



2021 TOWN OF CEDAR LAKE

COMPREHENSIVE PLAN UPDATE
& U.S. 41 CORRIDOR PLANNING

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PLAN PURPOSE

THIS COMPREHENSIVE PLANNING UPDATE FOCUSES ON THE U.S. 41 CORRIDOR AND UPDATES TO THE FUTURE LAND USE MAP AS A **GUIDE FOR FUTURE DEVELOPMENT** ALONG THE CORRIDOR. THIS UPDATE ALSO PROVIDES RECOMMENDATIONS AND ACTION STEPS FOR REALISTIC AND PRACTICAL PURPOSES SO THAT THE TOWN CAN PLAN ACCORDINGLY IN A **CALCULATED AND RESPONSIBLE** MANNER.

WITH U.S. 41 CONNECTING INTO U.S. 30 AND ITS PROXIMITY TO I-65, CEDAR LAKE IS WITHIN MINUTES OF MAJOR CORRIDORS THAT OFFER ACCESS TO EMPLOYMENT OPPORTUNITIES AND ENTERTAINMENT, ALL WHILE MAINTAINING CEDAR LAKE'S QUALITY OF LIFE THAT RESIDENTS VALUE. AS THE U.S. 41 CORRIDOR CONTINUES TO DEVELOP, CEDAR LAKE ACKNOWLEDGES THE IMPORTANCE OF HAVING A PLAN IN PLACE TO GUIDE THE CHARACTER, LAND USES AND DENSITIES OF DEVELOPMENT THAT IMPACT THE TOWN.

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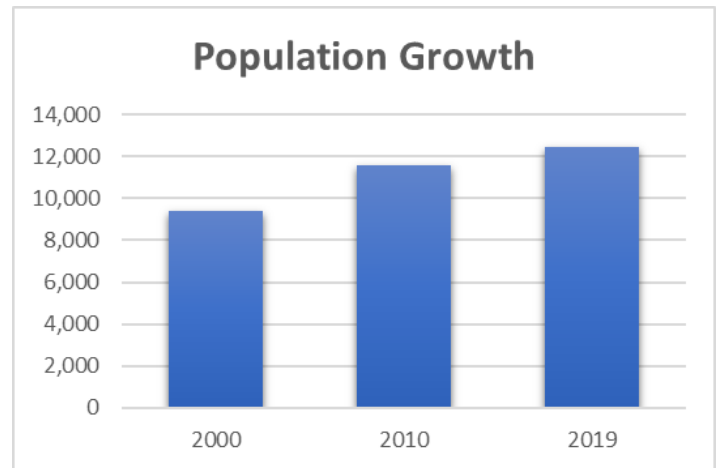
TOWN OF CEDAR LAKE

BACKGROUND

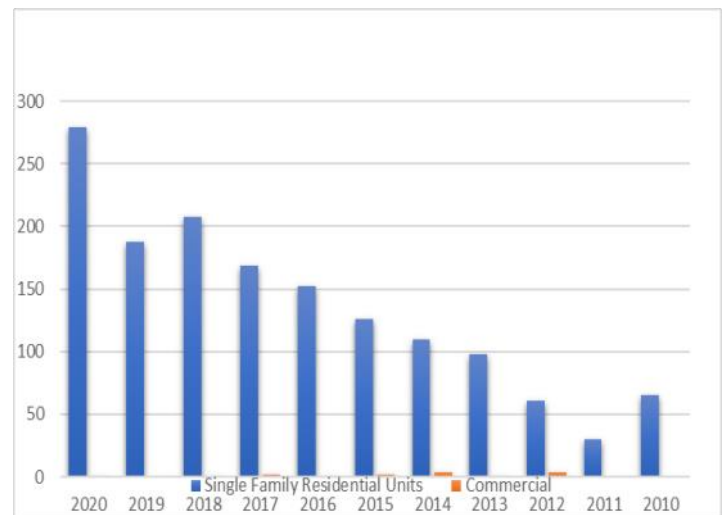
To understand the characteristics of the Cedar Lake community, a brief demographic snapshot was analyzed. The source of the demographic data is from the 2010 U.S. Census and the U.S. Census Bureau's projected estimates.

Cedar Lake's efforts to increase and continuously improve the quality of life is represented in the population growth. With a nearly 14% increase in population since 2010, Cedar Lake is growing. An emergence of young families and redevelopment of lakefront properties have contributed to the population growth. Population growth comes with many factors that impact the community, such as education capacity, road, water and sewer services, local employment, diversity, and housing all of which are discussed in this planning document. The 2020 U.S. Census is anticipated to further support these trends.

With the increase in population growth, the Town has experienced a large influx of building permits the past ten (10) years. According to the Town's annual building reports, an increase of 153 single family permits were issued in 2020 compared to 2015, and 273 more permits compared to 2010. Additionally, the Town has approved 98 residential permits as of March, 2021, remaining on track for another record permit issuance year. As population growth continues for Cedar Lake, the number of approved building permits will continue to increase. While most of the residential building permit data reflects single family units, there has also been an increase in commercial classified residential units between 2012 and 2017. It is important that the Town provides a diverse market of housing options, including apartment living, senior housing, inclusionary housing, starter homes and large lot executive housing to diversify the demographics of its population. This is supported in the Steering Committee and public input sessions that have been held as part of this planning process, as indicated in the Study Area Chapter (page 9).



