside due to local opposition in the area surrounding the proposed interchange at Interstate 94. One option touted by Indiana Governor Mitch Daniels is for the Illiana to be a



private toll road similar to other toll roads in Indiana and Illinois. No decision has been reached on this issue.

Because of the Illiana's close proximity to Cedar Lake, the community will be greatly impacted by the new traffic corridor. There is potential for two highway interchanges south of Cedar Lake on U.S. 41 and at Morse Street. Land uses surrounding highway interchanges typically consist of commercial, office, and light or heavy industrial development. The installation of two interchanges would spark tremendous growth in Cedar Lake.

South Shore Commuter Rail Extension

As the Chicago suburbs continue to expand outward from the city center, public transportation must also keep pace. The South Shore Rail Line transports commuters from downtown Chicago, along the southern shore of Lake Michigan and through Northern Indiana to South Bend. Recently, the Northern Indiana Commuter Transportation District has begun to study the possibility of extending the South Shore Rail Line from Northern Lake County to Lowell. The public outreach and planning program, called the West Lake Corridor New Start Studies, has begun to define a study area and develop alternatives for extending the South Shore.

Two of the four proposed routes include rail stops in Cedar Lake. With direct access to a commuter rail line, Cedar Lake could expect to see an even greater increase in residential development as Chicago-employed suburbanites seek affordable housing further from the city center.



South Shore area street

Cedar Lake

The lake is central to the entire town, and the ability to achieve a clean and high quality lake will be an important challenge for Cedar Lake's future. The U. S. Army Corps of Engineers' Ecosystem Restoration Project, scheduled for completion in 2010, will assist in restoring and improving overall water quality. While the waterfront is a catalyst for development, that same development can threaten the quality and long term sustainability of this important resource. Management of development and infrastructure along the coast line is vital to maintaining the long term viability of commerce, tourism and the quality of life in Cedar Lake.



View from North
Lakeshore Drive



LAKE ISSUES

Channeling: Increasing the shoreline of Cedar Lake through the digging of canals and bays increases the potential for nutrient loading, increases boating access that can eventually exceed the lake's carrying capacity and creates stagnant water conditions. In order to protect the water quality of Cedar Lake for future generations and maintain the improvements made through the Ecosystem Restoration project, new development should not be allowed to create new lakefront by dredging channels or bays. Development should avoid sensitive areas like floodplains, wetlands, environmental areas, and high risk erosion areas.

Impervious Surface: To prevent increased sedimentation and stormwater runoff, new development and redevelopment along the lakeshore should be designed using low impact development techniques. Required parking lot design review, lot coverage maximums, vegetative cover requirements and density reduction should be a priority for water quality protection.

Capital Improvements: Aging infrastructure can have a significant impact on water quality if sewer lines and storm water drains are not functioning properly. Prevention of non-point source pollution, such as sediment runoff, storm water discharges and nutrient loading, can enhance the efforts of the Cedar Lake Ecosystem Restoration Project. By improving and repairing lakefront infrastructure, water quality can be improved.



CHAPTER FOUR CONCEPT DEVELOPMENT

While knowledge of the past and present of the community is the beginning of making the plan, the desires and dreams of the residents are the foundation of the plan. Through various means of involving the public, various concepts were developed that reflect public perceptions and desires for the future. In addition, a vision and goals to achieve that vision were developed. This chapter describes this process and the concepts that are the results.





Public Participation

Key Stakeholder Interviews

Local leaders in the area met with the planning team at the beginning of the project to discuss Cedar Lake challenges and opportunities. Community leaders representing development, business, schools and government provided valuable input in the original assessment of Cedar Lake needs. Topics of discussion included a proposed vision, the condition of existing business corridors, recreational and community facilities, public facilities, neighborhoods, housing and local roads. These interviews were valuable in organizing the approach for general public involvement.

When asked what the greatest challenge for Cedar Lake would be, it was interesting to note that for area stakeholders, it was a matter of improving the perception of the Town among area residents and visitors. By improving community image and embracing change, Cedar Lake has enormous potential to evolve into a prosperous and thriving community.

Public Workshops in a Box

In order to get an 'accurate snapshot' of community sentiment, officials turned to the residents and the business community. Early in 2007, the planning process reached literally into the living rooms of Cedar Lake residents to learn their interests and concerns. A technique called *Public Workshops in a Box* introduced the public to the Comprehensive Plan and invited their detailed thoughts about the community and their neighborhoods. The approach meant that

people who otherwise could not attend a typical town hall meeting, or weren't comfortable speaking in front of an audience, still participated in determining the Town's future.

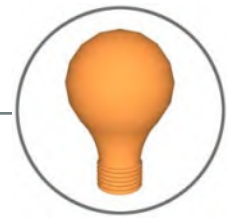
Nearly 16 households and groups hosted a meeting in their living rooms, classrooms and meeting halls, with each workshop averaging almost eight people, for a total of 126 participants. Detailed instructions for the hosts accompanied questionnaires completed by everyone in attendance, along with guidelines to encourage discussion among members of each group. Priorities were set by the groups themselves and residents could identify their concerns by actual physical location using maps provided by Cedar Lake. All meeting materials were returned to the Town for later analysis and the results provided guidance for drafting goals and objectives. Examples of the workshop materials and the tabulation of the workshop results are found in the Appendix.

The most common responses from the workshops focused on five key issues:

1. Roads/infrastructure
2. Cleanliness/Lake Improvements
3. More Commercial Development
4. Aesthetic Improvements
5. More Recreational Opportunities

Focus Group

Over forty key stakeholders, personally invited by members of the Steering Committee, attended an evening meeting on March 14, 2007 to focus on four main topic areas that appeared most frequently



from the results of Public Workshops in a Box. Participants discussed things that they like or dislike about Cedar Lake within each topic area. Common themes were identified and summarized into goal statements. The participants then prioritized the goals. The full tabulations of the responses is in the Appendix. A summary of the most important issues per topic area follows:

Streets and Public Utilities

1. Improve major roads (i.e. surface, widen, curbs, etc)
2. Drainage problems on roads
3. Sidewalks/Pedestrian Connections
4. Public Access to Lake/Beach/Boardwalk

Community Character

1. Clean up image
2. Develop ordinances (i.e. nuisances, tree preservation, architecture)
3. Move utilities underground
4. Beach area/Better access to lake

Commercial and Industrial Development

1. Boardwalk commercial area
2. Industrial development located south of town
3. Recreation oriented (i.e. walking, bike rental, etc.)
4. Image improvement for existing businesses



Focus Group discussion

Land Use

1. Continue lake dredging/improvements
2. Enforce building maintenance ordinances
3. Develop regional commercial/industrial on U.S. 41
4. Need more recreational/open space

Top 3 Locations for a Town Center

1. North side of lake near Dairy Queen
2. West side/Lincoln Plaza Area
3. East and West of Chamber

Public Workshop

122 people gathered at Hanover Central High School on April 26, 2007 to view the initial concept maps of Cedar Lake and the surrounding planning area. The concept maps were developed through the extensive public meeting process and inventories of natural resources, infrastructure and development patterns. Respondents also viewed two concepts for a town center in the Midway Gardens area, and favored the Town Center Concept 2 (see Figure 7 on Page



4-9), with an extensive park-like atmosphere around the lake, while others suggested that the planning team look at other options, such as the existing town hall site. The concepts are explained in more detail later in this chapter.

Developing the Vision and Goals

During the planning process, the Steering Committee agreed on an overall vision for Cedar Lake that reflected the values of the community as expressed through public comment. The Community Vision statement defines what the Town is trying to accomplish. Goals were then identified as more specific means of achieving the Vision. The following Community Vision and Goal statements provide the foundation for the following chapters of this plan.

Community Vision

Cedar Lake will be a premier destination location, offering its citizens pristine water features and thriving residential neighborhoods, exemplary municipal services and a vibrant, diverse business community. Cedar Lake will provide a well balanced mix of land uses that will serve the needs of a growing population, while striving to maintain the natural amenities that give Cedar Lake its sense of place and identity.

Goals

Economy and Business

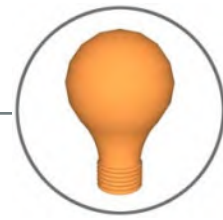
A need for more commercial and local business opportunities was identified by area residents as an important issue early on in the planning process. Over 88% of the results of the 'Public Workshops in a Box' rated the condition of the existing business corridor along West 133rd Avenue as "fair" to "poor." In addition to new commercial and light industrial uses, residents would like to see existing businesses improve their 'road side image' through aesthetic improvements such as better building design, landscaping, lighting and signs. Opportunities to develop a walkable commercial corridor that complements the lake front is a desired element for future development. With a vision statement that strives for a 'vibrant, diverse business community', the following goals provide guidance for future growth and development:

Goal: Establish an identity for Cedar Lake that will unify the town and its commercial areas.

Goal: Create a sustainable business environment that provides attractive places and quality development experiences for patrons, while considering the costs and restraints of development.

Streets and Utilities

The condition of Cedar Lake's infrastructure was one of the most important issues expressed by area residents. Many lakeside neighborhoods experience drainage problems and major roads lack curb, gutter and sidewalks. While it is



acknowledged that many area roadways are limited to spot improvements by the existing development pattern, these goals will serve to guide future street improvements and area redevelopment to meet the vision statement for ‘exemplary municipal services’.

Goal: Improve the safety and physical condition of neighborhood street networks so they operate at an acceptable level of local services.

Goal: Create and fund a capital improvements program.

Goal: Improve access and circulation on the U.S. 41 corridor.

Goal: Maintain and improve infrastructure, utilities and public services to meet the needs of residents, businesses, and visitors.

Housing and Natural Environment

Existing lakeside neighborhoods are beginning to show their age with many areas of worn infrastructure and housing. With a relatively older housing stock than surrounding municipalities, new development and redevelopment is expected to raise housing values. Public comment received throughout the process revealed that the community as whole would support aesthetic improvements through more rigorous code enforcement and design standards. The following goals support strong, attractive neighborhoods as the backbone of the community.

The natural environment of Cedar Lake is very important for area residents. The preservation of the lake and natural fea-

tures such as area wetlands and woodlands received strong support. New development should incorporate natural feature preservation into their proposals, and existing natural resources, such as area waterways and wetlands should be protected from residential encroachment through natural feature setbacks. In order to achieve the vision of ‘pristine water features and thriving residential neighborhoods’, these goals provide guidance for future development that respects the valued natural environment.

Goal: Improve the physical and social environments of each distinct residential neighborhood in an effort to elevate the overall quality of life in Cedar Lake.

Goal: In all aspects of local planning and policy, protect and improve the Town’s prized natural features, such as Cedar Lake, wetlands, trees and woodlands.

Goal: Reclaim segments of the lakeshore to provide both visual and physical access for the general public.

Community Facilities and Recreational Amenities

A top priority for many residents during public comment was the desire for more recreational opportunities. In addition to improving area roadways, providing pedestrian linkages through sidewalks and bike paths were also identified during focus groups and interviews. Improving access to the lake will allow area residents and visitors an opportunity to enjoy a day of picnicking, walking and riding bikes and is seen as a major focus of fu-



ture Cedar Lake area improvements. In order to create opportunities for area residents, the following goals are provided for community facilities.

Goal: Maintain and improve public services, buildings and spaces, and recreational amenities within the Town to meet the needs of residents, businesses, and visitors.

Goal: Provide pedestrian linkages between all types of uses within the Town so residents have an optional means of travel to local destinations that will capitalize on providing views of the lake.

Overall Land Use Alternatives

The above vision and goals were the foundation for developing the initial land use alternative concepts. The public's vision for the future of Cedar Lake accounts for existing infrastructure and utilities, natural features and approved development plans, which also influence future growth and development. The plan 'alternatives' were then presented to the public at a workshop in April to solicit feedback and determine preferred future land uses.

Cedar Lake Town Land Use Alternative

Within the existing town, the street and land use pattern provided the basic framework for establishing future land use (see

Figure 5. Town Land Use Alternative

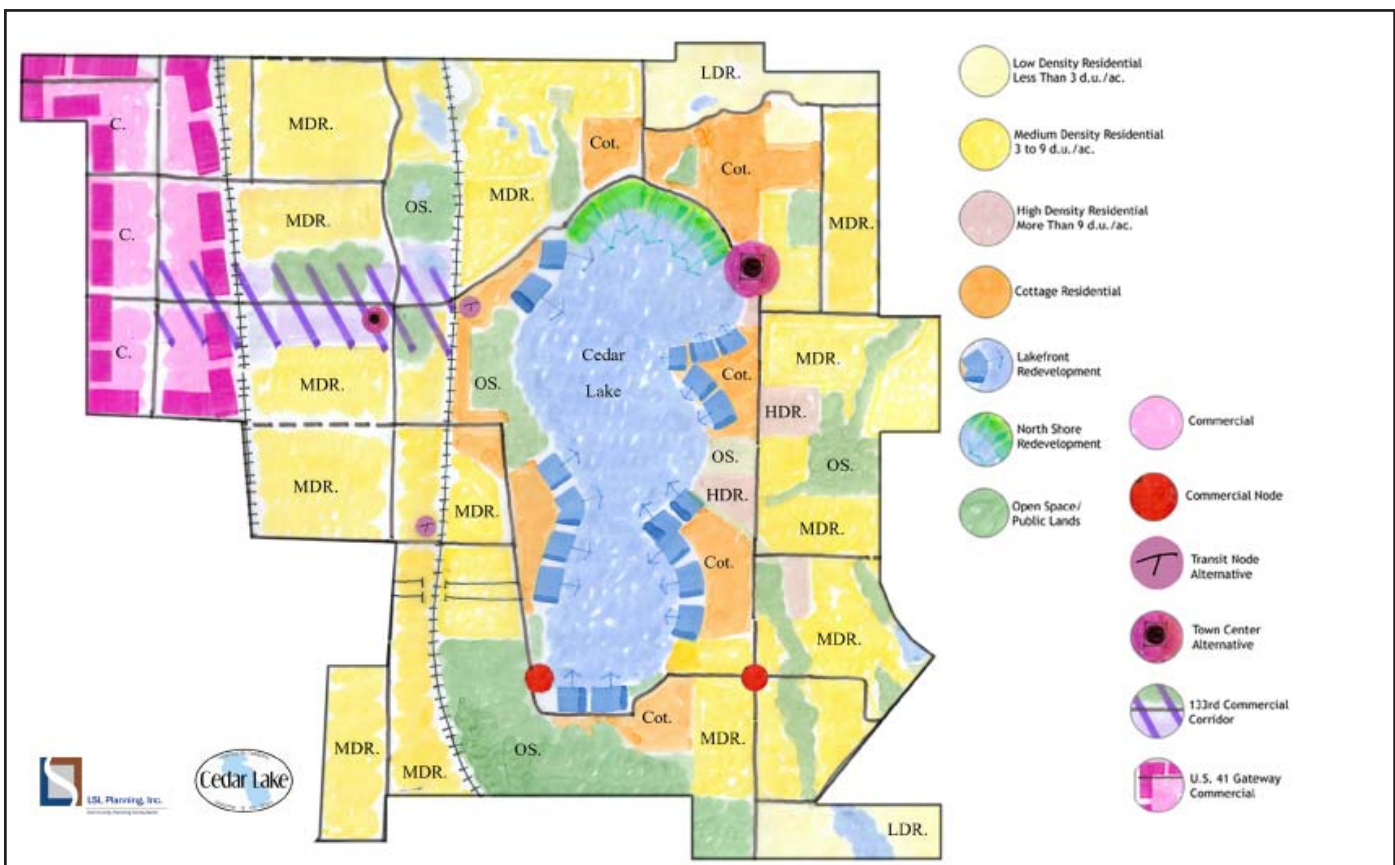




Figure 5). The lake is the central focus of this plan alternative. The concept plan is divided into the following described categories. The intended uses, scale, and character of development within each of these individual designations work together to offer a viable Town area that emphasizes small commercial nodes and neighborhood development.

Lakefront Redevelopment

- The lakefront is a prime asset in the community that attracts residents as well as non-residents for serenity and enjoyment of the water. Public access is not as strong as it should be and many residents expressed this concern during the planning process. New lakefront development is proposed along the north and northwestern shores of Cedar Lake and also incorporated into the Town Center alternative.
- The waterfront areas near the Town Complex and the Chamber of Commerce provide the only areas for public lake access. Connecting these areas with non-motorized pathways, green spaces and parks would preserve the public's use and enjoyment of the Town's most valued asset.
- Comments regarding the protection of viewsheds and opportunities for increased public recreation along the waterfront were considered during the conceptual planning.

North Shore Redevelopment

- Identified for its potential to provide increased access to the lake and recreational opportunities, this area captures a significant vista overlooking

Cedar Lake. Many residents felt this area provides a significant view of Cedar Lake and requested more access to it.

Residential

- Maintaining the historic cottage atmosphere, while encouraging improvements and redevelopment, is important for area residents. Cottage residential areas are shown near the lakefront.
- Undeveloped areas containing natural features such as wetlands and woodlands are an important element of the community's character. Low and medium density residential is proposed in these areas to prevent excess loss of these natural features.
- Cedar Lake residents find existing neighborhoods such as Havenwood and Robin's Nest to be 'family-friendly' environments. Continuing this density of development, the majority of planned residential is in the form of Medium Density Residential.

Open Space/Public Lands

- Increasing opportunities for recreation and lake access is a main priority for area residents. Open space areas are prioritized on the concept plan to protect area water quality, preserve green space and increase land area for parks and recreation.



Commercial and Industrial

- More commercial development, in the form of restaurants, shopping, and hotels, was one of the five most important issues identified through the 'Public Workshops-in-a-Box'.
- New light industrial uses should be located south of town and incompatible industrial locations should be phased out of residential areas.
- New large-scale commercial should be focused onto U.S. 41. Local retail is encouraged around the perimeter of the lake at designated commercial nodes. Lakeside commercial should be coordinated in design and appearance using a 'theme' concept, such as nautical and/or boardwalk.
- Commercial development on US 41 is constrained by the presence of existing single family neighborhoods on both sides of the highway. Development must be cognizant of existing neighborhoods, but must also promote conversion of some of those areas to commercial. Sufficient parcel depth is needed to accommodate more desirable development.
- Commercial uses on West 133rd Avenue should be community oriented and well designed. Buildings should be oriented to the street.

Town Center Alternatives

The focus group meetings revealed that the historic Midway Gardens area was a place where people gathered for evening entertainment and social activi-

ties. The Dairy Queen area is known as a central gathering spot to enjoy views of the lake.

Two plans were designed for this area, to provide a central focus area located on the lake. Town Center Alternative 1 (Figure 6) shows a well-developed mixed use area centered on a relocated North Lakeshore Drive, moved away from the lake to provide more area between the road and the water's edge. The mixed use area is centered on a public green that provides access to some of the businesses and the lake. The buildings would feature retail and entertainment uses on the first floor, with dwellings or offices above. Surrounding the mixed use area are medium to high density dwellings such as townhomes and/or small apartment buildings.

Town Center Alternative 2 (Figure 7) shows a scaled down mixed use area located on the land side of the road, which has also been moved inland. The mixed use area also contains businesses on the first floor with dwellings or other businesses above. Townhomes and apartments are nearby. The mixed use area overlooks a large public green, with several acres of lakefront land, which could contain a variety of passive and active recreation uses. A "ring road" provides secondary access around the north and east sides of the area and allows a bypass of the business area.

Of these two alternatives, Steering Committee and public sentiment favored Alternative 2. However, there was also public sentiment for a town center development on the west side of the lake, near West 133rd Avenue and Parrish. Town Center Alternative 3 (Figure 8) shows a

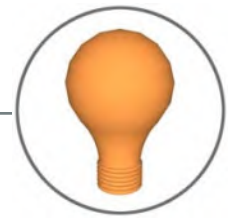


Figure 6.

Town Center
Alternative #1



Figure 7.

Town Center
Alternative #2

development just west of Parrish on the site currently occupied by the Lincoln Plaza. This redevelopment would put a mixed use area centered on a road leading south from West 133rd Avenue to a central green faced by businesses and dwellings.

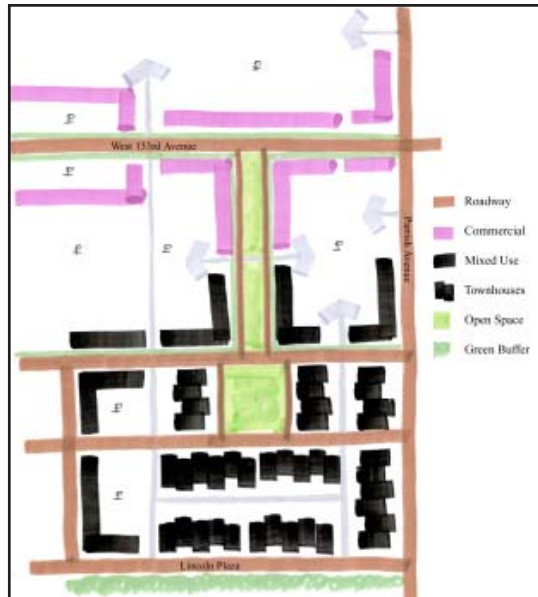
Later in the process, the Steering Committee and Plan Commission identified a fourth possibility, near the Town Hall on

the lakefront. The Town Hall site could accommodate a town center with small shops and restaurants accessed from a boardwalk that would be focused to the lake and provide a place to stroll and sit along the lakefront. This site is disadvantaged by its isolation from local arterial and collector roads, but may be successful as part of the town hall/community center, if those facilities remain in their current locations.



Figure 8.

Town Center
Alternative 3,
West 133rd Ave.



Example of
boardwalk
shops oriented
to the
waterfront



After much discussion with the Steering Committee, the Midway Gardens area was chosen as the best site. A concept using Town Center Alternative 2 is developed in detail in Chapter 5. Should one of the other sites ultimately become the location, a detailed plan could be developed at that time.

Cedar Lake Planning Area Land Use Alternative #1

The development area alternatives provide land use concepts for the remainder of the planning area outside of the Town limits. Planning Area Land Use Alternative #1 (Figure 9) was developed with the expectation that the proposed

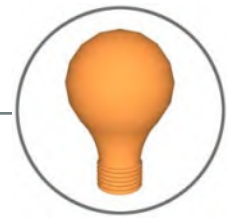
Illiana Expressway south of Town will be constructed. This expressway will create tremendous potential for commercial and industrial opportunities along the highway frontages and at the interchanges. Locations for potential land uses were designed to incorporate existing and potential new infrastructure, along with priorities heard from area residents regarding natural features, walkability and strengthening a sense of identity for the Town.

Residential

With so much available land within the planning area, Cedar Lake can provide an extensive market for new residential housing. The majority of land planned around the Town of Cedar Lake is proposed for Medium Density Residential, extending the natural density pattern that occurs in the newer developments beyond the lake. High density housing, such as apartments, is planned for property to the south of the Expressway location to supply additional housing near planned employment centers and provide a transition from commercial uses to residential uses. Low Density Residential is promoted along the edges of the planning area, to naturally blend in with the existing land use pattern of agricultural uses and to promote the preservation of on-site natural features, such as woodlands.

Transit Oriented Development

To capitalize on potential new transportation opportunities, such as the light rail, a transit oriented development is proposed along the rail line. Mixed use development, such as commercial, housing and parking will provide an opportunity for local travelers and those wishing to explore Cedar Lake to be able to access



convenient services in the immediate vicinity of the rail line. The transit oriented development concept is explored in more detail in Chapter 5.

Commercial

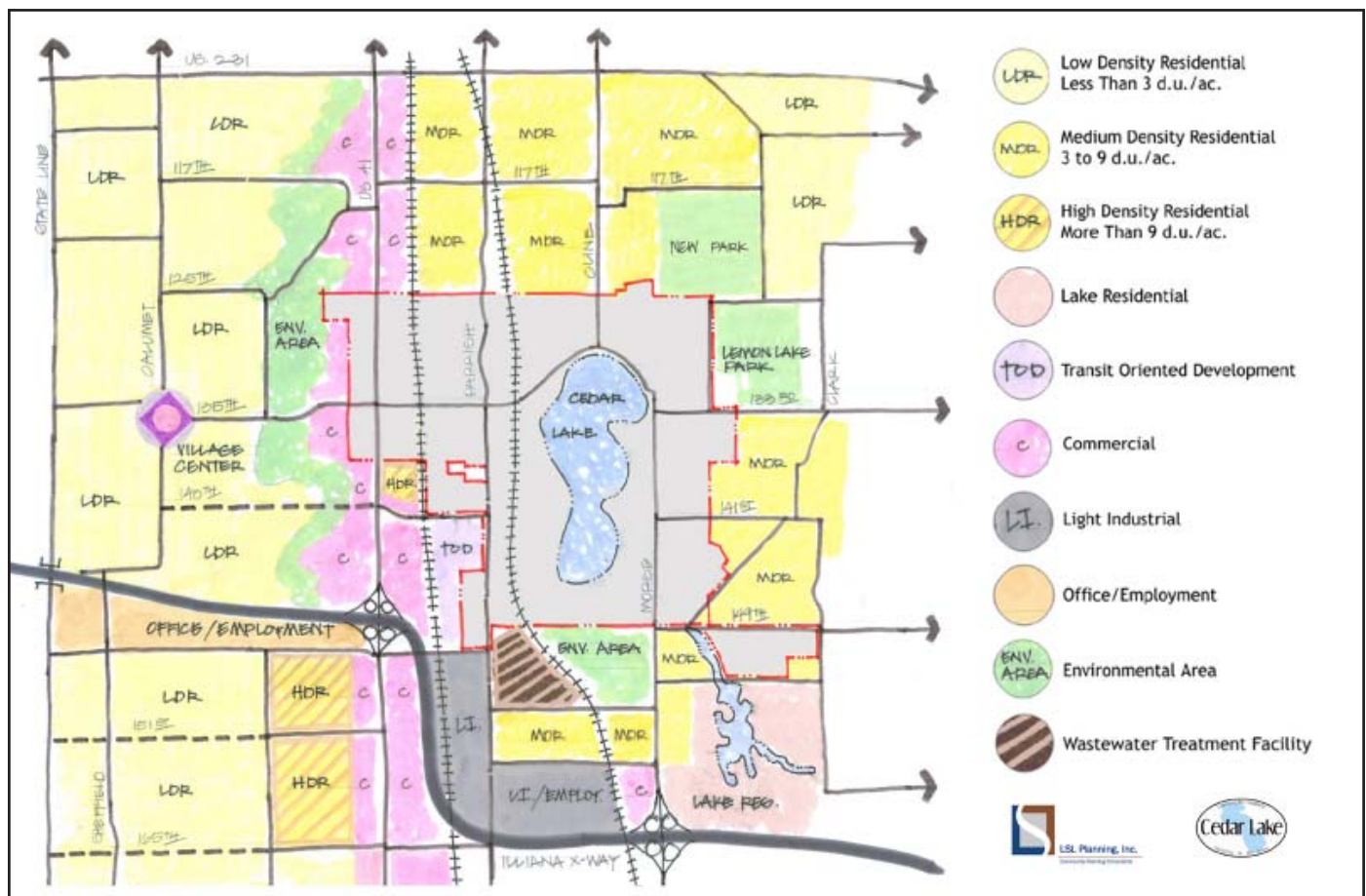
Cedar Lake does not have any major commercial services in the form of 'super store' development. Area residents expressed an interest in a major grocery store and other large-scale centers. The potential for these developments is feasible along the southern portion of US 41, where assembly of land parcels is possible to accommodate the necessary development infrastructure. This is also possible north of the Town limits. If the Illiana Expressway is built, US 41 is expected to

carry a significantly greater amount of traffic, making this corridor very attractive to "big box" developers. This would result in the creation of a regional commercial hub servicing the surrounding communities.

Light Industrial

Area residents did not feel that additional light industrial was necessary in the Town area. However, locating industrial south of town was supported in the focus group session. Area lands are proposed along the interchange of the expressway for future light industrial uses.

Figure 9: Planning Area Land Use Alternative #1





Office/Employment

With an expanding residential community and a new expressway, Cedar Lake has an opportunity to provide for new employment centers. Located south of the expressway, medical research and high-tech uses could be located along this corridor.

Environmental Area

The planning area has several key natural features that provide natural storm water management in the form of low lying wetlands and woodlands that should be preserved. Development in this area should be sensitive to natural features.

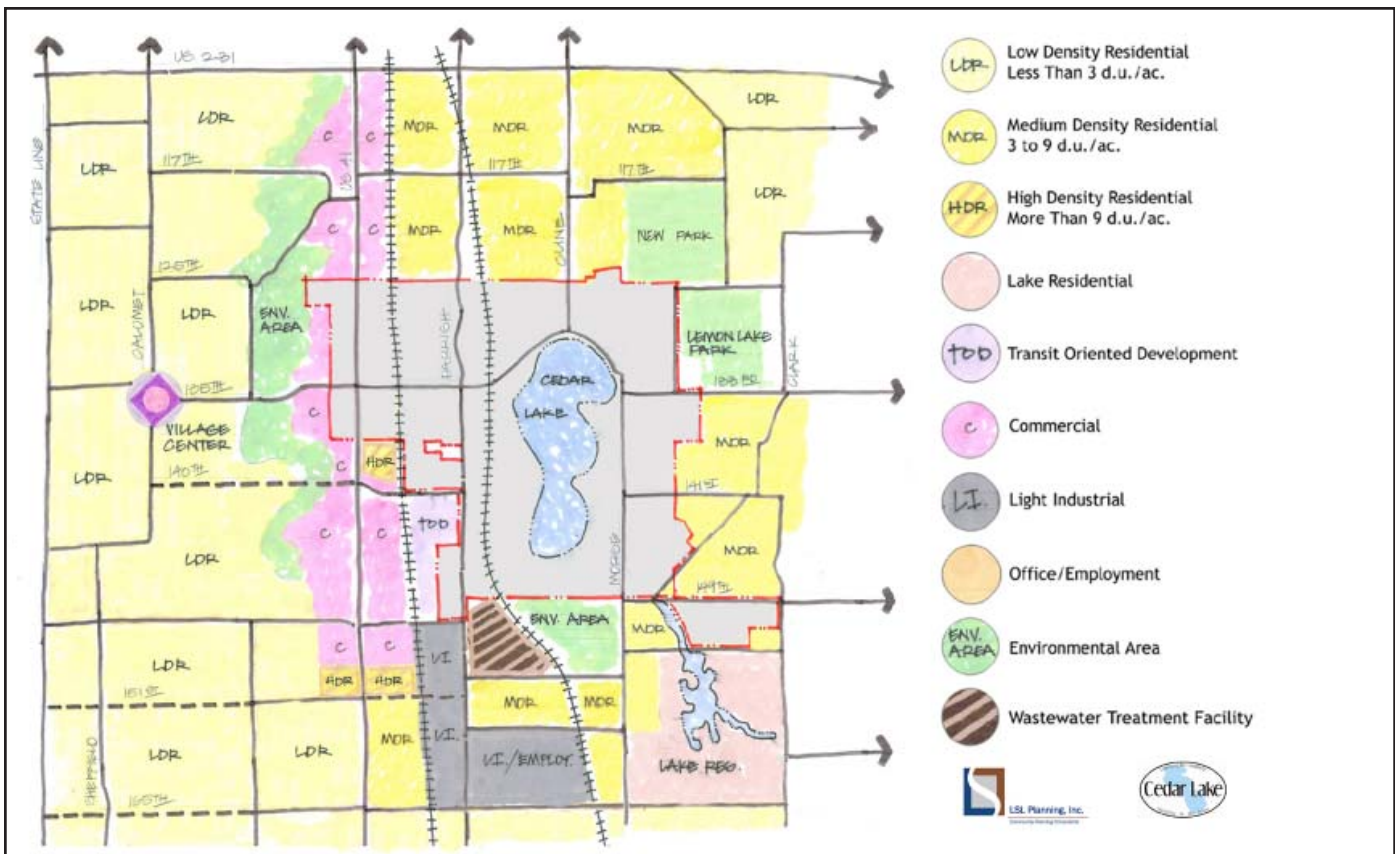
Village Center

This area encompasses the historic crossroads hamlet of Brunswick. Development around Brunswick should recognize the historic development pattern and replicate that pattern.

Cedar Lake Planning Area Land Use Alternative #2

A second plan alternative assumes a delay in or cancellation of construction of the Illiana Expressway (see Figure 10). The land use designations are generally the same as Alternative I, but without the Illiana, the amount of High Density Residential, Office/Employment and Commercial services south of town has been scaled back. These have been replaced

Figure 10. Planning Area Land Use Alternative #2





by residential uses at various densities. Commercial uses would probably not extend very far south of 141st Avenue under this alternative.



Through the process of understanding the community, engaging the public, defining a vision and goals, and developing alternative land use concepts, a future land use plan has evolved. This plan and its elements, described in detail in this chapter, are intended to guide Town officials as Cedar Lake continues to grow, change, redevelop and improve.

CHAPTER FIVE FUTURE LAND USE





Land Use Plan

The land use designations, as depicted in the Town Detail Future Land Use Map (Map 5) and the Planning Area Future Land Use Map (Map 6), along with implementation recommendations, are listed in the following sections. Specific plan elements are then described in detail.

The Land Use Plan assumes that the Illiana Expressway will be built. However, should the project be deleted from all future INDOT consideration, the concept plan elements from the Overall Land Use Alternative 2 should be employed, along the southern portion of US 41 and within the other areas which would have bordered the Illiana.

The plan shows extensions of major roads, to complete road networks and provide connectivity between areas and neighborhoods of the town and development area.

General Land Use Descriptions

Low Density Residential

LOW DENSITY RESIDENTIAL ELEMENTS:

- Single family, low density
- Sensitive to natural surroundings
- Buffers between residential development and agricultural uses

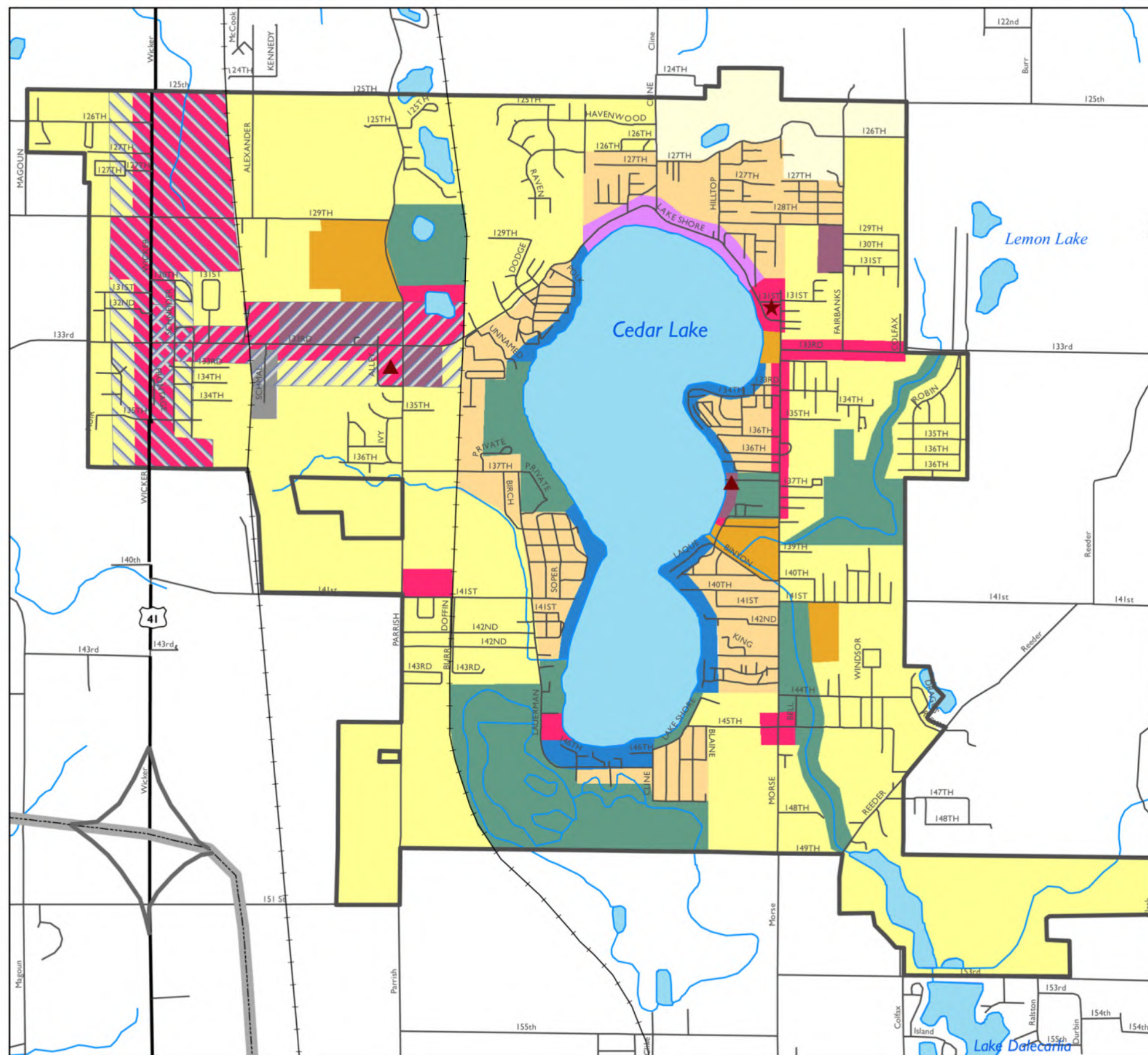
The Low Density Residential (LDR) designation recognizes the rural, estate-style development that has already occurred in many areas and proposes that future development follows a similar pattern. The majority of the LDR designation is located in the western portion of the planning area. This area is furthest from Town services and is appropriate for the types of large-lot single family development desirable to those who seek a “country” lifestyle.

Much of this area is actively used for agricultural activities. Given the relative isolation of most of these areas, it is likely that development of the most far-flung properties will be in the future, perhaps beyond the time horizon of this plan. However, given the pace of development in Northwest Indiana, continually favorable market conditions could result in all of this area being proposed for development much sooner.