U.S. Census Bureau

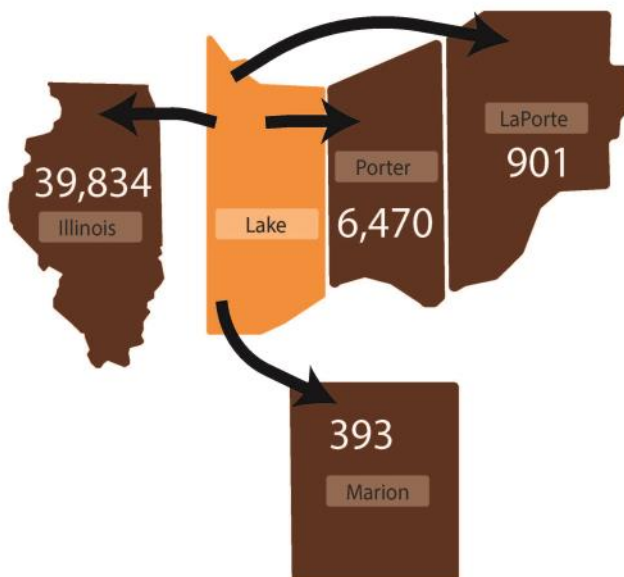


Town of Cedar Lake Annual Building Permit Reports

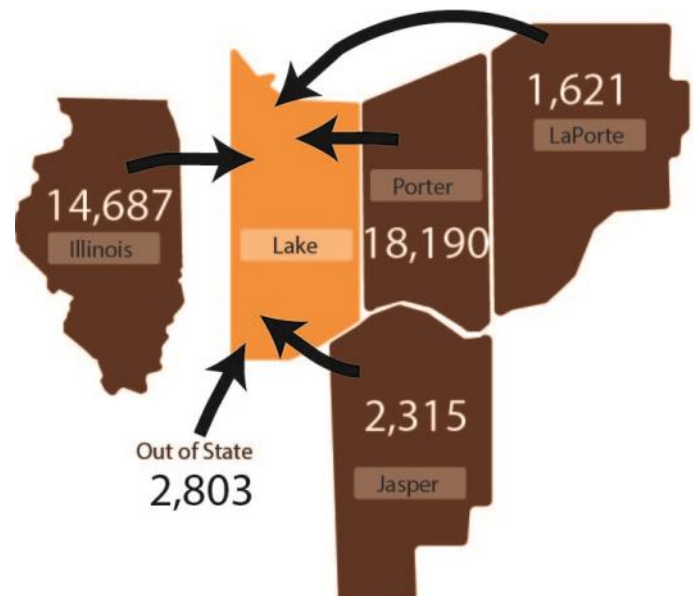
Despite Cedar Lake's long history as a seasonal destination, only 3.4% of the Town's residential units are vacant for seasonal or recreational use, indicating that most residents are full-time residents and are in owner-occupied units (over 75%). In addition, the median home value of \$182,600 substantially surpasses the state's median value of \$141,700.

Additional indicators of population growth include the enrollment increases within the school districts. Cedar Lake is unique in that there are three (3) school districts that serve the Town's students. Enrollment continues to grow within these districts, requiring additional resources, faculty, and capacity to serve the Crown Point Community Schools, Hanover Community Schools and Tri-Creek Schools. According to STATS Indiana, over 37% of residents only have a high school degree and over 27% have either an Associates, Bachelor's, Graduate, or Professional Degree, indicating that almost 36% of residents have some college experience but not a degree. This data indicates that there is an opportunity for trade occupations or employment opportunities that do not require a formal college degree.

Cedar Lake, along with Lake County, have many arterial roadways that go into and out of the Town, making it easy to access shopping, employment, entertainment, and housing. According to the 2018 STATS Indiana Commuting Profile, Lake County attracts 42,546 people who live in another county but commute into Lake County for work, mostly from Porter County. Alternatively, Lake County loses 56,104 people, mostly to Illinois. This data indicates that the metropolitan Chicago area is a major asset to Lake County. Alternatively, Lake County attracts more individuals from adjacent counties (Porter, LaPorte, Jasper) than it does losing those residents. The U.S. 41 Corridor, like many of the other major corridors within Lake County, moves residents, employees and commerce creating immense opportunity for the Town of Cedar Lake to capture these assets.



STATS Indiana Commuting



STATS Indiana Commuting

**EXHIBIT A
STUDY AREA**

Legend
 — Town Boundary
 — Study Area

0 4,300' 9,600' Feet

N

STUDY AREA

This Comprehensive Plan Update is a focused area update to the 2012 Comprehensive Plan. While many priorities are still relevant in the previous planning effort, this document serves to focus on the U.S. 41 Corridor and Western Annexation Area, as identified in the 2012 Comprehensive Plan and the study area map (Exhibit A). This plan also updates the Future Land Use Map as it relates to the U.S. 41 Corridor findings.

As part of the planning process, input from a Steering Committee, public input and Town Staff was critical in establishing where Cedar Lake is and where it wants to go. The Steering Committee consisted of ten (10) members, all representing Town Staff, local business owners, real estate, school representatives, Town Council, Redevelopment Commission (RDC) and the Plan Commission (PC). It was important to include a diverse group of individuals to get a genuine representation of needs and desires. The Steering Committee met four (4) times throughout the data collection and drafting of this planning effort.

PUBLIC INPUT SESSION

A public input meeting was held on April 12, 2021, at the Town of Cedar Lake Town Hall where 18 people attended the public meeting. A virtual link was also available for those to attend virtually. A full summary of the public input meeting can be found in the Appendix. Some key concepts that transpired from the public input meeting include:

- **Need a variety of residential that serves all life stages (apartments, starter homes to retirement)**
- **No residential direct access off U.S. 41**
- **Utility and road infrastructure needed for any future development along U.S. 41.**
- **Connectivity between lots and residential is important**
- **Ensure proper buffers between corridor development and residential**
- **Preserve environmentally sensitive areas from development, an opportunity for park and open space west of Town.**
- **Commercial and Office spaces likely to be in south district, specifically along the Illiana Expressway.**
- **133rd Avenue is a key gateway opportunity into Cedar Lake proper**
- **Keep pedestrians off 41, tuck behind development or provide large buffer**
- **Encourage planned developments that serve the Town long-term**
- **Establish an overlay district for U.S. 41 that guides development standards (setbacks and land uses) yet not restrictive to existing development.**

FOCUS AREA

DISTRICTS

The U.S. 41 study area is about eight (8) miles in length. This stretch of highway has different characteristics that can serve different types of development. For this planning study, the U.S. 41 Corridor between 109th Avenue and 173rd Avenue has been segregated into four (4) districts: north, central, south, and future expansion area. These districts are identified in Exhibit B, the Focus Area Map, and described below.