Description

LDR developments will generally have the following characteristics:

- Uses shall be generally limited to single family developments, with an average density of less than three dwelling units per acre (3 du/a). Most developments will likely be even less dense, with an average density of less than one unit per acre.
- Developments are sensitive to the natural environment. Open spaces are preserved, keeping stands of trees as much as possible and respecting steep slopes (over 18 percent). Large development setbacks and site clearing lim-



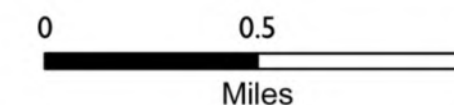
Town of Cedar Lake

Lake County, Indiana

Map 5

Future Land Use Town Detail

- ★ Preferred Town Center Location (Page 5-26)
- ▲ Alternate Town Center Locations (Page 5-26)
- Proposed Illiana Expressway Location
- ▨ West I33rd Commercial Corridor (Page 5-17)
- ▨ U.S. 41 Gateway Commercial (Page 5-19)
- Low Density Residential (Page 5-2)
- Medium Density Residential (Page 5-3)
- High Density Residential (Page 5-5)
- Cottage Residential (Page 5-29)
- Lakefront Redevelopment (Page 5-28)
- North Shore Redevelopment/Open Space (Page 5-23)
- Public/Quasi-Public (5-10)
- Open Space (Page 5-8)
- Light Industrial (Page 5-13)
- Commercial (Page 5-12)



Source:
Indiana Spatial Data Service
Lake County Surveyors Office

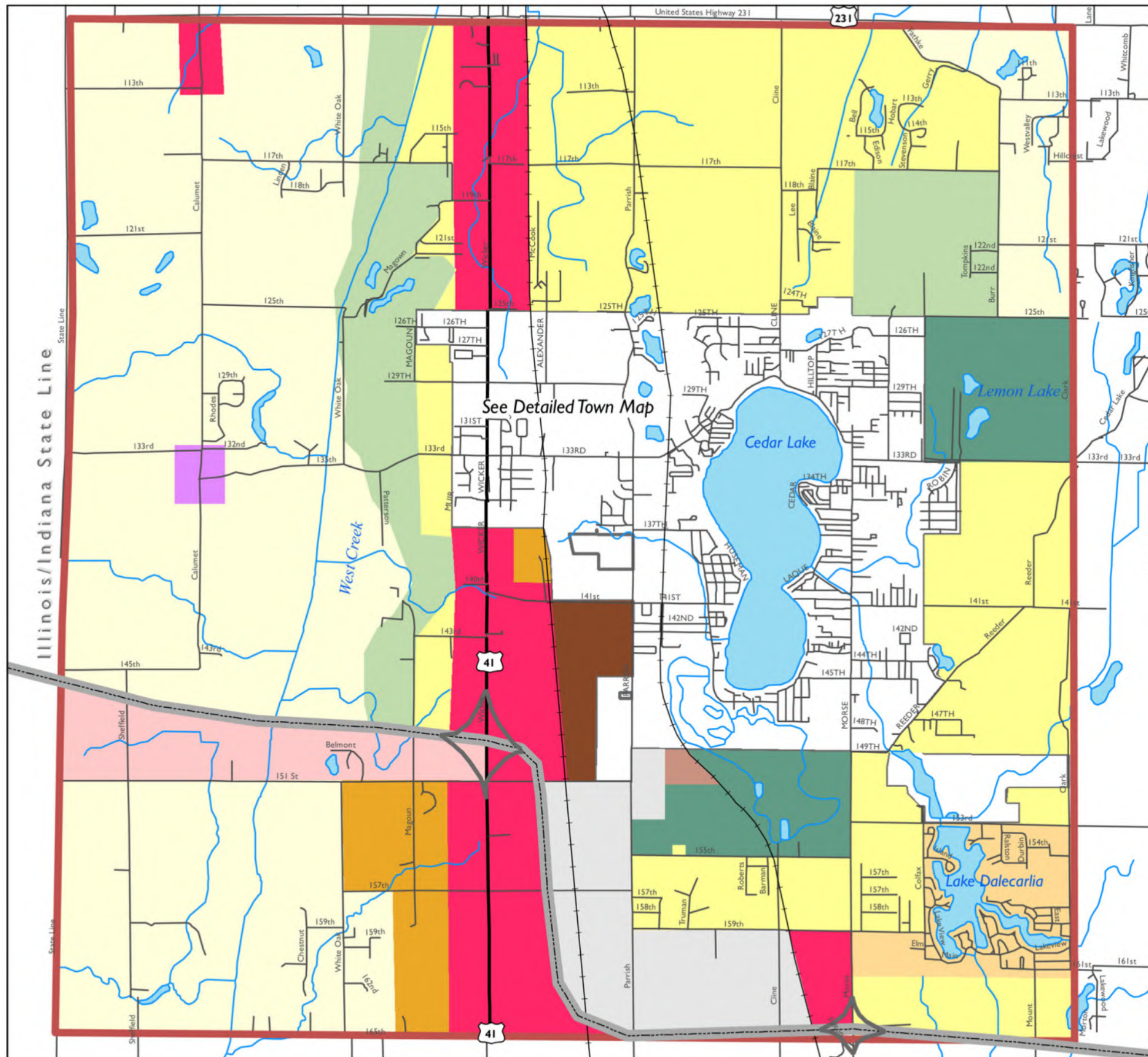


Town of Cedar Lake

Lake County, Indiana

Map 6

Future Land Use Planning Area



- Planning Area
- Low Density Residential (Page 5-2)
- Medium Density Residential (Page 5-3)
- High Density Residential (Page 5-5)
- Lake Residential (Page 5-7)
- Transit Oriented Development (Page 5-31)
- Office/Employment (Page 5-10)
- Brunswick Village Center (Page 5-15)
- Commercial (Page 5-12)
- Light Industrial (Page 5-13)
- Wastewater Treatment Facility
- Open Space (Page 5-8)
- Environmental Area
- Current Town Jurisdiction
- Proposed Illiana Expressway Location

0 0.5 1 2
Miles

Source:
Indiana Spatial Data Service
Lake County Surveyors Office





its can help to preserve the country atmosphere and prevent over-use of the land.

- Clustered development (see sidebar, next page) is encouraged.
- This designation recognizes that existing agricultural uses may continue for many years into the future. Therefore, new single family subdivisions must take into account the effects of living near active farming. Buffers, including generously landscaped strips and tree screens can help to minimize dust and odors. Subdivisions near animal confinement operations should be placed to take advantage of prevailing winds.

Implementation

1. Create appropriate zoning designations for larger lot development. Districts located more than $\frac{3}{4}$ mile from existing town limits may be appropriate for minimum lot sizes as large as three acres. Areas closer in should be limited to developments with minimum lot sizes of 15,000 square feet or above.
2. Create zoning requirements that allow for clustered development. Preservation of at least 30 percent of the property in perpetual open space should be required before cluster development is allowed. Permit density bonuses in exchange for more open space, preservation of natural features, etc.



Typical low density residential development

3. As part of the subdivision approval process, require buffers and other nuisance-mitigation techniques for developments adjacent to active farming operations.

Medium Density Residential

MEDIUM DENSITY RESIDENTIAL ELEMENTS:

- A mix of residential dwelling types: single family detached, townhomes, duplexes and multiple family.
- Where possible, land set aside for parks and trail links. Sidewalks are required.
- Enforce maintenance codes.
- Improvements to existing streets and public facilities.

The Medium Density Residential (MDR) land use designation allows for a variety of dwelling types and densities. However, the dominant land use is single family, detached residential.

This designation is found in the undeveloped areas near the Town limits, as well as most of the residential areas within the Town located away from the



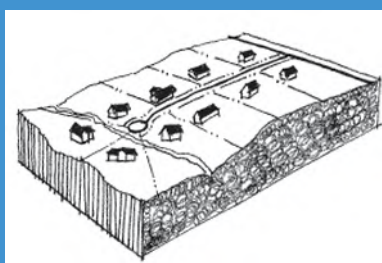
*Typical medium
density single
family develop-
ment*



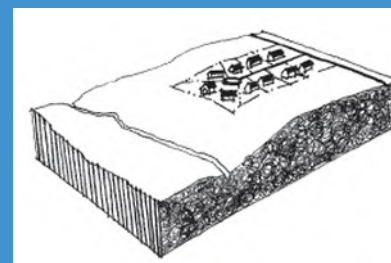
CLUSTER DEVELOPMENT

Encouraging “cluster” development is one tool that helps to preserve open space while still allowing residential development in low and medium density development areas. For instance, as an incentive to preserve a percentage of property in open space, the property owner can be allowed the same density on the remaining percentage as would be allowed for the entire property. Additional incentives such as density bonuses could be used to provide more open space, require significant setbacks to preserve rural and small -town character, and protect natural features.

The example on the left (below) has a 10 acre lot size with no shared open space. The entire parcel is consumed by individual lots. The example on the right has a 2 acre maximum lot size with the remaining 80 acres preserved as open space. The undeveloped property around the home sites has a deed restriction that prevents future development and may be owned by the people in the subdivision or designated as a conservation easement and donated to a local land conservancy. While both examples provide the primary use of residential development as recommended for this classification, the cluster development option consumes less land and provides opportunities for open space connections.



Traditional Subdivision



Clustered Subdivision



CHAPTER 5: FUTURE LAND USE

lake. It encompasses most of the areas shown on Approved Developments Map (Map 4) as under construction, approved for development or in the planning stages.

The MDR designation includes the existing South Shore Country Club. As the conversion of the former Monastery Golf Course to residential use has shown, it is possible that this land may be developed in the future. Because of its location, MDR is the most appropriate designation for this property.

Description

MDR developments will generally have the following characteristics:

- Average overall densities range from three to nine dwelling units per acre.
- High quality single family, detached dwellings such as those found in the Havenwood or Robin's Nest subdivisions are the dominant land uses. For those currently developed areas that are designated MDR, future redevelopment should be of similar quality and character.
- In appropriate areas, higher density developments, such as duplexes and townhomes should be encouraged. These areas include neighborhoods near the commercial corridors or near industrial development; areas adjacent to lands designated High Density Residential or Cottage Residential; or areas near the railroad lines. More generous setbacks and buffers between MDR and more intensely developed lands should be required.

- As raw land is proposed for development, care should be taken to ensure adequate, accessible parkland. Any development over 20 acres should dedicate land within the subdivision or provide high quality park land in close proximity.
- Pedestrian connections between neighborhoods and parks, as well as pedestrian access to the lake, are important elements. Sidewalks should be required in all subdivisions.
- In existing neighborhoods, maintenance codes should be enforced to prevent deterioration. It may be necessary in some areas to target buildings for demolition, in anticipation of neighborhood redevelopment.
- To encourage improvements to private property, neighborhood streets should be upgraded or replaced. This should include drainage improvements.

Implementation

1. Zoning districts that provide for smaller lot single family development, duplexes and townhomes should be adopted. Single family developments should have a density no greater than 5 du/a; duplex and townhome developments should not exceed 9 du/a. Site development requirements should include buffers between MDR developments and more intensely developed lands, to be provided on the property of the more intensive use.
2. Subdivision regulations should require land dedications, or where dedication is not feasible, payment of



*High-density
residential:
garden apart-
ments*



impact fees in accordance with Indiana law. A separate impact fee ordinance would also be necessary to implement this element.

3. Subdivision regulations should also require sidewalks on both sides of the street whenever possible. If right-of-way widths do not provide enough space, then at least one side of the street should have a sidewalk.
4. Parks and recreation plans and funding should be directed toward providing pedestrian connections and trails to allow non-motorized access to other neighborhoods, parks, schools, business areas and the lake (see recommendations related to the Connectivity Plan, below).
5. Maintenance codes should be enforced, and adequate funding and personnel should be provided. Funds to demolish buildings that are unsafe or in particularly poor condition should be budgeted. Some of this cost can be offset through tax liens or, if the owner defaults, through tax sales.

6. A capital improvements program or similar process, that prioritizes neighborhood streets for upgrade or replacement, is necessary. Experience shows that private property owners upgrade their properties when the public streets and facilities are improved.

High Density Residential

HIGH DENSITY RESIDENTIAL ELEMENTS:

- High quality apartment and condominium developments with on-site amenities
- Buffering between HDR and lower density developments
- Provision of on-site and right-of-way pedestrian sidewalks and trails

The High Density Residential (HDR) designation encompasses those areas that are already developed (or approved for development) with higher density condominium or apartment developments. In addition, some currently undeveloped areas near commercial corridors, rail lines or the Illiana Expressway are proposed for the HDR designation.

The dominant land use in this designation is higher density condominium or apartment-style complexes. These developments are characterized by buildings containing four or more dwellings and usually have multiple buildings accessed from common drives and parking areas.

With the exception of the Sunset Harbor and the (proposed) Paradise Cove developments, there are no HDR-designated



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lands on the lakefront. Generally, the height and bulk of these buildings prevent views to the lake and create a wall at the water's edge, giving the lakefront a fortress-like quality. Many residents expressed a desire to preserve lake views whenever possible. The Sunset Harbor and Paradise Cove developments are included only because they have been constructed or are under construction. All other lakefront development should be subject to the Lakefront Redevelopment Element described below.

The Plan shows new HDR areas west of US 41 and south and west of the proposed alignment of the Illiana Expressway. These areas provide a transition between the commercial uses planned for US 41 and the more rural, LDR areas to the west. Should the Illiana Expressway not be built, Low Density Residential (LDR) development, with some HDR along the west side of US 41, is appropriate. This alternative is shown on the Planning Area Land Use Concept Alternative 2, Figure 10.

Description

HDR developments will generally have the following characteristics:

- High quality apartment and condominium developments, with amenities serving the residents, such as pools, club houses, etc.
- Densities exceed nine dwelling units per acre.
- Adequate buffering between HDR developments and lower-density residential developments. When

HDR is adjacent to more intensive uses, those uses should provide buffers.

- On site pedestrian systems, connecting buildings and services within the complex, should connect to sidewalks in the adjacent right-of-way. These, in turn, connect the complex to other neighborhoods, parks, schools, business areas, and the lake.

Implementation

1. Create zoning districts on lands where high density residential development is appropriate.
2. Through the improvement location permit review process in the zoning ordinance, require high quality developments, with on-site amenities serving the residents.
3. Through both the improvement location permit requirements and the subdivision regulations, require both internal and perimeter sidewalks and other pedestrian improvements, particularly in those areas highlighted on the Connectivity Plan (see below).

Lake Residential

This designation encompasses the existing Lake Dalecarlia development in the southeast corner of the planning area.

No changes are recommended to any existing land uses within the Lake Residential designation. Even if Lake Dalecarlia should ever be annexed to the Town of Cedar Lake, there does not appear to be any reason to consider major changes to this area.



With careful planning and resource management, development in environmental areas can co-exist with natural features



Environmental Areas

ENVIRONMENTAL AREA ELEMENTS

- Low density, low intensity development, where appropriate
- Preserve natural features and prevent erosion
- Maintain the natural environment

The Environmental Areas land use designation encompasses existing areas of woodlands, wetlands and watersheds as well as significant open space areas. The main Environmental Areas shown on the Future Land Use maps encompass the West Creek basin, west of the developed town. These lands are distinguished from those designated Open Space (see below) because limited, environmentally sensitive development may be permitted. Open Space lands are those that are targeted as permanent open space.

Description

Characteristics of lands and development within the Environmental Areas include:

- Pockets of existing, undeveloped and undisturbed lands that are not suitable for development, such as wetlands and lowlands near watercourses. These areas should be preserved perpetually as open space to preserve native ecosystems and habitat for fish and wildlife. Limited passive recreation, where possible, is encouraged.
- The above areas are contiguous to undeveloped and undisturbed areas that may support limited development, such as woodlands and areas with sustainable slopes (less than 18 percent). Development on properties in these areas would generally be limited to single family, large lot developments on scattered sites. Clearing of wooded areas should be limited to only that amount of land needed to site a home and associated outbuildings and access drives. Cluster development (as described above) would be especially appropriate in these areas.
- The area north of Lemon Lake County Park is a large wooded area that could support limited development according to the Environmental Area guidelines. However, this area may also be



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prime expansion land for the County Park, in which case it should be considered as being in the Open Space designation.

Implementation

1. Identify specific properties with environmentally sensitive areas and take steps for their preservation, including public donation or purchase, or sale/donation to conservation groups.
2. Create an overlay district in the zoning ordinance that places additional restrictions on lands within this designation, such as clearing restrictions, increased setbacks, and use of environmentally friendly stormwater management systems. The underlying zoning district should be the lowest density district.

Open Space

OPEN SPACE ELEMENTS:

- High-quality passive and active recreation spaces
- Preservation of open lands and natural features
- Access to Cedar Lake
- Connections between neighborhoods and parks/open spaces

The areas designated as Open Space are those that should be protected from development, including lands currently in private ownership that should be acquired for public use. This designation includes existing parks as well as undeveloped lands with significant parks, recreation or open space potential.

This designation is distinguished from the Environmental Areas designation in that these lands are intended to be kept perpetually undeveloped. The Environmental Areas designation allows limited development where impacts on natural features can be minimized.

Description

Characteristics of lands within the Open Space designation include:

- Existing park lands within the Town, as well as Lemon Lake County Park. These parks should be preserved, and where needed, expanded, to provide both passive and active recreational opportunities to area residents.
- This designation includes the Cedar Lake Bible Conference Grounds, which, while private, provides significant recreational opportunities to a wide audience, and preserves a significant amount of land along the lakefront from development.
- Wetland areas are preserved as passive recreational space. These areas provide opportunities for pedes-



Community Park



trian/bicycle paths and other recreation, such as a proposed canoe trail on Cedar Creek.

- Active recreation programs, such as sports leagues, day camps, etc., are located in areas to serve both area-wide and neighborhood residents.

Implementation

1. Existing park land should be preserved, and programs and facilities in the parks should be expanded. The Cedar Lake and Lake County Parks and Recreation departments should continue to prepare parks and recreation plans and seek funding to maintain and expand park land, facilities and programs.
2. Additional land should be acquired for active and passive parks use. The Plan shows additional land for access to Cedar Lake, along North Lakeshore Drive, in the Pinecrest Marina area, and north of the Bible Conference grounds. In addition, the Plan recommends acquiring the private park owned by the South Shore Property Owners Association. The Plan also recommends acquisition of lakefront land along North Lakeshore Drive. This element is described in more detail below.
3. Preservation of wetlands, significant woodlands and riparian corridors should be a priority. Construction of boardwalks and provision of access to streams (such as a canoe trail) provide opportunities for education and enjoyment of nature.
4. Parks should be well connected to neighborhoods and other activity areas. Trails and sidewalks should be planned to provide these interconnections (see Connectivity Plan, below).
5. The Town and County should continue to support public and private programs, such as sports leagues, summer day camp programs, and others, to provide a high quality of life for area residents and visitors.

Public/Quasi-Public

The Public/Quasi-Public designation includes public-owned land such as the Town Hall and Museum at the lakefront in Community Park, the Lake District Library, Hanover Central High School and Jane Ball Elementary School near West 133rd Avenue, and the MacArthur Elementary School on the east side. Uses in this designation are limited to government and quasi-government facilities such as government centers, libraries, and schools.

Office/Employment

OFFICE/EMPLOYMENT ELEMENTS:

- Employment opportunities close to town
- High quality office and research developments
- Impressive architecture and landscaping

The Office/Employment land use designation is located between 151st Avenue and the proposed Illiana Expressway corridor. This land use is appropriate adjacent to freeways, and should be considered near the freeway no matter where the final cor-



CHAPTER 5: FUTURE LAND USE

ridor is ultimately located. Should the Illiana not be built, however, this area is appropriate for LDR development, as shown on the Planning Area Land Use Concept Alternative 2, Figure 10.

Description

Developments in the Office/Employment land use designation generally will have the following characteristics:

- Development includes offices, research facilities, laboratories and corporate headquarters, to provide well-paying, local employment opportunities
- Architecture and design are high quality. Buildings are placed to take advantage of the freeway frontage, providing a positive impression of Cedar Lake for freeway travelers.
- Buildings are located within business parks, providing amenities for employees, such as walking trails and accessible open areas and natural features. Other amenities, such as an on-site day care facility, are encouraged.

- Landscaping is lush and well-designed. Monument signs are used to convey a sense of quality.

Implementation

1. The zoning ordinance should include an “office/employment” district, with uses limited to offices and research facilities. However, other uses serving employees within the business park, such as day care, personal services, restaurants, etc., should be encouraged.
2. Buildings should be located within business parks that are governed by restrictive covenants requiring high quality development and continued maintenance. Covenants should be written so that the Town can enforce maintenance provisions if this is not done properly by the owners.
3. Improvement location permit requirements in the zoning ordinance should require extensive landscaping, high-quality building materials, parking lot screening and monument identification signs.



High-quality office park example



“Big-box” design does not have to be generic and sterile. National retailers and franchisers can be convinced to work with local design requirements



Commercial

COMMERCIAL ELEMENTS

- A mix of retail, service, entertainment and office uses
- Large-scale, regional commercial uses are best located on US 41.
- Encourage community-scale, neighborhood businesses in other commercial areas
- Create a Town Center
- Direct commercial development to appropriate locations
- Over time, eliminate nonconforming commercial uses, particularly in residential areas

The Commercial land use designation provides appropriate locations for retail, office and other business uses. Three specific areas within this designation: the US 41 Corridor, the West 133rd Avenue Corridor, and the proposed Town Center, are described in more detail in the Specific Land Use Plan Elements section, below.

The Future Land Use Plan assumes that the Illiana Expressway will be built. This expressway is expected to have a ma-

jor impact on the US 41 corridor. The Plan shows the Commercial land use designation all along the US 41 corridor within the planning area, from north to south. Should the Illiana not be built, however, this level and intensity of commercial development is unlikely to occur or be needed. In this case, the Plan recommends that commercial development not extend south of the US 41 - 141st Avenue intersection. Instead, this area would be proposed for High Density Residential (HDR), which is appropriate given the expected traffic on US 41, even without the Illiana. The land use concept without the Illiana Expressway is depicted on the Land Use Concept Alternative 2, Figure 10.

This designation realizes that there are specific areas within the Town and overall planning area where commercial uses of various types and intensity should be located. Existing commercial uses not within this designation are therefore not in appropriate locations, particularly those within established residential neighborhoods. The Plan encourages eventual conversion of these nonconforming businesses to uses that fit better into their surroundings.



CHAPTER 5: FUTURE LAND USE

Description

Developments in the Commercial land use designation generally will have the following characteristics:

- Uses include a mix of retail, service and office uses, to provide shopping and employment opportunities to residents, commuters and visitors. Businesses should be encouraged to provide market amenities such as restaurants near employment areas and lodging, and entertainment uses (such as movie theaters, etc.) to serve the resident population.
- Large scale, regional commercial development is encouraged to locate along the US 41 frontage. This “big-box” development, however, should be required to follow design guidelines, access management requirements and landscaping requirements to ensure quality development and avoid the “blandness” of traditional commercial strips. The US 41 concept is developed in more detail below.
- Other commercial areas, such as East 133rd Avenue, the north end of Morse Street, the Pinecrest area and the Morse/145th Avenue intersection, should provide for community-scaled businesses that generally serve the local population. These developments should be compatible with neighborhood development and provide safe and adequate access and parking as well as meet design guidelines to ensure that commercial development enhances, rather than detracts from, surrounding development. The 133rd Avenue Corridor, because of its function as a gateway

street, requires special treatment – this is described in more detail below.

- One of the major planning challenges facing the community is its lack of identity. There is a need for a town center, a “focus” business area that would provide a sense of Town identity as well as a gathering and entertainment center. The Town Center concept is described in detail in the Specific Land Use Plan Elements section.
- New commercial development should be directed to designated areas and commercial nodes. Further expansion into neighborhoods is discouraged. Existing individual commercial properties located in residential areas or other areas not planned for commercial uses should become nonconforming uses that are not allowed to expand or enlarge. Avoid “spot zoning” of isolated commercial businesses.
- Existing nonconforming commercial uses should not be perpetuated through variances or other exceptions that would encourage their continued nonconformity. Over time, nonconforming businesses should be converted to uses that are more compatible with the surrounding neighborhood.

Implementation

1. For implementation recommendations regarding the US 41 Corridor, the West 133rd Avenue Corridor and the Town Center, see the appropriate sections under the Specific Land Use Plan Elements.



2. Define zoning districts appropriate for community commercial areas, such as appropriate areas on the north side of North Lakeshore Drive, the Pinecrest area and the Morse/145th Avenue intersection. Limit uses to those that are scaled to the neighborhood. Require design review and access management to ensure that the developments enhance, rather than negatively impact the surrounding neighborhoods.
3. Rezone “spot-zoned” commercial uses isolated from designated commercial areas, making those commercial use(s) nonconforming. For any nonconforming commercial use, do not allow expansion or enlargement. The Board of Zoning Appeals should not grant variances to nonconforming uses unless all variance standards of review are met.

Light Industrial/Employment

LIGHT INDUSTRIAL/EMPLOYMENT ELEMENTS

- Industrial uses are located in appropriate areas, with access to major roads and railroads
- Uses are limited to low-intensity, non-polluting industries
- Design review for new industrial and business parks is required
- Buffers between industrial areas and residential uses are required

This land use designation provides for existing and new light industrial development, to provide local employment opportunities and provide business-to-

business production and construction services (such as construction aggregates, etc.). The Plan acknowledges the existing Cedar Lake Industrial Park and provides additional lands for light industrial expansion and business parks.

Small, light industries and related testing, research and similar uses look for freeway and expressway frontage to provide exposure. The Plan shows areas adjacent to the proposed Illiana Expressway that also have access to the two rail lines that traverse the area from north to south. Even if the Illiana Expressway is not built, these areas remain appropriate for light industrial uses because of their proximity to the rail lines. These areas have easy access to US 41 to travel north to Interstates 80-94, and to Morse Road, which provides access to Interstate 65 via State Route 2.

Description

Developments in the Light Industrial/Employment land use designation generally will have the following characteristics:

- Uses include light, non-polluting fabrication and assembly, testing and research, warehousing/logistics and similar, low-intensity manufacturing. Some more intensive uses, such as processing construction aggregates, may be appropriate near major roads or rail lines, provided that landscaping and visual buffering is employed. Most businesses will be relatively small, with under 75 employees, in buildings that will generally be no greater than 50,000 square feet. Business parks may include complementary uses that serve the employees in the park, such as day care, personal services and restaurants.



- Development will generally take the form of business parks, with internal access roads, high quality landscaping and architecture, and covenants requiring maintenance to ensure a positive impression of Cedar Lake for travelers on the Illiana Expressway.
- Generous buffers where development abuts residential uses should be provided on the light industrial sites. Access management should be employed to prevent or mitigate conflicts between trucks and other light-industrial traffic and nearby residential areas. Trees and other significant landscaping to control noise and dust shall be used in appropriate areas.

Implementation

1. Zone appropriate locations into a light industrial zoning district, especially as the Illiana is completed. Restrict uses to those that are relatively low intensity, non-polluting and small-business oriented.
2. Discourage single use development and encourage development within light industrial business and research parks. Through the improvement location permit process, required design review and open space within the



Sites with freeway frontage are attractive to well-designed and landscaped corporate parks

park, to encourage high quality businesses that provide well-paying local jobs.

3. Require, in the zoning ordinance, generous buffers for industrial development and/or expansion near residential areas. Buffers should take the form of increased setbacks with vegetated strips and use of fast growing visual screens that also provide dust and sound suppression.

Specific Land Use Plan Elements

Brunswick Subarea

Brunswick is a small, historic crossroads hamlet located at the west end of West 133rd Avenue where it terminates at Calumet Avenue. The village contains



Figure 11.

Brunswick Subarea Example



several older homes with a village character – shallow front yards, 2-story homes with front porches, etc. A tavern/general store is located at the southeast corner of Calumet and West 133rd Avenue. The general “feeling” of Brunswick is of a small, country village with a compact, neighborhood character. This unique character is worth preservation.

Concept

- Development in and around Brunswick should continue the established compact, village character. New developments should follow a “neo-traditional” style, with sidewalks, shallow front setbacks, grid streets, and unifying public spaces.

Figure 11 illustrates a development example that continues the established development pattern.

- Uses should be limited to single family detached residential dwellings, with traditional architectural elements, such as two to two-and-a-half stories, front porches, garages in the rear or to the side, and use of decorative building elements. Ranch-style houses should be avoided.

Implementation

1. Upon annexation of land in the Brunswick area, create a Brunswick Village Center zoning district, with requirements for traditional residential developments as described above.

Figure 12. U.S. 41 Gateway Concept





Gateways and Streetscape Elements

Although Cedar Lake has some gateway signs that are attractive, they are not in locations that call attention to them and are not effective in providing a “sense of arrival.” Cedar Lake needs gateways and streetscape elements that notify travelers that they have arrived in Cedar Lake. Consistent streetscape elements provide a unifying “theme” that identifies Cedar Lake to residents and pass-through traffic.

Concept

- Figure 12 shows a concept for a gateway on US 41 into the town. Although this concept was created with the US 41/West 133rd Avenue intersection in mind, it could be used or repeated at any US 41 intersection within the town. Differing pavement colors and



*Streetscape
Elements
Examples*

materials, mast-arm traffic signals, and identifying signs highlight the entrance to the town and help to draw in visitors. The overall effect is that Cedar Lake is a special place.

- Other areas may be candidates for gateway treatments at a smaller scale. These should include attractive gateway signs that are in highly visible locations, with quality landscaping and indirect lighting. The entrances to the town on US 41 at both the north and south ends, and East 133rd Avenue, Morse Street, and Cline Avenue, all at the Town limits, are candidates for this kind of gateway.
- Unifying streetscape elements are also a means of making Cedar Lake stand out for travelers and residents. Candidate corridors for a consistent streetscape theme include US 41, West 133rd Avenue, North Lakeshore Drive, East 133rd Avenue, and Morse Street from (at least) East 133rd Avenue to Constitution Avenue.



- Streetscape elements include consistent street lighting fixtures, signs such as street signs, banners and wayfinding signs, landscaping treatments at major intersections, street furniture in appropriate locations (such as within a town center area) and, where appropriate, public art.

Implementation

1. Acquire land at designated gateway locations and, if necessary, clear it of existing buildings.
2. Create a gateway and streetscape elements “theme” that is consistent for all corridors where the elements will be employed.
3. Fund a streetscape and gateways program to construct the elements at the designated locations and corridors.

West 133rd Avenue Corridor

The West 133rd Avenue corridor will continue to be the primary gateway to the town from US 41 and will remain a commercial corridor. As Cedar Lake’s “front door,” this corridor should have a unique character and provide a positive impression for visitors and residents.

Concept

The West 133rd Avenue element takes the traditional suburban style of commercial development and improves it, making the corridor unique from US 41 and other suburban commercial corridors. Commercial buildings are closer to the street, with no more than one double-loaded row of parking in front. The remaining parking can be provided in the rear or to the side of the buildings. However, side parking areas

Figure 13.

West 133rd
Avenue Concept





CHAPTER 5: FUTURE LAND USE

should be screened and kept from becoming a dominant streetscape feature. This concept is illustrated on Figure 13.

In some areas of the corridor (for instance, the Cook area near the intersection with US 41), commercial development is constrained by the shallow depth of lots on West 133rd Avenue and the residential uses beyond. As more homes are built in the area and traffic on West 133rd Avenue increases, the value of nearby residential land is expected to increase as it becomes converted to commercial land. This will allow for commercial properties with a depth of 250 feet or more. At this depth, the concept proposed for this corridor is feasible.

Design Guidelines

- Commercial uses include community and area wide businesses such as fast food restaurants, video stores, banks, auto-oriented uses, etc. Businesses are encouraged to be located within unified commercial strip buildings, but some stand-alone buildings (for uses such as banks and gas stations) may be appropriate at street corners.
- Commercial buildings are generally single story, with high-quality architectural elements that provide variety and interest along the façade. Buildings are separated from the street only by one double loaded row of parking, that is landscaped to highlight the quality of design.
- Besides the parking in front, additional parking is located in the rear and to the side of buildings. Parking lots visible from the street should be screened with landscaping and large expanses of paving should be broken up by landscaped islands. Side parking areas should be limited in size and number so they do not become a dominant land use along the corridor.
- Freestanding signs are low to the ground, monument style, and may be indirectly or internally lit. Sign bases should be landscaped. Building signs should use a variety of styles and colors; plain channel letter signs should be avoided.
- The numerous institutional uses along this corridor (the library, high school and Catholic church among them) provide anchors to this corridor and should be integrated into the commercial fabric. Interconnections between these uses and the commercial uses will improve traffic flow.
- Access to the commercial sites is managed by reducing curb cuts, using side streets for access and providing connections to adjoining uses via drives on private property.
- The streetscape elements described above are implemented along this corridor, including consistent lighting, landscape elements, and street signage.
- Design review and reviews for improvement location permits should emphasize high-quality architecture and landscape design.

Implementation

1. Create a West 133rd Avenue Corridor Overlay zoning district. This overlay would incorporate the require-

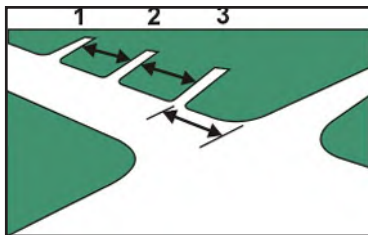


ACCESS MANAGEMENT

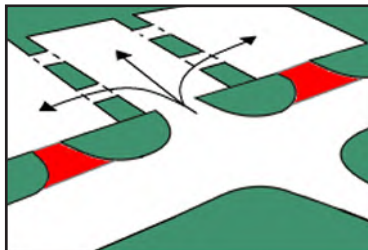
Control of the location and spacing of driveways or access points along the main roads will improve safety and help preserve the roadway's ability to carry traffic. Access management guidelines have two functions: to protect the public investment in the roadway by minimizing congestion and crash potential, and to allow property owners reasonable access to their properties. The goal of access management is to facilitate traffic operations and improve public safety along major roads. Access management looks at the following factors:

- **Number of Access Points:** Because the number of driveways allowed along major roads will affect traffic flow, ease of driving and crash potential, the number of driveways on a major road should be limited. Alternative access should be provided from side streets or driveway connections wherever possible.
- **Sight Distance:** Proper sight distance needs to be provided at driveways and intersections to ensure a vehicle can safely enter or exit the traffic stream.
- **Driveway Spacing:** Driveways need to be adequately spaced from intersections and other driveways to assist in the reduction of turning movement conflicts.
- **Interconnection:** Whenever possible, interconnections between adjacent uses should be provided so that travel from one site to an adjacent or nearby site does not require maneuvering out into the main traffic stream.

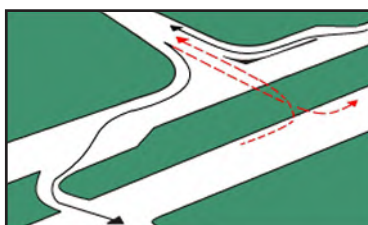
*Driveway spacing:
Safe distances
from intersecting
streets and other
drives*



*Provide connecting
drives between
uses to minimize
curb cuts*



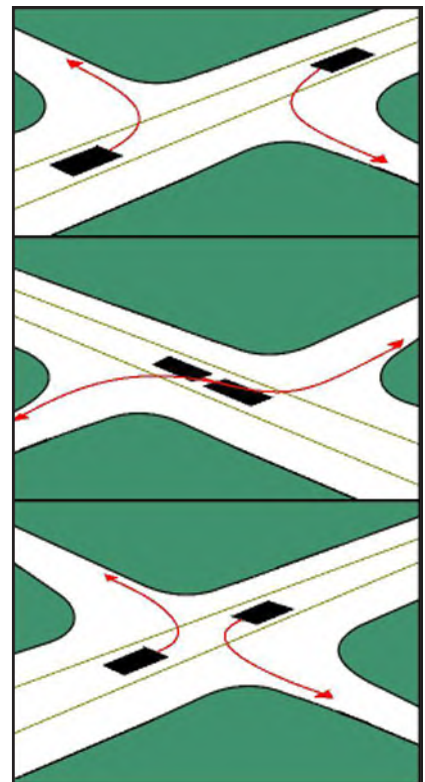
*Limit median cuts
and provide them
in locations that
promote safe and
efficient move-
ments*



*Spacing of drives
on opposite sides
of a street:
Best: offset dis-
tance prevents left
turn conflicts*

*Worst: Driveway
offset too small,
resulting in
conflicting left
turns*

*Acceptable: drives
are designed
opposite one
another*





ments of the general business district, but would also include specific site design requirements related to parking lot location, landscaping, and signs.

2. Require access management measures for development along the corridor as part of the development review.
3. In the zoning ordinance, require design and improvement location permit review for all development within the corridor; to insure that it complies with the intent of this plan element.
4. Continue the streetscape elements plan through this corridor.



*Examples:
Quality “big-box”
development*

U.S. 41 Corridor

For most first time visitors to the Cedar Lake area, US 41 will be the means of access. Therefore, this arterial corridor can serve to set Cedar Lake apart from its neighbors and make the town attractive and inviting.

Because of current and anticipated traffic volumes (particularly if the Illiana Expressway is built), much of this corridor is appropriate for regional “big box” development and highway oriented commercial. This would be a continuation of the commercial character already present to the north, from Highland all the way through St. John. With both increased population and the potential for a freeway, it is expected that US 41 will become a major shopping destination, providing area residents with shopping and service opportunities that currently require travel to Lowell, Schererville or Merrillville. Large lots north of 125th Avenue would permit development of large



stores and shopping centers. Similar opportunities exist south of 141st Avenue, and should the Illiana Expressway become a reality, there will be strong market pressure to develop the corridor frontage near the US 41/Illiana interchange with large scale commercial uses.

Within the town limits, however, from 125th Avenue south to 141st Avenue, much of the US 41 frontage is limited by relatively shallow lot depths and established single family neighborhoods. In the near term, this area calls for a different



High quality, small-scale retail is encouraged for the Gateway Commercial Area



commercial development concept that recognizes these constraints yet allows for quality development. As such, the concept in this area will be more like the West 133rd Avenue Corridor. The buildings shown facing US 41 on Figure 13 illustrate this element. However, the Plan recognizes that larger-scale commercial uses may find this area attractive; it is possible that a commercial developer could acquire and assemble residential lots adjacent to the commercial area to accommodate deeper lots and large-scale development. To implement this, the Gateway Commercial Overlay shown on the Future Land Use Map extends beyond the commercial area into the residential neighborhoods beyond. This designation allows the existing residential uses to continue, but also allows for commercial expansion, should an opportunity occur in the future.

Concept

- The area between 125th and 141st would be the “Gateway Commercial” area, with highway-oriented businesses in small strips or stand-alone buildings. Parking will generally be provided on the side of the buildings; where lot depths permit, however, a single- or double-loaded row of parking in front of the building is permitted. Side parking areas

should be well landscaped so that they do not become a dominant feature along the corridor.

Development in the Gateway Commercial area should be similar to the West 133rd Avenue Concept. However, the Gateway Commercial is also shown on the Future Land Use Map as an overlay extending east and west of the commercial area designation. Developers are not discouraged from acquiring the existing residential lands in order to provide for deeper commercial lots. Since there is a large amount of deeper commercial land available north and south of the Gateway Commercial area, it is not anticipated that demand for deep lots in this area will be high; however, the concept allows larger-lot commercial whenever possible.

- The areas north and south of the Gateway Commercial area should be reserved for large-scale, “big box” developments and highway oriented businesses. Parking areas may be located in front of the building and should be well landscaped, with both perimeter and interior landscaping.
- Building design should be of high quality, and when necessary, the Town should expect more than standard franchise design. Reviews for improvement location permits should include quality architectural and landscape design that meet the goals of the Town and not merely perceived marketing and/or cost saving measures on the part of the developer.



- Access to all sites should be managed to ensure safe and efficient access. Interconnection between properties should be a part of the site plan to prevent unnecessary traffic on US 41.
 - Signs for stand-alone business should be low to the ground, monument style signs. Signs for business centers may be taller, but should not exceed 15 feet in height and should incorporate compact design elements to prevent “pole” style signs. The number of businesses allowed on a business center sign should be limited to prevent sign clutter.
 - On the commercial properties, buffers adjacent to established residential uses should employ landscaped strips, fences and walls to mitigate noise and visual impacts.
5. In the zoning ordinance, create sign requirements for monument signs and business center signs, emphasizing standards to reduce sign clutter.
 6. Through the improvement location process and in concert with INDOT, incorporate access management techniques.