NORTH

Location: 131st to 109th Street

With an 18,478 Average Daily Trips (ADT) on U.S. 41 and with few floodplain and wetland environmental factors, this district is likely to see the greatest diversity in land uses. Commercial and retail would thrive off U.S. 41 with the given ADT traffic counts. Smaller office space would also complement this commercial area as employment opportunities.

CENTRAL

Location: 135th to 131st Street

This Central District is where majority of the traditional commercial and retail is currently located. This district is expected to be a major center for retail, office and other commercial uses. If appropriate, compact, higher density residential is also likely to occur within this district as amenities and convenience is marketable for multi-family for this district.

SOUTH

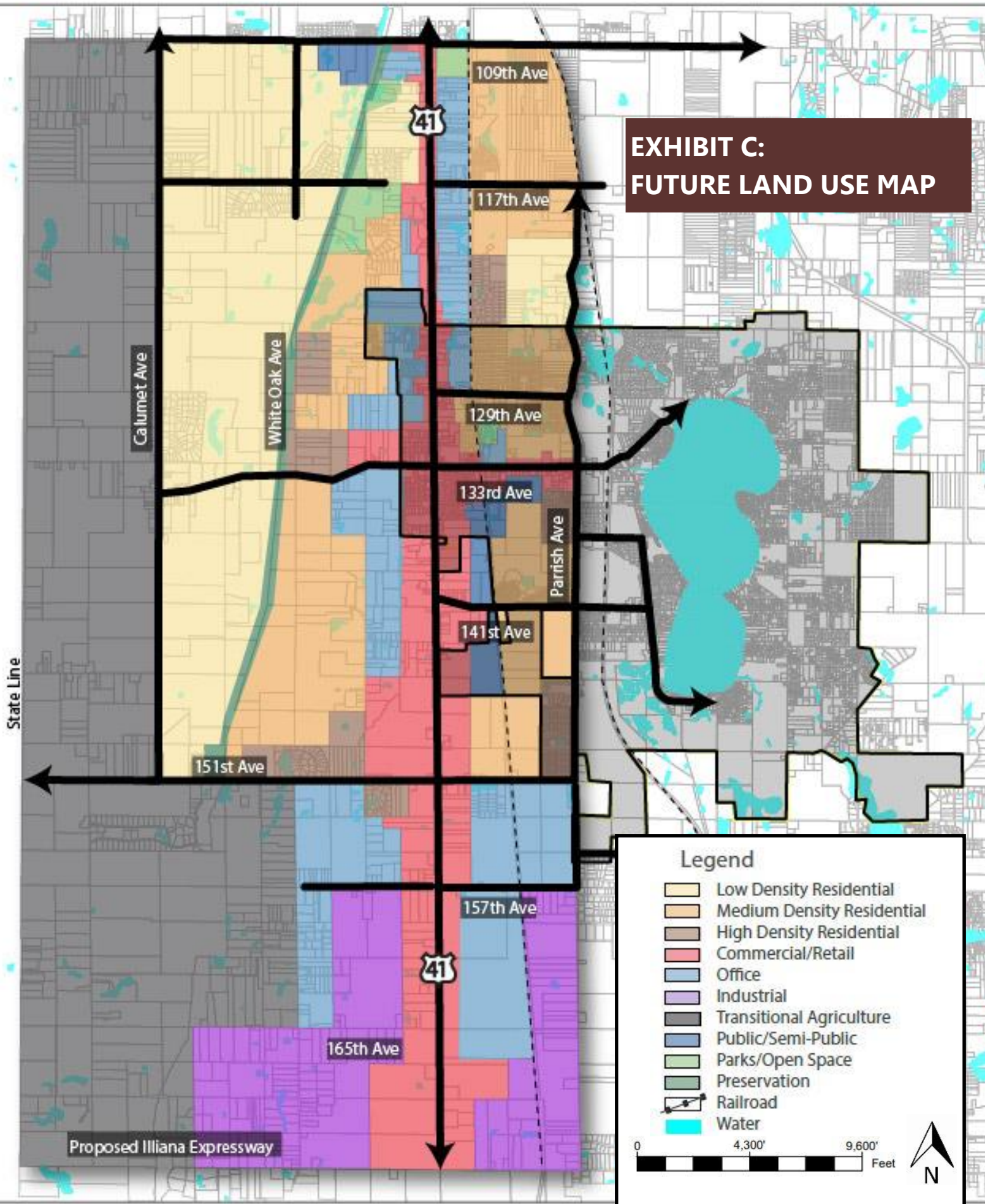
Location: 173rd to 135th Street

With an 10,488 ADT on U.S. 41, the South District has more developable land and opportunity for employment centers, office space and industry. As industry has already located near the active railroad, it is likely that industry will continue to utilize the railroad as it is an asset to the Northwest Indiana region. This area should also support the future plans of the Illiana Expressway. As a limited access highway, the Illiana Expressway will create another commercial/retail center on U.S. 41.

FUTURE EXPANSION AREA

Influenced by St. John and Lowell's future planning boundaries, the Illiana Expressway and agricultural nature of the area, this future expansion area is intended to have a long-term land use plan, with flexibility on land use and design. This area is entirely outside of Town boundaries and located in Lake County. The future of development in this area should be responsible growth, in relation to the three (3) districts within and around the Town boundaries.