North Shore Redevelopment/Open Space

North Lakeshore Drive is a major corridor for traffic traveling from the east to the west side of town. Nearly all of the traffic accessing the east side of town from US 41 uses North Lakeshore Drive. Because of its location relative to the lake and the views it provides, North Lakeshore Drive can become a “show” street for Cedar Lake that firmly cements a positive view in the minds of residents and visitors.

Concept

The North Shore Redevelopment/Open Space plan element advocates an uninterrupted view of the lake from the street along nearly its entire length. This would require either purchase or dedi-

Implementation

1. Create a Highway Business District in the zoning ordinance and rezone land along the US 41 Corridor accordingly.
2. Utilize Planned Unit Development, the improvement location permit process, and other development tools to ensure high quality development.
3. Adopt design guidelines for commercial uses along the corridor that encourage quality design and landscaping.
4. Require landscaping around and within parking lots. Screen lots from view along the highway corridor as well as from adjacent residential areas.



*Lakefront
development off of
North Lakeshore
Drive*



INFILL DEVELOPMENT

Infill development is intended to encourage new construction within existing developed areas. This can be an effective means of providing new housing or businesses in established areas. To accomplish this, design guidelines and zoning requirements must be adopted for new building construction and renovation of existing structures. These requirements can address issues such as scale, proportion, window openings, exterior materials, etc. that respect the architecture of surrounding buildings. Infill can reduce negative impacts to property values by reducing the probability that negative or sharply contrasting impressions of neighboring properties will affect property sales. In residential areas, the most important benefit of infill regulations is the maintenance of the neighborhood character so new residences will blend in with the remaining homes on the block.

cation of land between the Cedar Lake lakefront and North Lakeshore Drive, for open space and lake access.

Many of the existing buildings along this corridor are nonconforming, for a variety of reasons. Redevelopment of many of these properties could not be completed under current zoning regulations. However, some property owners over the years have received variances or rezoning to allow for new development.

The mix of residential and limited commercial uses on the north side of the drive could continue, provided that commercial uses have adequate lot depth to provide safe and accessible parking areas. Backing of vehicles into North Lakeshore Drive to egress from parking areas should be prohibited. The concept encourages new construction on the north side of the street to be limited to commercial uses or multiple family residential and lodging uses, again with the provision that lot depths permit safe vehicle ingress and egress.

Design Guidelines

- The streetscape elements described above should continue from the West 133rd Avenue corridor all along North Lake Shore Drive.
- Opportunities to provide turn-outs, parking areas and viewing platforms should be explored and constructed.
- A pedestrian path or sidewalk (preferably on both sides of the street, but where this is impossible, on the south side) should be provided along the length of the corridor, connecting east and west sides as well as the West 133rd Avenue corridor to the remainder of the town and the planned Town Center.
- No new buildings should be permitted on the south side of the corridor, along the lakefront.
- New development on the north side of the corridor should be limited to commercial uses and higher density residential uses. Multiple family dwell-



ings and small lodging uses (such as inns or bed and breakfasts) may be appropriate on hilltop locations, provided that buildings are of a smaller scale and do not exceed two stories in height. Such buildings must be carefully sited to avoid blocking lake views and creating a building “wall.”

- Commercial development is permitted and encouraged on the north side of the corridor, provided that adequate parking is provided that can be exited without backing into North Lakeshore Drive. Commercial uses should be buffered (with landscaping, decorative fencing/walls, etc.) from adjacent residential uses. Buildings should have an orientation to the street, with shallow front setbacks (no more than one row of parking in front, with any remaining parking to the side and/or rear) and employ high architectural standards. Signs should be monument style, low to the ground, with indirect lighting.

Implementation

1. Expand and connect the Tax Increment Financing (TIF) districts currently serving the West 133rd Avenue corridor and the Morse/Lakeshore/East 133rd Avenue areas, creating one uninterrupted TIF district .
2. Provide a means of funding to acquire land between North Lakeshore Drive and the lakefront. As enough land is assembled, explore opportunities to create permanent open space along the lake to preserve views and provide access to the water.
3. Do not permit the expansion of any nonconforming uses along the lakefront. Resist efforts to grant rezoning or variances for this purpose.
4. Create a corridor overlay zoning district that provides specific requirements for residential and commercial development along the corridor, in addition to the requirements of the underlying zoning district. The requirements of the overlay district should reflect the above design guidelines.
5. Where necessary, acquire right-of-way to allow for creating sidewalks and pathways. New development should be required to provide sidewalks as part of the initial development. Redevelopment or infill along the corridor should be required to construct sidewalks prior to completion of construction. A plan for funding and completing sidewalk networks should be adopted.
6. Fund and construct a unified streetscape along the entire corridor, which provides connectivity between this area, the east and west sides of the lake and the commercial areas.



The North Shore Redevelopment/ Open Space concept encourages public access to the lake, similar to this example



Figure 14.
Town Center
Concept



Town Center

A focused town center would provide a sense of identity for the entire town as well as a gathering place for shopping, dining and entertainment. As noted in the previous chapter, the preferred location for a town center is in the historic Midway Gardens area on the northeast side of the lake. The town center concept takes advantage of the lake and celebrates it as a distinctive centerpiece of the community.

Concept

The concept (Figure 14) proposes a commercial street facing a large green between a relocated North Lakeshore Drive and the waterfront. Moving North Lakeshore Drive to the east provides more space for the community open space and increases the amenity value of developing within the town center area. The commercial buildings

would be mixed use, with retail, service and entertainment on the ground floor and offices, small businesses or residences on the upper floor. Figure 15 shows an aerial perspective of this concept.

A second, loop drive to the east of the commercial center provides access to the townhome development within the town center area. Within the town center, a boulevard oriented to the lake directs views toward the lakefront. The area in the northeast corner of the site is a significant woodland with steep slopes that is proposed to be open space.

The unified streetscape elements described above would continue in and through the town center. In addition, street furniture, public art and stylized landscaping would augment the streetscape elements.



Figure 15.

*Town Center
Concept
Perspective*

Design Guidelines

- Architecture should reflect the lake resort heritage. Relatively narrow (15-25 feet wide) 2-story commercial buildings with period facades should dominate the commercial area.
- Business uses include small, community oriented and specialty retail; restaurants; entertainment (dance halls, taverns, etc.) small service businesses (such as dry cleaners, shoe repair, etc.) and small offices (not including medical offices).
- Community uses, such as the Town Hall and the post office, should be relocated to the town center. This not only frees up land and opens vistas to the lake in the Community Park, but adds to the synergy of the central gathering place.
- Two-story townhomes, with an orientation to the street and front porches, should be nearby to frame and support the business area.
- Signs should reflect the village character of the town center. Well-designed, indirectly lighted wall signs and projecting signs should be utilized to draw attention to individual businesses. Freestanding signs and electronic display signs should be prohibited within the town center.
- Open spaces should provide recreation and leisure opportunities to residents and visitors. The proposed lakefront open space is large enough to host community wide events that draw people from beyond the Town, such as the 4th of July Summerfest. This would allow expansion of these events beyond the confines of the Community Park



*Example Town
Center Mixed-use
Buildings*



- Parking areas are generally located behind buildings, but on-street parallel or angled parking is provided. The use of “reverse angled” on-street parking (see illustration) may be a preferred alternative (particularly on North Lakeshore Drive), so vehicles are not required to back into traffic.
- The Town Center should be connected to neighborhoods, parks and other business areas with pedestrian trails and sidewalks.

Implementation

- I. Create a Town Center zoning district and rezone appropriately. Restrict commercial uses to low intensity, community oriented retail, service and entertainment busi-

nesses. Residential uses should allow for townhomes and apartments; single family detached dwellings are discouraged.

2. Work with local road authorities and the Northwestern Indiana Regional Planning Commission to seek funds for relocating North Lakeshore Drive to the east.
3. Within the zoning ordinance, require design review for all new Town Center developments to ensure that buildings, signs, public spaces, etc., reflect the desired historic resort character.
4. Promote town center open spaces as public gathering areas and provide programs within them.
5. Within the subdivision regulations and as part of the development approval, require sidewalks throughout the town center and provide pedestrian links to other neighborhoods, parks and business centers.
6. Reserve land within the designated town center for official public uses, such as the town hall and post office. As the town grows and the existing facilities are outgrown, relocate them to the town center area.

Lakefront Residential

The Plan lists as a goal the provision and preservation of views to Cedar Lake from adjoining streets and other vantage points. The recent trend towards large multiple family buildings that block lake views is in opposition to this goal. The Lakefront Residential element allows for redevelopment



of the lakefront while preserving visual access to the town's most prized asset. Multiple family development is not permitted.

Concept

The escalating value of lakefront land has encouraged prior lakefront redevelopment to take the form of either income-producing property such as apartments or condominiums, or estate-style single family homes. To preserve lake views and prevent too much density at the lake front, this element proposes that lakefront development be limited to single family dwellings. This includes minimum separation between buildings, maximum lot coverage requirements, and maximum heights.

To help protect the lake, alternative stormwater management techniques are encouraged. This includes rain gardens, "green" roofs, vegetated swales, porous paving, etc. to prevent runoff of chemicals and decrease flooding.

Design Guidelines

- Single family dwellings are permitted. In most locations, detached dwellings with attached garages are required.
- Attached single family dwellings may be permitted in appropriate locations, provided that there are no more than three units in a building and that there architectural variation is required to distinguish one single-family attached building from another.
- Minimum lot sizes and lot widths should allow for larger homes. These minimums should be increased for lots with attached single family units.



New lakefront housing at the south end of Cedar Lake

- Lot coverage (all structures, drives and other impervious surfaces) shall not exceed 35 percent. Increases to this minimum could be considered if the property employs approved alternative stormwater maintenance techniques.
- Buildings on adjacent lots should maintain generous separations to allow for lake views. Minimum side yard setback requirements should allow for different distances on each side, so that there is some variation in building separation.
- Buildings should not exceed 2.5 stories in height. Variations in roof line, pitch, etc., should be required to provide variety and prevent a sense of a building "wall" along the lakefront.
- Buildings should be oriented so that lake views are maximized and the houses complement the surrounding area. "Snout" houses, with garage-dominated facades, are discouraged.

Implementation

1. Create a Lakefront Residential zoning district. Provide use restrictions and site development requirements as outlined above.



2. Discourage or prohibit further multiple family development on the lakefront. Provide opportunities to meet market needs for this type of housing in other land use designations, such as Cottage Residential and High Density Residential.
3. Require administrative design review for new construction within the Lakefront Residential designation to ensure that development meets ordinance standards.

Cottage Residential

The historic, cottage resort character of Cedar Lake is an important part of the community's heritage. Unfortunately, the general condition of most of the existing neighborhoods provides few examples of quality remnants of this heritage.

Cottage residential examples



The Cottage Residential element preserves this traditional pattern of development while encouraging quality redevelopment. Single family and two-family homes are the dominant land use, with attached single family townhouses and apartment buildings (with no more than four units per building) allowed in appropriate locations. The established neighborhoods near (but not on) Cedar Lake are the locations proposed for this concept.

Concept

The Cottage Residential element encourages maintenance of the existing street grid in the established neighborhoods. Vacating streets or redesigning blocks to achieve a suburban, non-grid street pattern is prohibited.

New homes should be on a smaller scale, with the majority being one- or one-and-a-half-story single family homes. Home designs should reflect the cottage resort style, with bungalows and similar types as the dominant style.

Two-family homes may be considered, but should be incorporated into the single family fabric of the neighborhoods. Higher density development may be allowed further inland. Streets that have Lakefront Development dwellings on the opposite side are not appropriate for multiple family development. Multiple family buildings should be distributed through the neighborhood, rather than concentrated in groups of buildings, to avoid an "apartment complex" effect.

Design Guidelines

- New neighborhoods should follow the established street grid. Cul-de-sacs are prohibited, except in very limited



circumstances where this prohibition would encourage inappropriate development or where the prohibition would have the effect of denying reasonable use of the land.

- Smaller, cottage style homes should be limited to no more than one-and-a-half stories in height. Homes should include elements that extend the private realm into the public realm, such as front porches. Detached garages, where necessary, should be located in side or rear yards.
- The 1.5 story height limitation also applies to two-family dwellings. There should not be more than two duplex buildings on a block, and those two should not be adjacent to one another. Duplexes should also employ elements such as front porches.
- Multiple family buildings should be limited to no more than four units per building. Multiple family buildings cannot be located on a street that provides frontage to a Lakefront Development home. In addition, multiple family buildings should be separated so that there is no more than one multiple family building on a block, or on large blocks, at least 300 feet apart.
- Neighborhoods should be joined with sidewalks and pedestrian paths. New development should be required to provide sidewalks as part of the initial development. Redevelopment or infill on streets identified on the Connectivity Plan as priority streets should be required to construct sidewalks prior to completion

of construction. A plan for funding and completing sidewalk networks should be adopted.

Implementation

1. Create zoning districts within the Cottage Residential areas that permit 1) single family homes only, and 2) a mix of single family, two-family and multiple family. Limit densities as noted above.
2. Create subdivision regulations that protect the existing street grid and require sidewalk construction.
3. Require administrative design review of all new construction within this designation, to ensure that it meets ordinance requirements.

Transit-Oriented Development

The potential location of a light rail commuter line in Cedar Lake offers an opportunity to advance development concepts that cater to rail commuters. The proposed rail line runs north-south through Cedar Lake, parallel to Parrish Avenue, and will provide public transit to northern Lake County and Chicago.

A transit station adjacent to 141st Avenue has been proposed as part of the Union Station development. This project has preliminary approval for the residential elements, but the transit station area is still conceptual. The concept plan shows a station next to the tracks, commuter parking and a small commercial center.

Since most of the land around this center is already preliminarily approved for residences (including the Centennial



ALTERNATIVE TRANSIT CENTER LOCATIONS

The Plan recognizes that there are two alternative locations for a proposed transit center. The other site is located south of 133rd Street on the east side of the railroad tracks, near the existing manufactured home park. If this site is chosen over the 141st Street site, transit oriented development concepts within ¼ mile of the site would be appropriate for development and redevelopment of nearby areas. TOD concepts already incorporate many of the aspects of the West 133rd Avenue Corridor element and the Cottage Residential element.

project just to the west of Union Station), land uses immediately adjacent to the planned transit center are shown as Medium Density Residential. However, south of 141st Avenue is an area of undeveloped land where a Transit Oriented Development (TOD) concept could be implemented.

Concept

Transit oriented development (TOD) offers a more compact arrangement of buildings and services for residents that choose to live near and use alternative transportation. Compact development can reduce infrastructure costs of expanding water, sewage and roads for Cedar Lake, while providing for alternative housing options. A mixture of residential dwellings and commercial land uses is encouraged within the TOD area. The area should be well-con-

nected to the pedestrian sidewalk/pathway system to encourage less reliance on automobiles.

Design Guidelines

- Residential densities in TOD areas are higher than other neighborhoods to support the mixed use development. Average density as high as 16 units per acre is encouraged.
- The development should include a mix of integrated uses, supporting the transit use, such as personal services, coffee shops, restaurants, entertainment, etc. These uses should be concentrated on 141st Avenue so residents traveling through to the existing neighborhoods to the east can also be served.
- Buildings and building entrances should be oriented to the street, to emphasize the compact, pedestrian oriented character of the development. Residential buildings have shallow front yards and use front porches to blend the private realm into the public realm.

*Multi-Modal
Transit-Oriented
Development*





- The transit center and the TOD are connected to the rest of the community by sidewalks and multi-use paths. Use of non-motorized connections are encouraged.
- Parking lots serving commuters are oriented to the transit center but are integrated into the development. Landscaping, both perimeter and interior, helps to soften the image of the large parking lots. Any lot serving the transit center should be no further than a 5-minute walk to the station.
- Development should support other transportation modes, such as buses. With growth in the area supporting the transit center, it is likely that demand for other means of transportation will increase.

Implementation

1. In the zoning ordinance, create a Transit Oriented Development District that permits mixed uses and higher densities.
2. Require design review to ensure quality architecture, landscaping and site design.
3. Because of the higher densities and mixed uses inherent in TOD, development should follow Planned Unit Development procedures to ensure that it is high quality and meets the design requirements.
4. Require connections and extensions to the pedestrian/sidewalk network.

Redevelopment Areas

One of the frequently mentioned concerns raised during the planning process was that Cedar Lake should not become a community of haves and have-nots. This concern is well-placed because of development that is currently occurring along the lakeshore. Small cottages are being torn down, lots are being consolidated and large expensive homes and condominiums are being built in their place. While this type of redevelopment may be desirable and can act as an economic stimulus for the community as a whole, the key question becomes, once the lakeshore has been developed with exclusive homes and water views are available to only those who can afford them, how do inland residents reap the benefits of a community that has as its primary focus one of the largest inland lakes in the entire state of Indiana? Coupled with that question is, once the lakeshore has been redeveloped, how can improvements to older residential areas be encouraged?

Although specific redevelopment areas have not been defined on the Future Land Use Plan, in general, older residential

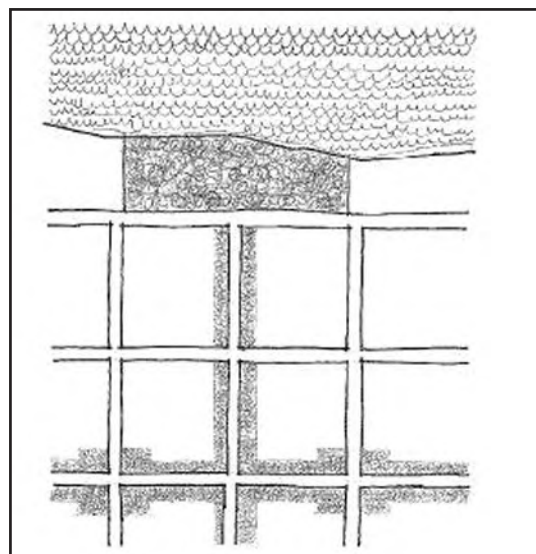


Figure 16.

*Redevelopment
Area Concept*



neighborhoods that are characterized as having sub-standard streets, that are poorly maintained, and that have small cottage-sized homes on small lots could potentially qualify. While such neighborhoods may not benefit from direct lake frontage and views, if redevelopment is properly handled and key lakefront parcels are acquired for public use such neighborhoods could interconnect with the lake front via “image streets” and smaller scale public parks and green spaces. This concept is by no means new as such a pattern is reflected in many historic settings including Savannah, Georgia and our nation’s capital.

As such neighborhoods redevelop it will be important to define these key image streets and to pay particular attention to their urban design details such as: street trees, pedestrian scale lighting, traffic calming measures such as roundabouts and boulevards, and increased setbacks to open up views and sidewalks that eventually lead to gracious waterfront parks at key locations. This democratic philosophy of viewing Cedar Lake as resource that is open to residents and visitors alike will help speed the process of the community’s rediscovery and revival. For instance, the Cedar Point Subdivision on the east side of the lake, because of its high vantage point and excellent views to the lake, combined with the relatively low value of much of the existing housing, may in the future become a redevelopment area. This plan element provides a concept for considering such redevelopments.

Concept

Figure 16 shows a concept for redeveloping a lakefront area that provides open space on the lake, interconnected streets that maintain the historical street grid, and open areas that provide a quality neighborhood environment. Houses along the main “axis” streets are set back to provide open areas and landscaping that eventually lead to the lake. The entire neighborhood is connected by sidewalks that lead to the axis streets and go through the open areas on those streets, again emphasizing paths and views toward the lake.