EXHIBIT C: FUTURE LAND USE MAP



FUTURE

LAND USE

Changes to the Future Land Use Map are illustrative of the public input, Steering Committee and Town staff input and recommendations. Most of the changes are centered around the U.S. 41 Corridor. The following are the land use classifications and definitions identified in the Future Land Use Map (Exhibit C).

LOW DENSITY RESIDENTIAL

This classification primarily targets rural residential and estate residential development. It is appropriate for low-density residential to locate where largely undeveloped areas are currently. This low-density residential is intended to attract individuals who desire a rural setting yet live within proximity to the Town's amenities.

MEDIUM DENSITY RESIDENTIAL

Medium-density residential is located behind the U.S. 41 Corridor commercial, retail and office use classifications. Large medium-density residential developments can produce high traffic volumes and therefore should not have direct access of the Corridor.

HIGH DENSITY RESIDENTIAL

High-density residential can oftentimes be assumed multi-family residential development only. As housing trends are changing and density is becoming a more appropriate term for a variety of development, this high-density residential classification includes attached single-family residential development in addition to multi-family residential. Like the medium-density residential classification, the high-density residential land use should not have direct access off U.S. 41. Additional traffic concerns and infrastructure needed to support higher density developments should be tucked back off the highway, where traffic should utilize collector streets. Municipal water and sewer should be required in this district.



Low density residential, estate or rural residential is likely to develop outside of the concentrated U.S. 41 Corridor. Appropriate access to create connectivity is essential for these developments.



The Town is seeing many new single-family medium-density subdivisions built in Cedar Lake, these neighborhoods should be planned in accordance to the land use plan and transportation plan.

COMMERCIAL/RETAIL

General commercial includes broad commercial uses, including general commercial, retail, local business, and highway-oriented businesses. This commercial classification is best suited directly along the U.S. 41 Corridor. It is important for the Town that as commercial development occurs along the Corridor, that limited access points are considered. The Indiana Department of Transportation, INDOT, determines curb cut frequency; however, the Town should proactively promote access or frontage roads where commercial access is shared or connected between adjacent commercial lots. Municipal water and sewer should be required in this district.

OFFICE

Office uses include general business office space and flex office uses. Flex office uses may include light distribution and wholesale where operations are clean and quiet. Municipal water and sewer should be required in this district.

INDUSTRIAL

The industrial classification includes a mix of light industrial and higher intensity industrial and manufacturing. Heavier industry should be carefully considered as context and use buffering is important to maintain the quality of life for the Town. This, along with the office use classification are employment center opportunities. Municipal water and sewer should be required in this district.

PUBLIC/SEMI-PUBLIC

The public/semi-public classification includes government buildings, schools, and public use facilities. As the Town considers new sites for government uses within the study area, it is important that the adjacent uses and context are considered.



Multi-tenant retail buildings should be encouraged to limit curb cuts on U.S. 41 and provide connectivity to a variety of businesses.

Source: depositphotos.com



Master Planned developments like NorthPoint Industrial and Commercial Park in Westfield, IN targets specific design, infrastructure and uses that benefit the Town.

PARKS/OPEN SPACE

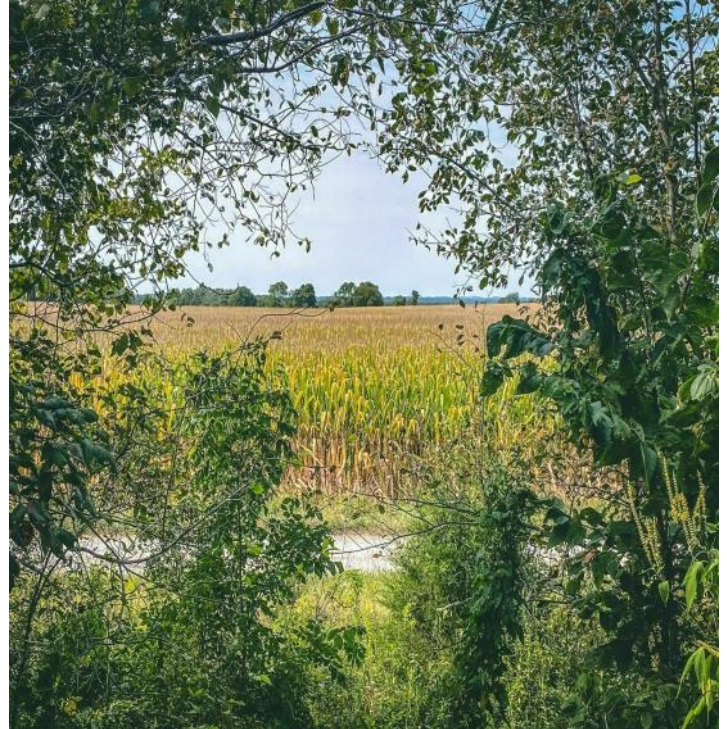
Parks and open space is currently limited on the west side of U.S. 41. As residential, retail and employment opportunities develop along and radiating from the Corridor, parks and open space offer a break in a built environment. Utilizing West Creek, there is opportunity to create a linear park that serves as a buffer between the commercial and residential uses along the Corridor. The parks and open space use can also be located around the schools where park facilities can include sensory play and landscape structures with fitness equipment.

PRESERVATION

The preservation classification is intended to preserve environmentally sensitive areas; primarily creeks, wetlands, and floodplains. The West Creek runs on the west side of U.S. 41. The proximity to the Corridor should be considered as development occurs. It is important to the Town that sensitive areas are protected and proper mitigation be completed if development deems necessary in these preservation areas.

TRANSITIONAL AGRICULTURE

The transitional agriculture classification is located on the westernmost portion of the study area, adjacent to the state boundary. Due to the long-term nature of this land use plan, it is understood that it will take many years to develop the largely undeveloped areas and existing agriculture uses. When development occurs, it is important that the Town allows landowners the ability to develop their agriculture land to appropriate uses. Uses may include low or medium density residential, commercial, or light industry.



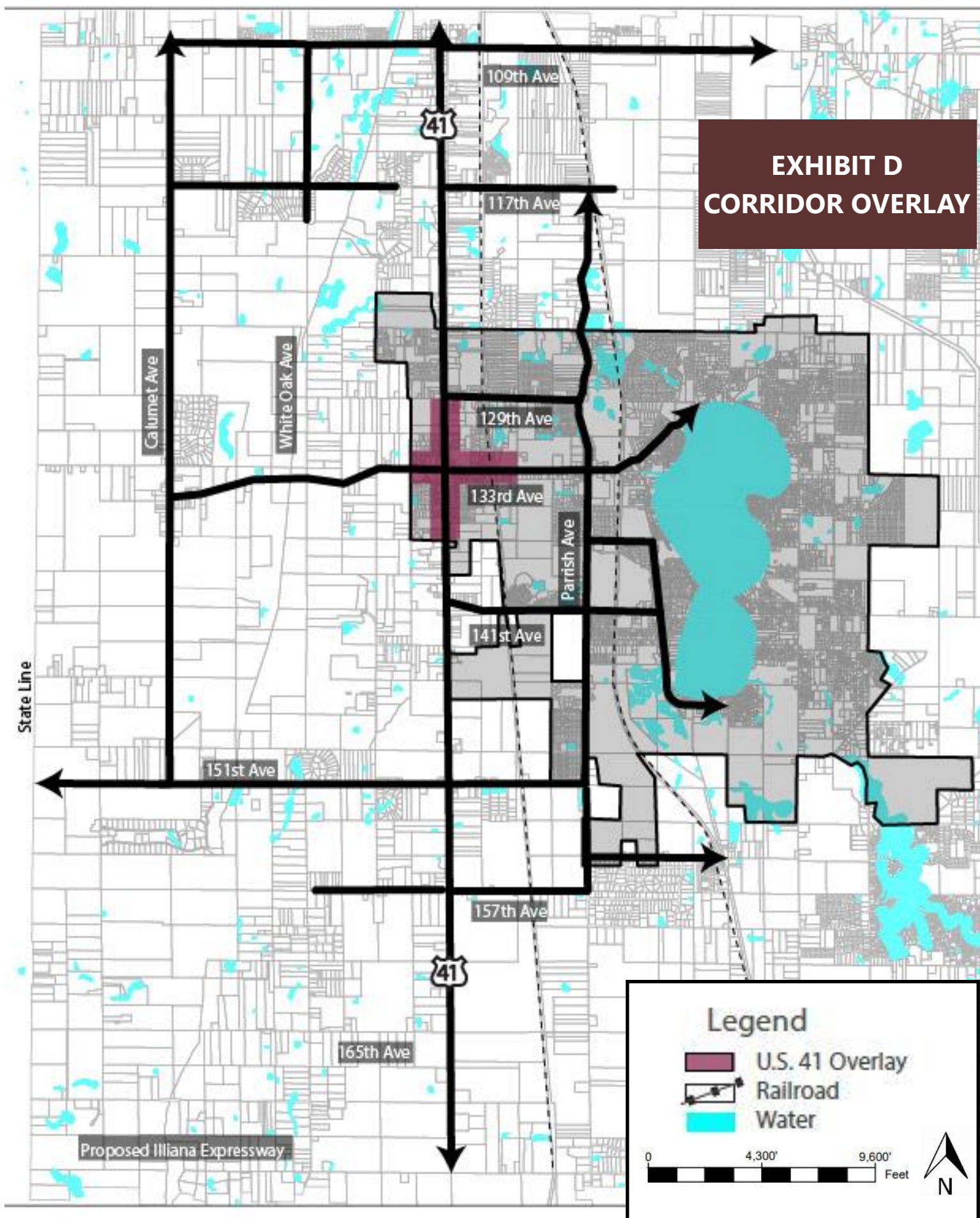
The west side of U.S. 41 lacks greenspace and a trail network. Easy trail systems along West Creek are ways greenspace can accommodate , and even attract residents and businesses. The Vandalia Trail in Hendricks County is a good example of a rural greenspace facility.

Source: trailink.com



Land currently used for agriculture should continue its operations, however, under the Transitional Agriculture District, agriculture land can be developed as it aligns with the Town's vision.

Source: The Veridus Group



CORRIDOR

OVERLAY

The Corridor Overlay is located primarily at the 133rd and U.S. 41 intersection, as indicated in Exhibit D. The Overlay may stretch north to 129th Street and south to approximately 135th, within the Town's current jurisdiction.

The intention of this overlay is to protect the existing, legacy businesses that are located along U.S. 41. These existing businesses have had influence on Cedar Lake's historical growth and development and should continue to operate as new development occurs along the Corridor. In the event a legacy property along the Corridor desires to expand or remodel, this Corridor Overlay should support those actions without restrictive, new regulations as many new overlay districts tend to do.