Design Guidelines

- New redevelopment areas should respect the historic lake resort character of the community. Street patterns should replicate the existing grid.
- Uses in redevelopment areas should be consistent with the adopted zoning for the area, unless rezoning would result in a higher quality development. When appropriate, densities should be mixed, similar to the Cottage Residential element described above.
- Home designs should also be compatible with the lake resort character of the community. Styles should range from cottages (similar to those described in the Cottage Residential element, above) to more highly stylized homes in traditional designs.
- Where possible, existing mature trees should be preserved and new, high quality landscaping should be included.



Implementation

1. When considering redevelopment projects, tools such as Planned Unit Development should be used to ensure high quality site design that meets the goals of this Plan.

Connectivity Plan

Throughout this chapter, the general and specific land use elements have emphasized pedestrian connections between neighborhoods, parks, schools and business areas. New development is expected to provide these connections, while infill and redevelopment projects are encouraged to construct segments.

Alternative transportation options and connectivity are vital to an increased quality of life within a community. The Town of Cedar Lake desires to incorporate a wider variety of transportation options for its residents and visitors. The following connectivity considerations are recommended as support for this effort:

Connectivity and Wayfinding

- Provide logical connections between community destinations including neighborhoods, and commercial, educational, cultural, and historical points of interest.
- Provide a cohesive wayfinding signage system.
- Provide bike lanes, wherever possible, to promote non-motorized transportation.



Off-street multi-use path

Walkability

- Provide a safe means for residents and visitors to walk throughout the community.
- Provide separation between automobiles and pedestrians by implementing sidewalks, wherever possible.
- Provide multi-use trails/sidewalks to promote a variety of non-motorized transportation options.

Streetscape Improvements

- Gateways at key locations to strengthen and promote the community's identity should be connected through pedestrian improvements.



- Provide sidewalk, lighting, signage, curb, furnishing and pavement improvements to promote and support a cohesive theme based on the community's identity.
- Implement design development standards, which in turn will enhance the streetscape presence within the town.

Traffic Calming Measures

- Provide enhanced pavement materials and designs to calm automobile traffic.
- Provide planted medians and crosswalks to calm traffic and improve pedestrian safety, where possible.
- Consider the use of traffic roundabouts to improve intersection safety.

Park and Recreation Opportunities

- Provide multi-use trail/sidewalk connections to parks, schools, and regional trails.
- Provide multi-use trail/sidewalk connections to and around the lake to enhance public recreational potential.
- Utilize multi-use trails to maximize and provide health benefits for the public.

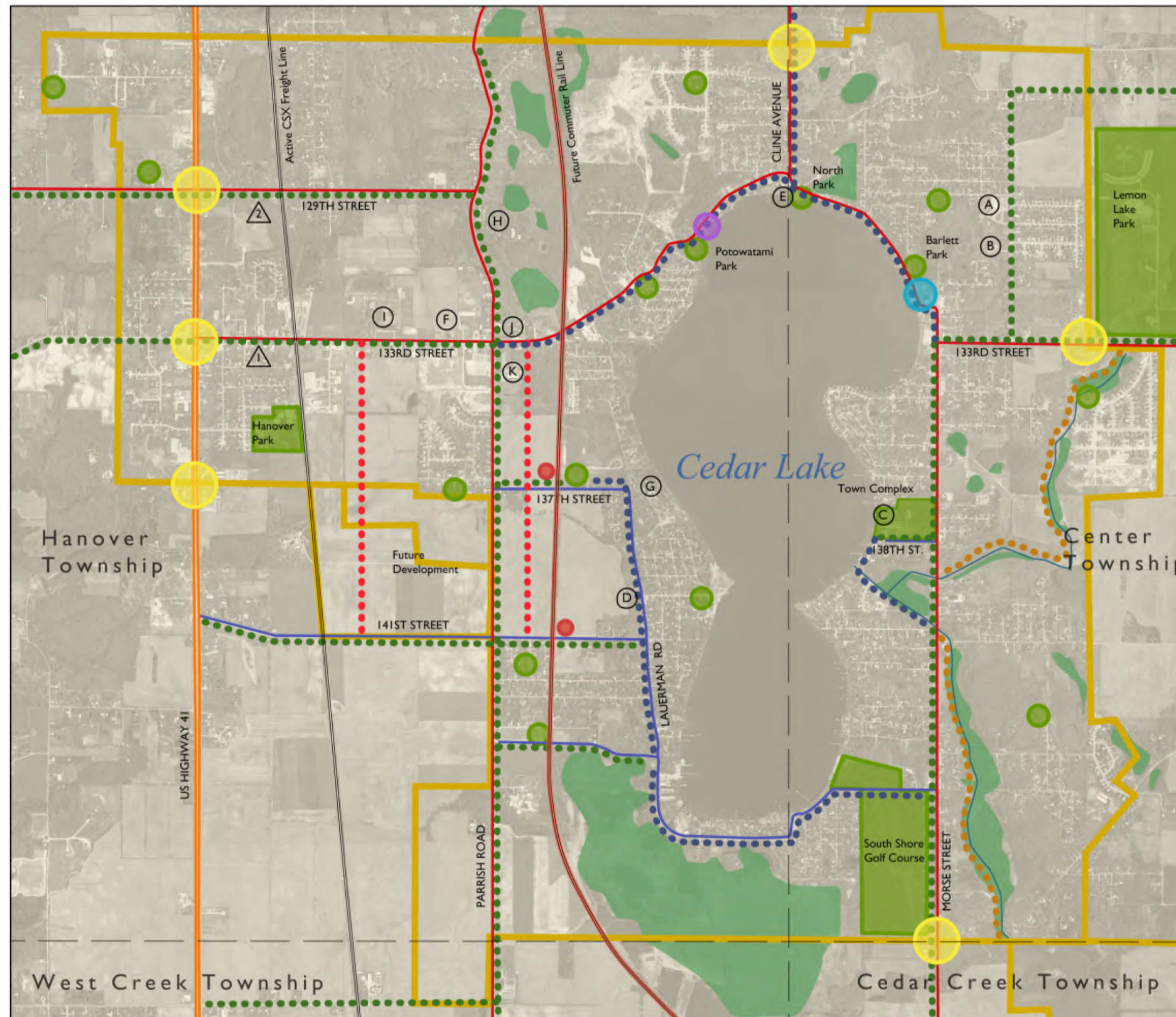
Non-Motorized Connectivity Plans

The Town Non-Motorized and Planning Area Non-Motorized Connectivity Plan maps (Maps 7 and 8) illustrate priority routes for trail and sidewalk connections between parks, schools, business areas and neighborhoods. As new development or redevelopment occurs, trail and sidewalk connections should be provided in conformance with the recommendations of this Plan. However, not all areas can expect development or redevelopment any

Example: Multi-Use Trail/Sidewalk



Map 7 Town of Cedar Lake Lake County, Indiana



- Current Town Limits
- Highway
- Primary Arterial
- Minor Arterial
- Railway Lines
- Multi-Use Trail / Sidewalk
- Greenway / Multi-Use Trail
- Multi-Use Trail in Future Development
- Sidewalks
- Potential Gateway Feature
- County / Neighborhood Parks
- Proposed Town Center
- Overlook
- Future Rail Stops
- Wetlands

- (A) Educational and Cultural Points of Interest
- A. Douglas MacArthur Elementary School
 - B. Boys and Girls Club
 - C. Town Hall / Police Department
 - D. Cedar Beach Arts Center
 - E. Chamber of Commerce
 - F. Public Library
 - G. Bible Conference Grounds
 - H. Monastery
 - I. Hanover Central High School
 - J. School Administration Building
 - K. Jane Horton Ball Elementary School

- 133rd Street Corridor Improvements
- Potential Secondary Town Entry Corridor

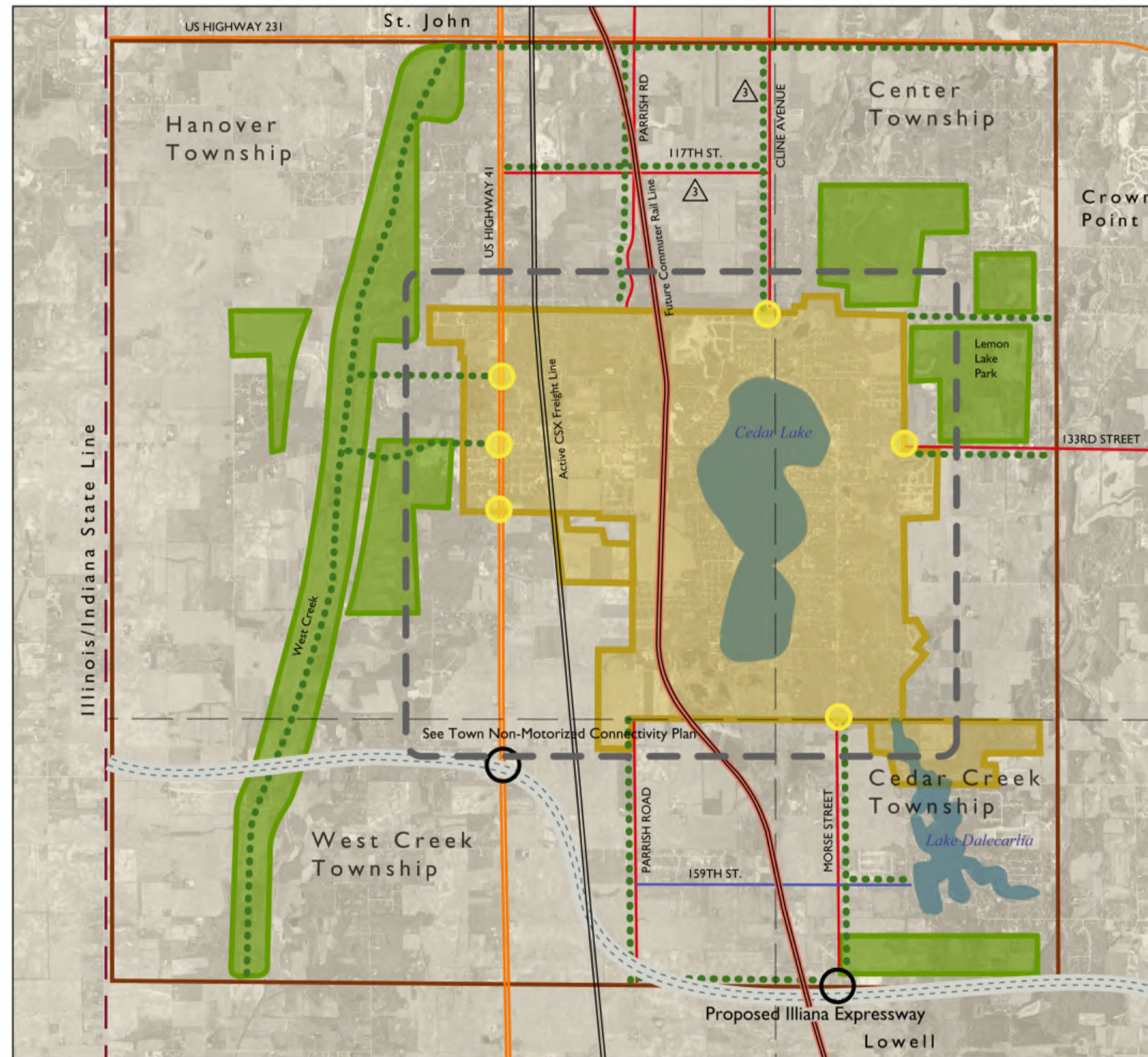
0 0.25 0.5 1 Mile
Graphic Scale



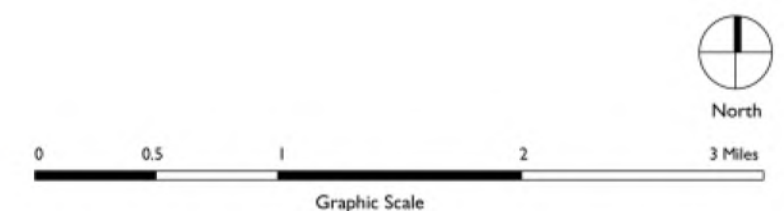
Town Non-Motorized Connectivity Plan

DRAFT: May 23, 2007

Map 8 Town of Cedar Lake Lake County, Indiana



- Current Town Limits
- Conceptual Sewer Service Area
- Conservation / Recreation Area
- Highway
- Primary Arterial
- Minor Arterial
- Railway Lines
- Multi-Use Trail / Sidewalk
- Potential Gateway Feature
- Future Illiana Expressway Interchange
- Potential Primary Entry Corridor



Planning Area
Non-Motorized Connectivity Plan
DRAFT: May 23, 2007





Connectivity Street Profiles



Figure 17.

Carriage Walks
Street Section



Figure 18.

Greenway
Street Section



Connectivity Street Profiles (cont.)

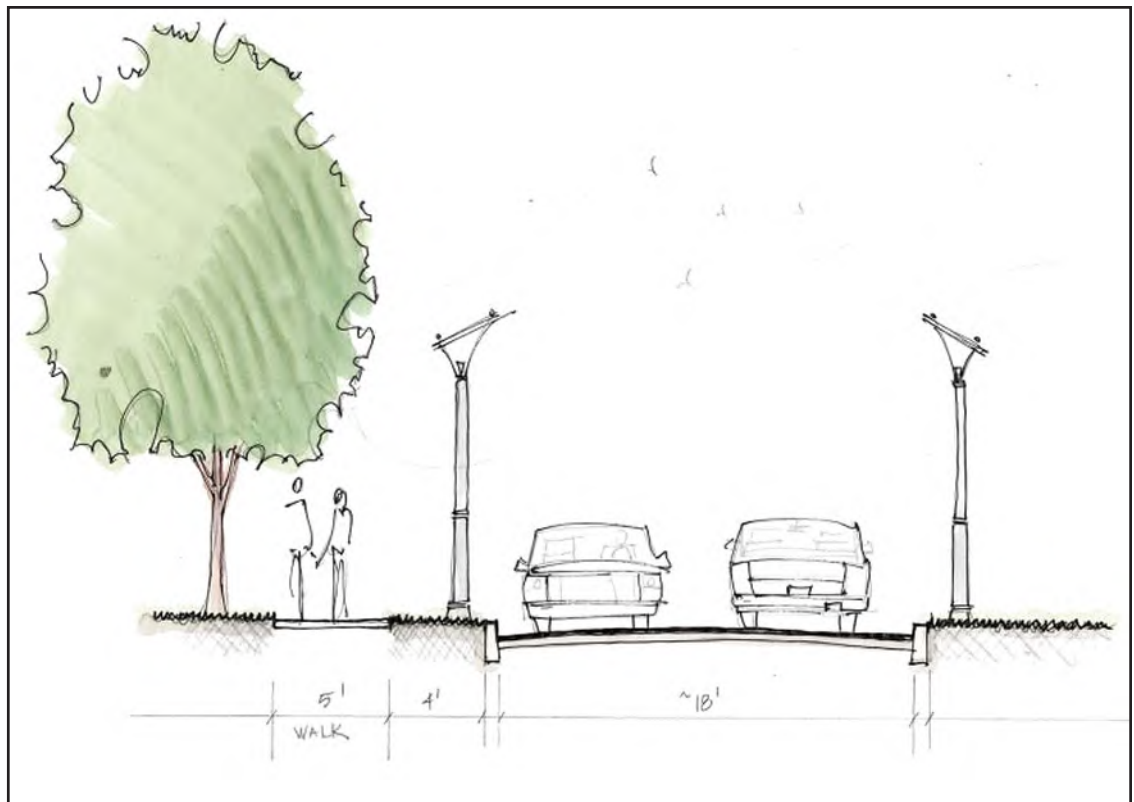
Figure 19.

Multi-Use Path
Street Section



Figure 20.

Single Sidewalk
Street Section





time soon. Therefore, it is important to prioritize certain corridors in order to concentrate public efforts. The main corridors shown on Maps 7 and 8 indicate locations of priority connections. Also shown are areas where future sidewalks and trails should be considered as those areas develop (indicated on Map 7 as “Multi-Use Trail in Future Development”). The actual trails will follow the street or greenway patterns approved with the developments.

Multi-Use Paths

A multi-use path is generally eight feet wide or more, and accommodates both walkers and cyclists. The Connectivity Plans show multi-use paths along the major roadways that provide direct access to commercial areas and public uses.

Greenways/Multi-Use Trails

Multi-use trails within greenways follow natural corridors and are not along roadways. Map 7 shows the planned trail from Lemon Lake Park following the creek beds and the Cedar Creek wetlands. Much of this area is already owned by the Town. These trails are focused on connecting natural areas to neighborhoods.

Sidewalks

Priority streets for sidewalk connections are shown on both maps. Sidewalks are generally five feet in width. Depending upon available right-of-way, the sidewalk is located along the curb line (carriage walks) or separated from the street by a landscaped strip. Whenever possible, it is best to separate the sidewalk from the street for safety reasons.

Multi-Use Trail/Sidewalks

The streets indicated on Map 8 for multi-use trails or sidewalks are extensions of connections originating within the Town, as shown on Map 7. Depending on the street, the destinations, and the expected use, these pathways could be 5-foot wide sidewalks or wider multi-use trails (eight feet or wider).

Street Profiles

Figures 17, 18, 19 and 20 illustrate possible street rights-of-way that accommodate the sidewalks and paths proposed by the Connectivity Plan. These profiles were designed to accommodate the narrow rights-of-way on many existing streets. New streets should meet current specifications for width and other specifications.

All four profiles assume narrow streets of only 18 feet for travel lanes. Figure 17 shows a street with carriage walks along the curb lines. This profile also shows a bike lane, which may not be possible in all areas, but should be accommodated on priority streets where right-of-way does not permit a multi-use path. The right-of-way in this profile is only 33 feet. Carriage walks may be necessary on streets where a greater percentage of the right-of-way is needed for travel lanes.

Figure 18 shows how sidewalks can be accommodated within a right-of-way as narrow as 39 feet. Sidewalks on both sides are separated from the travel lanes by a landscaped strip. Figure 19 illustrates a similar layout, but accommodates



a multi-use path on one side of the street. This can be accomplished in a right-of-way that is only 42 feet wide.

There are some streets within Cedar Lake, however, that are even narrower. Figure 20 shows how a sidewalk can be provided on at least one side of a street that has a right of way of only 28 feet.

Other Implementation Actions

Zoning and Subdivision Code Updates

Throughout this chapter, the various general land use designations and specific plan elements have recommended using the zoning and subdivision codes to implement the plan. This will require complete revisions of the existing codes. In creating new ordinances, careful consideration of the Comprehensive Plan recommendations is necessary so that this Plan can be fully implemented.

In particular, the Zoning Ordinance will need to contain the following:

- New zoning districts to implement the general and specific recommendations of the plan.
- Detailed site plan review and improvement location permit review requirements to allow for implementing design review requirements.
- Strong Planned Unit Development guidelines and other tools to allow for negotiation with developers over site and building design.
- Emphasis on conversion of nonconforming uses to conformance.
- Access management along commercial corridors.
- Stronger sign regulations, emphasizing design and keeping sign heights lower. Billboards should be restricted to only the most heavily travelled corridors; the Town may also want to consider disallowing billboards altogether.
- Creation of overlay districts to address specific subarea requirements.

The Subdivision Regulations should emphasize the following:

- Provision of sidewalks in all new residential developments and land divisions.
- Street widths and profiles that allow for pedestrian ways/trails and street trees.

Continued Lake Improvements

This Plan supports the continued improvement to water quality in Cedar Lake. The recommendations of the US Army Corps



of Engineers should be completed. All development within the Cedar Lake watershed should respect the lake and employ all reasonable measures to prevent further sedimentation or degradation of water quality.

Developments near and on the lake should employ creative storm water management techniques to prevent runoff and chemical degradation. Use of phosphate-based fertilizers or other chemicals known to harm the water should be prohibited.

Capital Improvements Plan

The planning process identified a serious concern about the conditions of the streets. Experience shows that deferred maintenance of roads ultimately costs more, because of the higher cost of making repairs and the impact on property values.