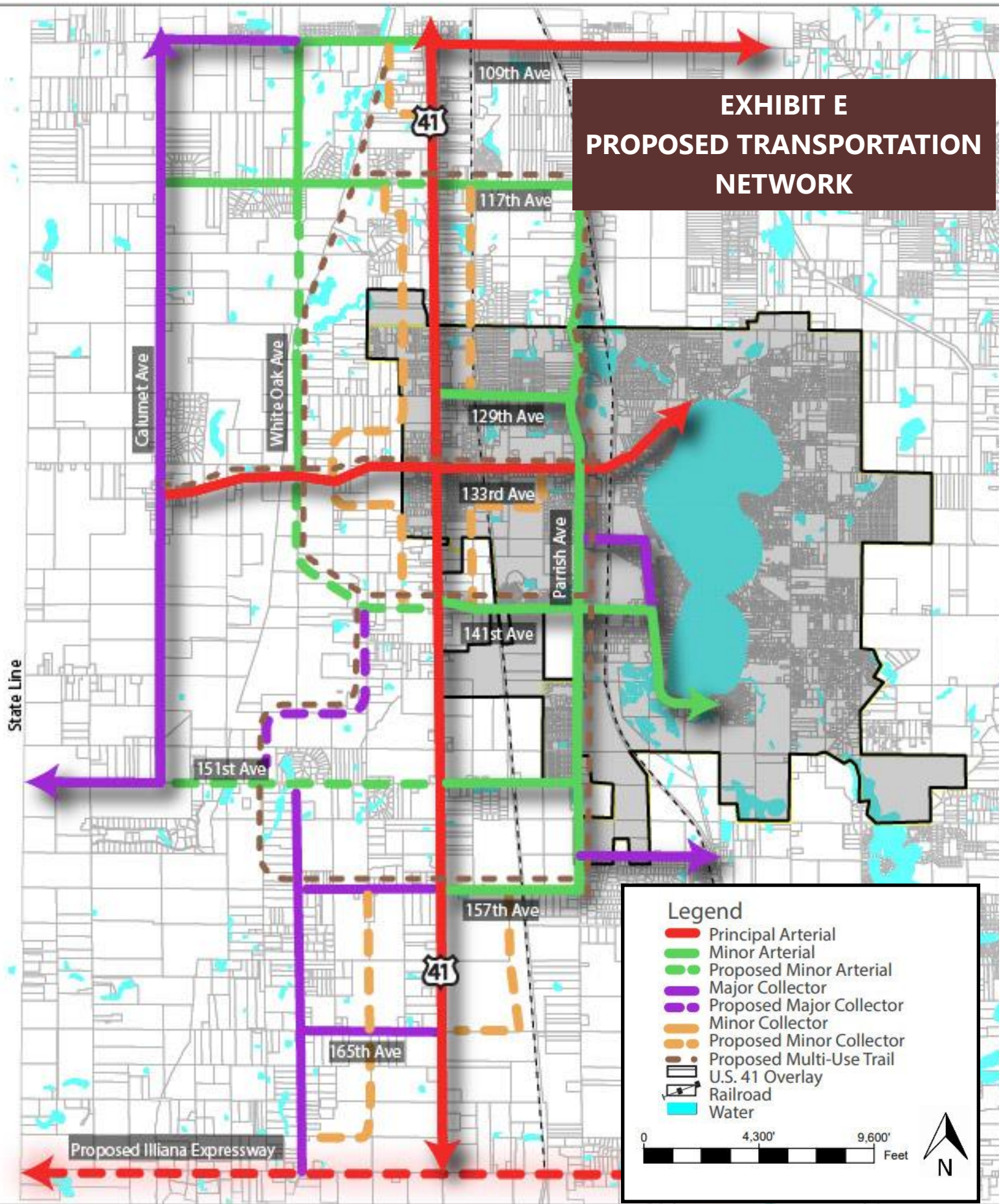
As the Town is underway on updating Ordinance and Subdivision Standards, it is important that U.S. 41 Overlay language be added, to support this plan and future development of the Corridor. If and when infrastructure is built and the Town expands, this district may expand its district boundaries accordingly. Ordinance language regarding this district overlay should address the district boundaries, appropriate uses based on existing uses and aligns with the Future Land Use Map (Exhibit C on page 12), and should identify development standards that would support the Town's vision for the Corridor and gateway into the Town.



Leo's Pet Home and Garden Center along U.S. 41 is an example of an existing business within the U.S. 41 Overlay.

Source: Googlemaps

**EXHIBIT E
PROPOSED TRANSPORTATION
NETWORK**



TRANSPORTATION

INFRASTRUCTURE

The Future Land Use Map (page 12) is only effective if there is infrastructure that supports and promotes it. The Town has been working to complete the water, wastewater and sewer projects identified in the 2015 Fiscal Plan. While almost complete, the Town will need to now look at identifying infrastructure projects that will promote development along the U.S. 41 Corridor.

Indiana's Functional Road Classification system is a process in which roads and streets are classified based on the level of service and character they serve. These road classifications are important to keep the state updated in local, county and regional transportation projects and funding. Road classifications also allow the Town to guide desired development based on the level of service the classified roads can provide. Right-of-way, road design and safety measures all correlate to the functional classification of the road. According to the 2015 INDOT Functional Classification Map, Cedar Lake has only a few roadways that are classified within this system. They vary from principal arterial roadways to major collector roadways. It is important that the Town reclassify some of these already classified roadways to accommodate the level of growth they are experiencing. New, or proposed, roadways are indicated in Exhibit D and the table below. These help create an interconnected network of key roads where improvements would be needed to serve the Future Land Uses within this area. A multi-modal trail network is also included to show how non-vehicular traffic can access key destinations.

Road	Segment	Previous Classification	Proposed Classification
133rd Ave	From U.S. 41 to Calumet Ave	Minor Arterial	Principal Arterial
141st Ave	From U.S. 41 to Parrish Ave	Major Collector	Minor Arterial
157th Ave	From U.S. 41 to Parrish Ave	Minor Collector	Minor Arterial
117th Ave	From U.S. 41 to Calumet Ave	N/A	Minor Arterial
White Oak Ave	From 109th Ave to 141st Ave	N/A	Minor Arterial
White Oak Ave	From 151st Ave to 171st Ave	N/A	Major Collector
151st Ave	From Parrish Ave to Calumet Ave	N/A	Major Arterial
157th Ave	From U.S. 41 to White Oak Ave	N/A	Major Collector
165th Ave	From U.S. 41 to White Oak Ave	N/A	Major Collector
Access Road	From 109th Ave to U.S. 41	N/A	Minor Collector
Access Road	From 117th Ave to 141st Ave	N/A	Minor Collector
Access Road	From 141st Ave to 151st Ave	N/A	Major Collector

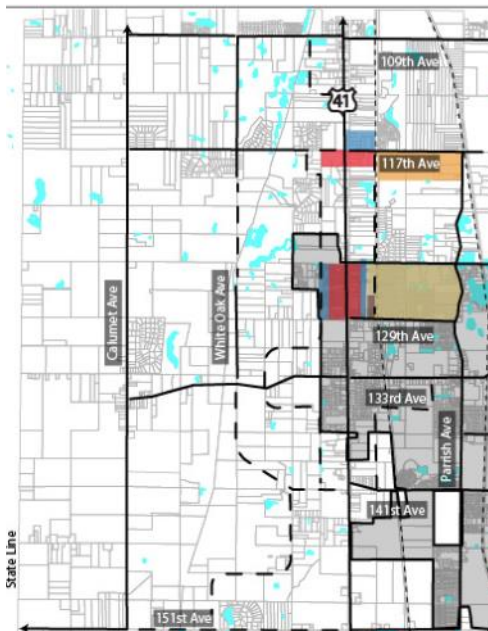
DISTRICT

GROWTH PLAN

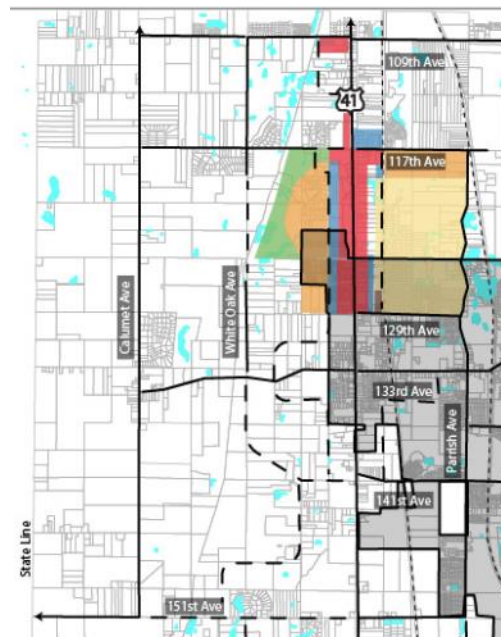
Each of the four (4) districts within the study area all have different characteristics and will develop in different phases. Development will determine on availability of water, sewer and wastewater utilities, appropriate road infrastructure and market demand. Based on current and proposed utility and road infrastructure, there are two (2) phases how development will likely occur, short term within one (1) to four (4) years and mid to long term within five (5) to ten (10) years. While this is only a proposed district growth plan, the Town can target specific development (industry or residential development) by providing essential infrastructure that supports it.

NORTH

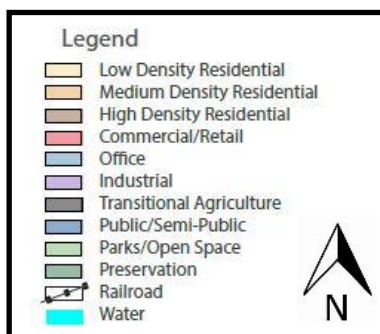
It is likely that development will progress north from the Central District. Commercial and retail will develop along the Corridor. It is important that development immediately along the Corridor utilizes access roads or frontage roads that increase connectivity between lots and any residential development surrounding it. access roads behind the commercial and retail development may also act as a buffer between the two (2) land uses. Residential will also be targeted in this area as amenities begin to develop.