It is necessary for the Town to create a capital improvements plan (CIP) to identify sources of funding and prioritize improvements. Regular improvements to streets and utilities, including upgrading street profiles to include curbs, sidewalks, etc. usually lead to improvements on adjoining private property. This leads to increased property values and a higher taxable valuation. Therefore, over time, the projects in a CIP often pay for themselves and provide additional tax revenues.

The Town should seek sources of initial funds for the capital improvements plan so that street improvements can begin as soon as possible. Some major projects along the main corridors can be a “jump-start” for the CIP and provide an impetus for funding future projects.

Redevelopment Funding

The town should also seek sources of funds for commercial and residential redevelopment. The Tax Increment Financing Districts already in the Town can be utilized to fund public improvements. Where necessary, these districts should be expanded or new TIF districts created to fund the implementation of specific elements of this Plan, particularly the town center, gateway and streetscape elements. Connection of the West 133rd Avenue TIF District to the Morse/Lakeshore East 133rd Avenue District via North Lakeshore Drive will provide a source of funds for the implementation steps outlined in this plan that affect those areas. In addition, expansion of the TIF district down East 133rd Avenue to Colfax, and south down Morse to include a connection via Constitution to the lake, will provide additional redevelopment opportunities.

For redevelopment of blighted areas, there are several state and federal sources of funds. In particular, Community Development Block Grants and other grants and loans targeted to low and moderate income communities can be used for acquisition and demolition to prepare a property for redevelopment.

Impact Fees

Indiana Code permits municipalities to impose impact fees on new development. Impact fees are defined in Indiana Code as charges “imposed on new development by a (government) unit to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve the new de-



*Lake of the Red
Cedars Museum*



velopment.” The fees can be used for infrastructure improvements needed by or impacted by new development, and can also be used for acquiring parks and recreation facilities. However, the fees must be used for infrastructure that benefits the development; they cannot be used, for instance, to purchase park land on the other side of town where the park is not likely to be used by the residents of the development.

Impact fees can also be used for roads, sewers, etc. that need upgrading so they can adequately serve the new development. A project that can be expected to impact substandard roads with new traffic can be required to pay impact fees to pay for (at least part) of the cost of upgrading the road.

To create an impact fee ordinance, the Town must identify “impact zones” for each type of infrastructure covered by the impact fee. Then, the Town must identify the current level of service for each infrastructure type, and determine the “community level of service” based

on the expected growth within the impact zone. This provides the basis for setting fees.

Based on the amount of growth and the condition of infrastructure, the Town should consider adopting an impact fee ordinance. Since Cedar Lake will remain a desirable market, developers will not forego building in the Town merely because it has adopted impact fees.

Developer-Financed Project Reviews

The costs of new development should not be borne strictly by current residents. As more and more development occurs in the Town, projects become more complex. Town staff can become overwhelmed with the volume of project reviews. It has become more and more common for communities to adopt a policy that “development should pay its own way.”

Some governments have adopted a policy of requiring developers to pay for the costs of plan reviews by engineers, planners, at-



torneys, etc. This allows for the Town to provide a review of projects by professionals of the same rank as those who prepared the plans for the developers. This helps to avoid actions that may lead to unintended consequences and protects the Town from short-sighted developers who may not have the best interests of the Town at heart.

The applicant can be required to deposit a minimum amount with the Town, who will hold those funds in an escrow account. As the account is depleted, the applicant must pay in funds to keep the account full. Upon final approval of the project, any remaining funds are returned. This allows the Town to have a full professional review of all projects without using Town funds.

Community Facilities

In addition to streets, this Plan encourages continued upgrades to community facilities. As the town grows, some of the town departments will outgrow current facilities. The Plan recommends relocating Town government buildings to a new town center, once that center is developed. The existing Town Hall can be removed from the Community Park, providing more park land and an unobstructed view to the lake.

The Plan also encourages private and quasi-public facilities for enjoyment and education of residents and visitors. Continued public support of the Town-owned Museum of the Red Cedars is important, as is support for new efforts such as the Cedar Lake Children's Museum. The Plan also supports community events such as Summerfest, by recommending additional land (within the lakefront town center

concept) that can be used to supplement the Community Park for large public events.

Planning for the Future

Future Annexation

This plan anticipates annexation extending to the Planning Area limits. As land is annexed, amendments to the Future Land Use Plan and the Zoning Ordinance may be necessary. For instance, regulations regarding the Brunswick Village Center will not be needed until lands near that area are within the Town boundaries.

The City of St. John, through its Comprehensive Plan, has shown a desire to annex south all the way to the current Cedar Lake boundaries at 125th Avenue. This Plan anticipates annexation all the way north to St. John's current boundaries at US 231/SR 8. Since St. John's utilities have been extended to its current boundary, the Town should consider a boundary agreement with St. John to avoid costly battles over annexations.



The Midway Gardens area from the lake side



Reviewing and Amending the Plan

Although this Plan has a time horizon of twenty years, many unanticipated changes may occur. Therefore, it is important that the Plan be reviewed on a regular basis. At the very least, the Plan should be reviewed annually to determine how well it continues to meet the needs of Cedar Lake as well gauging the Town's success at implementing the plan.

Rezoning and land use approvals that do not conform to this Plan are strongly discouraged. However, because of changing conditions, it is possible that certain land uses or projects that do not conform to this Plan would be appropriate. In such cases, the best course is to review the Plan and determine if it should be amended. Amending the plan requires public participa-

tion and a process similar to the original adoption of the plan. Therefore, amendments should not be taken lightly, but given due consideration to ensure that the Plan continues to be an effective land use tool.

Conclusion

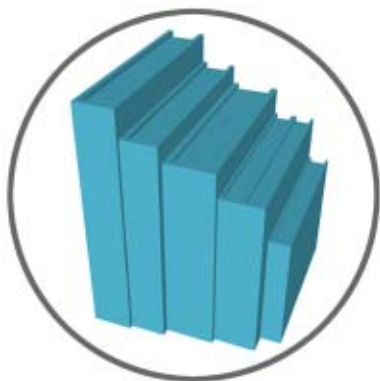
Cedar Lake is an old community and a young community. New development offers opportunities to plan for both future growth and redevelopment. New development can help support efforts to improve the existing town.

This Plan represents the desires of the citizens of Cedar Lake to decide on the kind of future they want for their home town and to apply the tools to see that future become reality. This is an ambitious plan, but Cedar Lake needs to put the years of negative impressions behind them and unite in an effort to help the Town reach its potential. This Plan is an important first step in that effort.





The Future Land Use Chapter (Chapter 5) lists numerous action steps to implement the Comprehensive Plan. This chapter summarizes the action steps and prioritizes them so that the Town can implement the Plan in an efficient manner.



CHAPTER SIX ACTION PLAN



Action Plan Matrix

The following tables list all of the actions and implementation steps, grouped by terms. Immediate projects can be started immediately and be completed within the first two years after adoption of the plan. Medium term projects generally will be those that can be completed within five years of adoption of the plan, and often contain elements that can be initiated sooner. Long term projects are those that will take more than five years to complete. As with medium term projects, there are elements of long term projects that may need to be initiated in the short or long term to ensure that those projects are moving forward.

Within each term grouping, projects are sorted by priority. As circumstances change, priorities may change, and this may also cause a project to be moved up to a shorter term. Therefore, it is im-

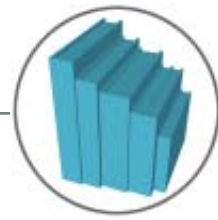
portant to review this plan on a regular basis to ensure that the Action Plan is up to date and continues to serve the Town's future land use planning needs.

Some of the actions listed in the tables below incorporate many of the individual implementation steps listed in Chapter 5. For instance, the short term action "Rewrite the Zoning Ordinance to implement the recommended actions and implementations" includes a number of specific implementation steps, such as creating appropriate zoning districts, creating overlay districts and a Planned Unit Development District, improvement location permit review design guidelines, requiring landscape buffers between residential and non-residential uses, etc. The rewrite of the Subdivision Regulations and creation of a Capital Improvements Plan also incorporate several of the individual implementation steps in Chapter 5.

Immediate Actions

Table 11.

Action	Responsibility	Timing	Priority
1. Rewrite the Zoning Ordinance to implement the recommended actions and implementations	Staff, Plan Commission, Town Council	Within 6 months after Plan adoption	High
2. Rewrite the Subdivision Regulations to implement street design, access management, connectivity and pedestrian trail recommendations	Staff, Plan Commission, Town Council	Within 6 months after Plan Adoption	High
3. Review and revise Maintenance Codes, as necessary, to require improvements to properties	Staff, Town Council	Within 1 year	High



Immediate Actions (continued)

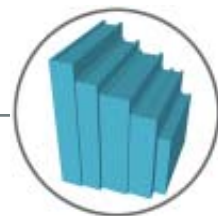
Table 11. (continued)

Action	Responsibility	Timing	Priority
4. Create a Capital Improvements Plan	Staff, Plan Commission, Town Council	Within 10 months of adoption of the Plan	High
5. Adopt a developer-financed review process	Staff, Plan Commission, Town Council	Within 6 months	High
6. Adopt an Impact Fees ordinance	Staff, Plan Commission, Town Council	Within 10 months	High
7. Seek additional funding sources for capital improvements, acquisition, etc.	Staff, Town Council	Within 6 months	High
8. Prioritize lands with natural features and seek funding for acquisition and/or protection	Staff, Parks and Recreation Commission, Town Council	Within 1 year	High
9. Work with property owners in the Midway Gardens area to coordinate redevelopment into a Town Center. Identify possible public/private partnerships and seek funding sources.	Staff, Town Council	Within 1 year	High
10. Adopt policies to prevent granting variances that allow continuation of nonconforming uses	Staff, Plan Commission, Board of Zoning Appeals, Town Council	Within 6 months	High
11. Review the Plan after one year to ensure that action plans are being implemented and the Future Land Use Plan remains consistent with approvals and unforeseen events	Staff, Plan Commission, Town Council	After 1 year, then annually thereafter	High

**Immediate Actions (continued)**

Table 11. (continued)

Action	Responsibility	Timing	Priority
12. Review current Tax Increment Financing Districts for eligible actions, and expand district boundaries if necessary	Staff, Town Council	Within 1 year	Medium
13. Identify “spot zoned” commercial and industrial properties in residential areas and rezone to the appropriate district	Staff, Plan Commission, Town Council	Within 1 year	Medium
14. Prioritize locations for gateways and begin process of acquiring land, where necessary	Staff, Plan Commission, Town Council	Within 1 year	Medium
15. Work with INDOT on access management guidelines for US 41	Staff, Town Council	Within 1 year	Medium
16. Design streetscape elements and seek funding through the Capital Improvements Plan, Federal/State transportation enhancements program, etc.	Staff, Plan Commission, Town Council	Within 1 year	Medium



Medium Term Actions

Table 12.

Action	Responsibility	Timing	Priority
1. Continue to seek additional funding sources	Staff, Town Council	Ongoing, for next 2-5 years	High
2. Acquire high-priority land for parks and lake access, particularly along North Lakeshore Drive	Staff, Town Council	Ongoing, for next 2-5 years and thereafter	High
3. As land is annexed in the planning area, zone properties in districts that are consistent with this Plan	Staff, Plan Commission, Town Council	Ongoing, as land is annexed	High
4. Review the Future Land Use Plan for continued conformance to local needs	Staff, Plan Commission, Town Council	Annually	High
5. Review and revise the Capital Improvements Plan, as necessary	Staff, Plan Commission, Town Council	Annually	High
6. Plan, fund and construct a cohesive wayfinding system	Staff, Town Council	Over next 2-5 years	Medium
7. With the Chamber or Commerce or a Midway Gardens merchants association, promote businesses in the Midway Gardens town center	Staff, Town Council, Chamber or Merchants Association	Over next 2-5 years	Medium
8. Add multi-use trails, pedestrian improvements, etc. to parks and recreation plans to seek project funding through IDNR and similar sources	Staff, Parks and Recreation Commission, Town Council	At next revision of Parks and Recreation Plan, and ongoing thereafter	Medium
9. As multiple properties and tracts are acquired within neighborhoods, direct redevelopment efforts to be consistent with the recommendations of this Plan	Staff, Plan Commission, Town Council	Ongoing, as redevelopment projects are proposed	Varies, according to project and location



Long Term Actions

Table 13.

Action	Responsibility	Timing	Priority
1. Acquire additional land for parks and lake access	Staff, Parks and Recreation Commission, Plan Commission, Town Council	As land and/or funding becomes available	High
2. Review the plan on an annual basis	Staff, Plan Commission, Town Council	Annually	High
3. Review and revise the Capital Improvements Plan, as necessary	Staff, Plan Commission, Town Council	Annually	High
4. Continue to seek sources of funding	Staff, Town Council	As needed	High
5. Promote construction of the Illiana Expressway	Town Council, Chamber of Commerce	Ongoing	High
6. Promote commuter rail extension with a station in Cedar Lake	Town Council, Chamber of Commerce	Ongoing	High
7. As land is annexed near the Brunswick area, adopt a Traditional Neighborhood Development ordinance	Staff, Plan Commission, Town Council	As land near Brunswick is annexed	Medium
8. Continue to implement specific action steps of this plan as land becomes available or as funding or other circumstances allow	Staff, Plan Commission, Town Council	Ongoing	Varies, depending on project and location

APPENDIX



Map Data

The base map information used for this plan came from a variety of sources. Within the Town boundaries, parcel level mapping from the Lake County Surveyor's office was provided. This data was completed in 2004 and does not show all development that has occurred since that time.

Outside of town boundaries within the development area, parcel level mapping data was not available. Generalized data, such as land cover information, was used. Aerial photography taken in 2006 was also utilized to determine generalized land uses. Data from the Indiana University Mapping Database project was utilized for this general information.

Public Workshop-in-a-Box Material

The following pages are copies of all materials used in the Public Workshop-in-a-Box portion of the public participation element of this Comprehensive Plan. Following this material are pie charts depicting the individual results from questions asked of participants of the Public Workshops-in-a-Box.

"Public Workshops in a Box" is a trademark of LSL Planning, Incorporated.

Focus Group Results

Following the Public Workshops in a Box material, the tabulation of the group discussion from the Focus Group meeting held on March 14, 2007 is provided.

Resolution of Approval

The resolution approved by the Town Council approving this Comprehensive Plan is at the end of the Appendix.



Host Instructions



Thanks again for serving as a host for one of the small group Public Workshops-in-a-Box. This sheet will give you all the information you'll need to have a good meeting. It's intended to describe what your group needs to accomplish.

1. Before your guests arrive, please unpack the box and arrange the meeting materials for easy access. Prepare the snacks.
2. Please make sure each guest signs in on the form provided.
3. To begin the meeting, simply tell people the purpose of the meeting: Talk about what the group would like to see for the future of the Cedar Lake community and emphasize that this meeting will give Town officials your ideas, both as a group and as individuals, about what is important and what should be addressed in the Comprehensive Plan.
4. Please distribute the "Purpose of a Comprehensive Plan" handout, the individual responses forms, the meeting evaluation form and pens.
5. Begin your meeting discussion by asking the group the first question on the discussion guide. Allow about 20 minutes for discussion of the first question before asking each individual to answer Question #1 on his / her response form.
6. Then ask members of the group to suggest what they believe are the 5 most important issues they believe should be addressed in Cedar Lake's Comprehensive Plan. After about 15 minutes of discussion, ask the group to reach agreement on a group list of the 5 most important issues.
7. Once the group has decided on its list of the 5 issues, please fill out the group response form.
8. Next, please ask people in the group to complete the remaining questions on their individual response forms.
9. Next, ask members of the group to focus their discussion on the enclosed map of Cedar Lake. This is where issues or concerns can be focused on by location. Please have the group discuss areas/issues in Cedar Lake that are good and areas/issues that need attention. After about 20 minutes of discussion, have the group identify these areas with the sticker dots and prioritize their concerns, as shown in the map exercise handout.

Host Instructions

10. When the map is complete, please collect all response forms from your group and ask everyone to complete the meeting evaluation form.
11. Ask people one more time if they have signed in so we can put their names on the project mailing list.
12. Thank people for coming and encourage everybody to attend future Comprehensive Plan meetings.
13. Put the group response form, map and all the completed individual response forms, the sign-in sheet and any extra handout materials you have back in the box.
14. Please return the box to Town Hall within 24 hours.

Thank You So Much For Your Help—We Can't Do It Without You!



Discussion Guide



Introduction (5 minutes)

Thank you so much for coming. I know you're all really busy, so I appreciate your fitting this into your schedule. This meeting is being sponsored by the Town of Cedar Lake as part of its Comprehensive Plan process. These meetings are the first step in a 3-month community involvement project that will help the Town to know what's important to us as they develop the Comprehensive Plan.

(Please distribute "Purpose of a Comprehensive Plan" handout and allow your group members to read through the article)

Ask for self-introductions of participants, if necessary.

Group discussion and individual response (20 minutes)

The first thing we're going to talk about today / tonight is how we'd describe the ideal Cedar Lake in 20 years, the way it would be if we could create the perfect place. Once we've talked about that for about 20 minutes, our job is to each decide on 3 words to describe the ideal Cedar Lake and to put them on our individual response forms. **Ask the group:** So let's throw out some ideas. How would we describe the ideal Cedar Lake?

(After about 20 minutes of discussion, ask everyone to fill out Question #1 on his / her Individual Response Form)

Group discussion and response (30 minutes)

Now let's talk about what we believe are the most important issues that should be addressed in Cedar Lake's Comprehensive Plan. Once we've discussed this for a while, our job is to decide as a group on the 5 most important issues. **Ask the group:** Again, let's each talk about what we think are the most important issues. Who wants to start?

(After about 30 minutes, ask the group to decide on the 5 most important issues. Please list those issues on the Group Response Form)

Discussion Guide

Individual response (15 minutes)

Great discussion and good list. Now it's time for each of us to complete Questions #2 on our Individual Response Forms.

Map Exercise (20 minutes)

Let's all take a look at the map of Cedar Lake. This map will help us identify issues or concerns by location using stickers. Imagine you're driving in your car through town, what areas do you wish could be improved? What areas are you most proud of? Use your stickers to locate these areas on our map.

(After about 20 minutes of discussion, have the group identify these areas with the sticker dots and prioritize their concerns, as shown in the map exercise handout)

(Please collect forms when everyone's finished).

Closing (1 minute)

That completes our work for today / tonight. Please make sure you've signed in so the Town can stay in touch. Thanks again for coming.



Purpose of a Comprehensive Plan



Cedar Lake residents enjoy an enviable quality of life and a distinctive character as a lakeside community. One of the tools we have to help make the Town a great place to live, play and work is the Comprehensive Plan. The Cedar Lake Comprehensive Plan serves as a guide for the future of our community. The current plan is more than 25 years old and it's time to update it.

The Comprehensive Plan will take a long range view of how our community should look and feel in the near future and 20 years from now. It will identify broad, town-wide goals for Cedar Lake as well as specific objectives and strategies. The entire process is expected to be complete by the end of this summer.

The Comprehensive Plan will become the Town's "vision" for land use and development planning for the next 20 years. As new opportunities come to Cedar Lake, the Comprehensive Plan will be referenced to assure that these initiatives are in line with the goals and objectives Cedar Lake residents identify through the Comprehensive Plan update process. In addition, the plan identifies ways to improve our town and provide the means to connect us as a community and connect us to the future. Thus, the theme of our planning effort: **Connecting Our Community, Connecting to the Future.**

A Comprehensive Plan helps us gain a "big picture" view of the Town. We get a chance to look broadly at our housing opportunities, our economy, infrastructure needs and natural features, and how they relate to each other. We gain an understanding of the trends affecting these important aspects of our community.

Citizens in Cedar Lake are invited to participate in the crafting of the 2007 Comprehensive Plan. It's a plan that will impact our neighborhoods, our environment, our economy, and even our community's character.

Your involvement in the Comprehensive Plan process is paramount to its success. We encourage you to leave your imprint on plans for the Town's future. We will be posting information on this website about opportunities to be involved. Remember, it's your town and your future - be a part of it!



Group Response Form



The 5 most important issues our group believes should be addressed in Cedar Lake's Comprehensive Plan are:

1. _____
2. _____
3. _____
4. _____
5. _____



Individual Response Form



1. Thinking ahead 20 years, what three words would you use to describe the ideal Cedar Lake?

2. How would you rank the following when it comes to:

The community character and aesthetics of Cedar Lake:

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Cedar Lake Business Corridor:

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Recreational and community facilities:

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Public utilities and services:

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Individual Response Form

Your neighborhood:

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Housing

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Cedar Lake's natural environment

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

The local transportation system

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

Economic development and redevelopment

Excellent	Good	No Opinion	Fair	Poor

Additional Comments:

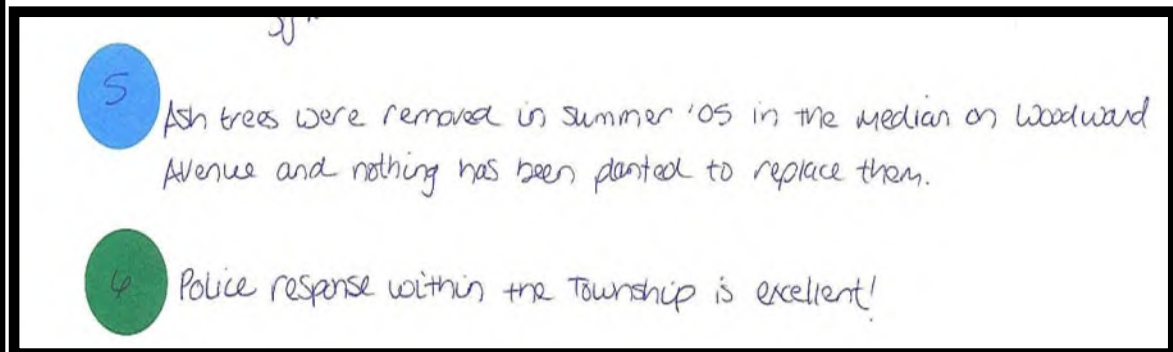
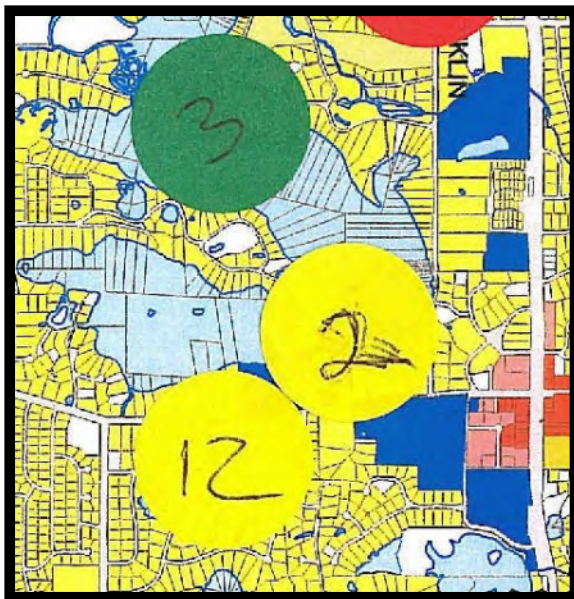
MAP GROUP EXERCISE – 20 MINUTES

As a group, your task is to identify areas of Cedar Lake that you feel should be given special attention as part of the Comprehensive Plan.

Using the stickers provided for in your box, discuss as a group the areas/issues in the community that are both good and needing attention.

Place the stickers on the map to discuss specific areas, and with a pen or pencil, provide additional detail as to why your groups selected area is either good or needing attention. Number stickers in order of importance. See Example below.

Use the white space of the map for your notes, or the back if you need more space.



Map Exercise

Additional Detail

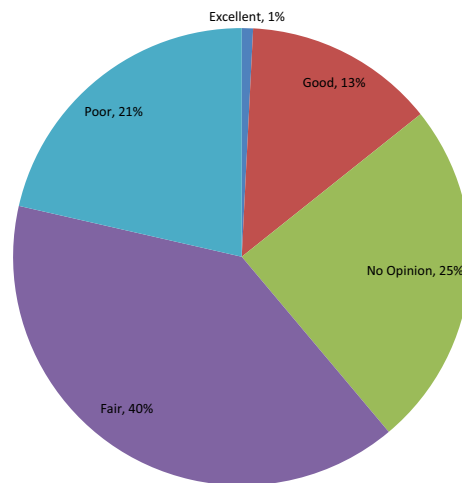
If more room is needed, please use back of map.



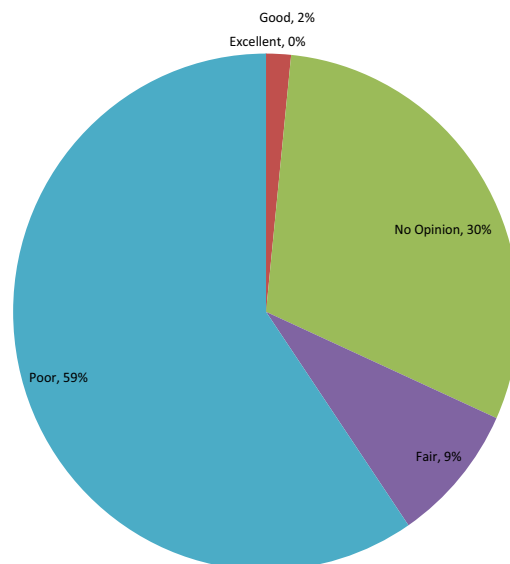
LSL Planning, Inc.
Community Planning Consultants

Results of Individual Response Form Questions

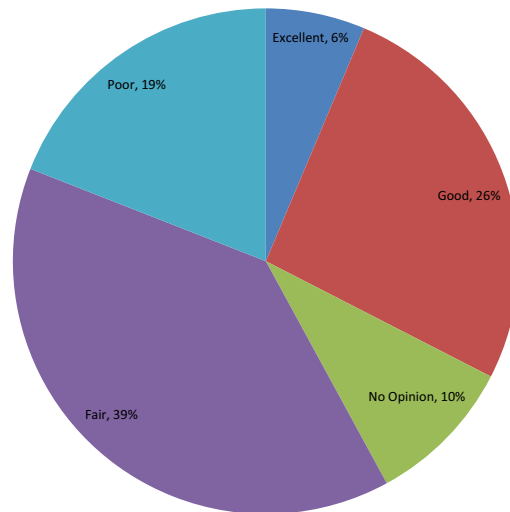
**Please Rate the Condition of Economic Development and
Redevelopment Efforts in Cedar Lake**



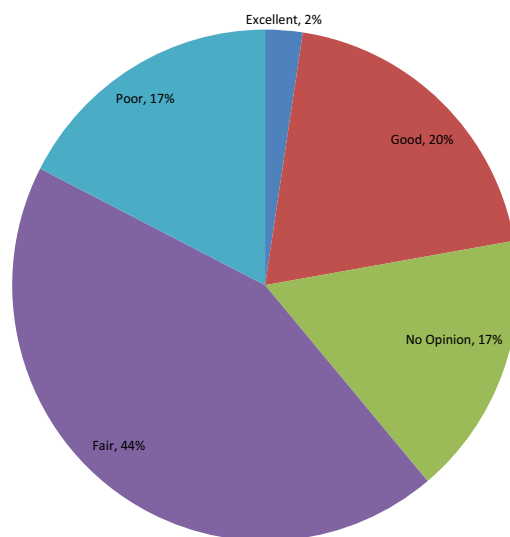
Please Rate the Condition of Local Roads and Transportation



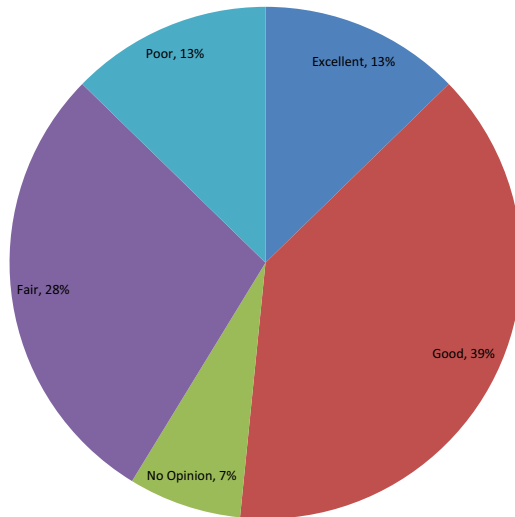
Please Rate the Condition of the Natural Environment



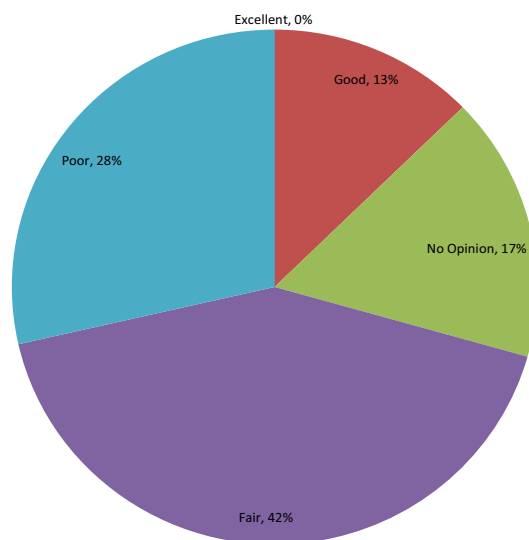
Please Rate the Condition of Cedar Lake's Housing



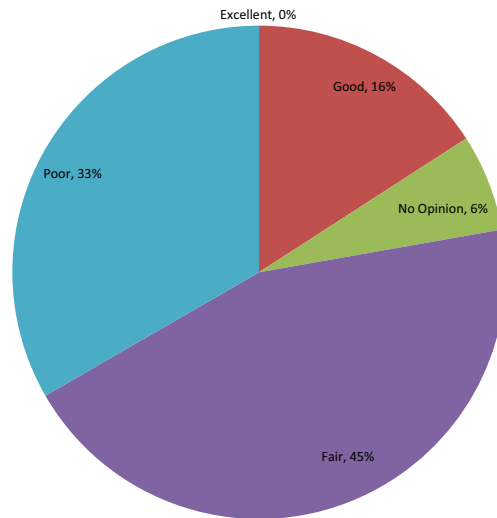
Please Rate the Condition of Your Neighborhood



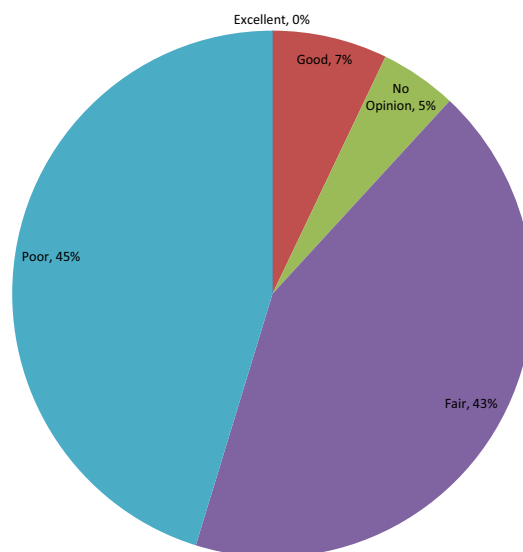
Please Rate the Condition of Public Utilities and Services



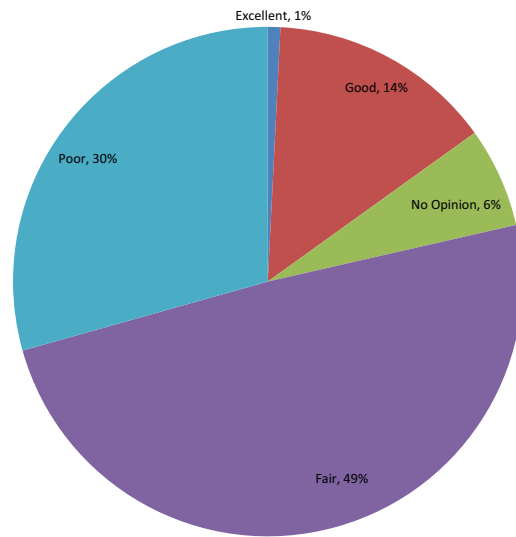
Please Rate the Condition of the Town's Recreational and Community Facilities



Please Rate the Condition of the Cedar Lake Business Corridor



Please Rate the Condition of Cedar Lake's Community Character and Aesthetics



Cedar Lake Focus Group Voting Results

Streets and Public Facilities Issues	Votes			Total
	First Priority 3 Points	Second Priority 2 Points	Third Priority One Point	
Improve Major Roads (surface/widen/curbs)	23	2	4	77
Drainage Problems on Roads	4	7	5	31
Sidewalks/Pedestrian Connections	3	7	6	29
Public Access to Lake/Beach/Boardwalk	0	5	3	13
Sewer Treatment Plant	1	2	2	9
Water Service (common)	0	3	2	8
Illiana Expressway	0	2	3	7
Commuter Rail Extension	1	0	2	5
More/New Parks (usable land)	0	1	3	5
Power Lines (put underground)	0	2	0	4
Street Lighting	0	1	1	3
Multiple Entries to Subdivisions	0	1	0	2
Connect New Developments to Each Other and Existing Town	0	0	0	0
Public Transit (bus)	0	0	0	0
Ferry Service Across the Lake	0	0	0	0

Community Character Issues	Votes			Total
	First Priority 3 Points	Second Priority 2 Points	Third Priority One Point	
Clean Up Image	25	3	2	83
Ordinances (nuisance, tree, architecture, etc.)	1	17	5	42
Underground Utilities	3	2	3	16
Beach Area/Access to Lake	0	4	3	11
Planting Enhancements	1	1	5	10
United Community	3	0	0	9
Sense of History	1	2	1	8
Recreation Oriented (walking/bike hire/ice skating)	0	1	6	8
Pedestrian Links	0	0	6	6
Themes (architectural, planting)	0	2	1	5
Classy Look	0	1	1	3
Enhance Entrances	0	1	0	2
Catch Theme/ "Motto"	0	0	1	1
Curvature of Roads	0	0	1	1
Quasi Resort Community	0	0	0	0
Banners/Signage/Light Poles	0	0	0	0
Central Gathering Space	0	0	0	0

Cedar Lake Focus Group Voting Results

Commercial and Industrial Development Issues	Votes			Total
	First Priority 3 Points	Second Priority 2 Points	Third Priority One Point	
Boardwalk Commercial Area	15	4	1	54
Industrial South of Town	2	11	0	28
Recreation Oriented (walking, bike rental)	3	5	1	20
Image Improvement for Existing Business	4	0	7	19
Entertainment	1	3	8	17
Focus on 41 for Commercial	2	5	1	17
Super Store (Meijers)	3	1	4	15
Reduce Truck Traffic Around Lake	1	1	0	5
Restaurants	0	0	4	4
Grocery Store on 133rd	1	0	0	3
Grocery Store on 41	0	1	0	2
Nashville Shop Approach	0	0	1	1
Retail	0	0	0	0
Specialty Stores (Wilco)	0	0	0	0
Min./No Heavy Industrial	0	0	0	0
Expand Dairy Queen Corner	0	0	0	0
Limit Tax Abatement for Industry	0	0	0	0

Land Use Issues	Votes			Total
	First Priority 3 Points	Second Priority 2 Points	Third Priority One Point	
Continue Lake Dredging/Improvements	18	4	3	65
Building Maintenance - need enforcement	3	5	9	28
Regional Commercial/Industrial on US 41	6	3	3	27
Need more Recreation/Open Space	4	3	2	20
Town Center Focal Point is Needed	0	6	2	14
Need Site Development Requirements	0	4	3	11
Residential Development: Owner Occupied Only	2	0	3	9
Need more Shopping Opportunities	0	3	1	7
Inappropriate Adjacent Land Uses	1	1	1	6
Residential Development: Mixed Use/Density	0	1	2	4
Residential Development: Prefer Single Family	0	0	1	1
Control Pace/Quality of Development	0	0	1	1
New/Better Sign Regulations	0	0	0	0
Require Quality Landscaping	0	0	0	0
Require Lot Coverage	0	0	0	0
Parking Requirements	0	0	0	0
Places for Kids	0	0	0	0

Cedar Lake Focus Group Voting Results

Town Center - Where?	Votes
North Side of Lake near Dairy Queen (Old Midway)	17
West Side/Lincoln Plaza Area	11
East and West of Chamber	3
Between Railroad and High school	1
Have 4 Town Centers Around Lake	1
Unite Entire Lakefront as one Are (no one town center)	0
Town Hall Site/Civic Location	0

RESOLUTION OF APPROVAL

TOWN OF CEDAR LAKE, LAKE COUNTY, INDIANA

RESOLUTION 2007-904

A RESOLUTION ADOPTING THE YEAR 2007 COMPREHENSIVE PLAN OF THE TOWN OF CEDAR LAKE, LAKE COUNTY, INDIANA, AND ALL MATTERS RELATED THERETO.

WHEREAS, the Plan Commission of the Town of Cedar Lake, Lake County, Indiana, has reviewed all matters pertaining to the Year 2007 Comprehensive Plan for the Town of Cedar Lake, Lake County, Indiana; and

WHEREAS, the Plan Commission of the Town of Cedar Lake, Lake County, Indiana, conducted a duly-advertised Public Hearing on the 11th day of July, 2007, regarding these matters and considered the Year 2007 Comprehensive Plan for the Town of Cedar Lake, Lake County, Indiana; and

WHEREAS, the Plan Commission of the Town of Cedar Lake, Lake County, Indiana, at the conclusion of said Public Hearing, approved a motion to send a favorable recommendation for consideration of passage and approval of the Year 2007 Comprehensive Plan for the Town of Cedar Lake to the Cedar Lake Town Council; and

WHEREAS, the Town Council of the Town of Cedar Lake, Lake County, Indiana, having reviewed the proposed form of Year 2007 Comprehensive Plan for the Town of Cedar Lake, as well as the favorable recommendation of the Town's Plan Commission and administrative staff regarding the same, now finds that adoption of the Year 2007 Comprehensive Plan for the Town of Cedar Lake is advisable, appropriate and in the best interests of the citizens of the Town of Cedar Lake.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CEDAR LAKE, LAKE COUNTY, INDIANA, AS FOLLOWS:

SECTION ONE: That the Year 2007 Comprehensive Plan for the Town of Cedar Lake, Lake County, Indiana, is hereby adopted and approved.

SECTION TWO: That a copy of the Year 2007 Comprehensive Plan is attached to this Resolution as Exhibit "A" and is incorporated herein by reference.

RESOLUTION OF APPROVAL

SECTION THREE: That all actions be taken to publish said approval of the Year 2007 Comprehensive Plan for the Town of Cedar Lake, Lake County, Indiana.

ALL OF WHICH IS PASSED AND RESOLVED, THIS 17th DAY OF JULY, 2007, BY THE TOWN COUNCIL OF THE TOWN OF CEDAR LAKE, LAKE COUNTY, INDIANA.

TOWN OF CEDAR LAKE, LAKE
COUNTY, INDIANA, TOWN COUNCIL

Robert H. Gurnel
President

Leslie Kamp
Vice-President

John C. G.

Chris W.

Bill Landske

Patricia W.

ATTEST:

Maralynn Eckterling
Maralynn Eckterling, Clerk-Treasurer