Short Term Growth

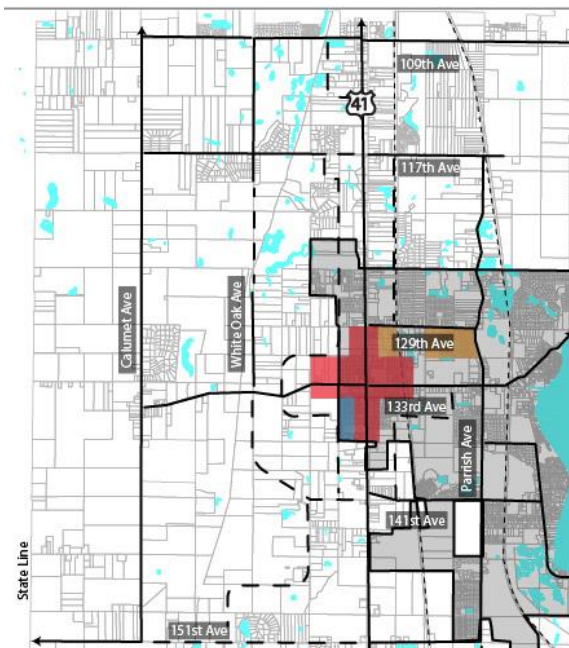


Mid-Term Growth

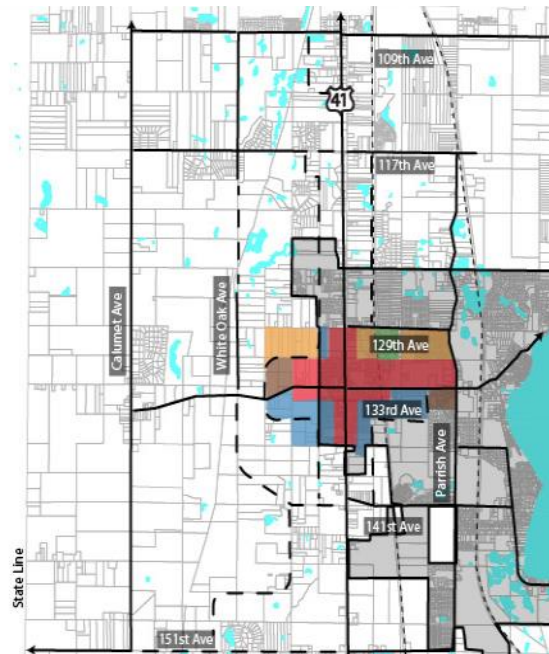


CENTRAL

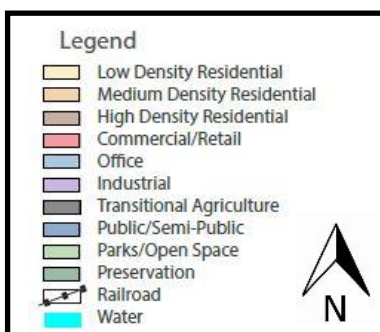
This district will continue to see the majority of development interest in the short term. Mid to long term development will result in the development of office space and business opportunities once a solid residential base has been established. This area is best suited for medium to high density residential. Any low density residential will be tucked away from the Corridor development and will likely take longer to fully develop. Short term goals that the Town can achieve include ensuring water and sewer utility infrastructure is available and building on gateway elements that attract businesses, visitors and residents.



Short Term Growth

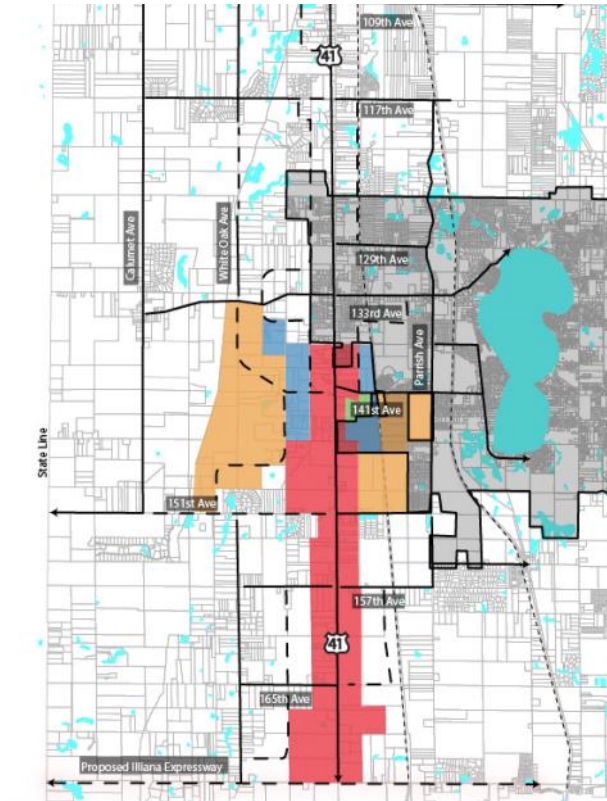


Mid-Term Growth

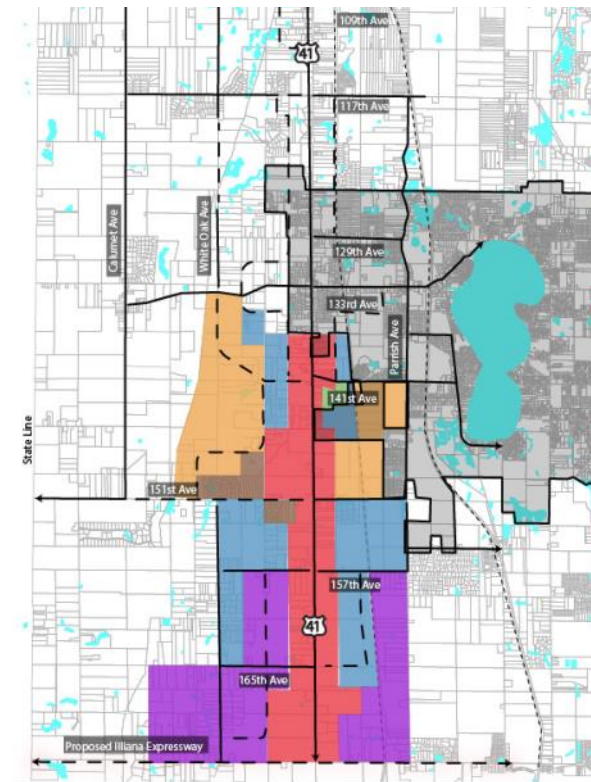


SOUTH

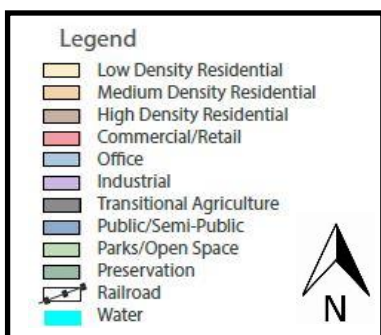
Much like the North District, this South District will experience development radiating from the Central District. In the event the Illiana Expressway occurs, this district is best suited for office or industrial uses. Ensuring water and sewer utility infrastructure is within reach for development will help promote industry and office use development regardless of the Illiana Expressway timeline. Any master planned development within this district will require utility infrastructure as well as new road connections. Heavier industry and commercial uses within this district should be sensitive to the rural nature of the surrounding properties, limiting noise, heavy truck traffic and light pollution should be considered.



Short Term Growth



Mid to Long-Term Growth



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PLAN RECOMMENDATIONS +

ACTION ITEMS

These plan recommendations and action items are not in any prioritized order.

1. UPDATE A UTILITY MASTER PLAN

A Utility Master Plan is a mechanism that can identify potential development opportunities and land strategies as it relates to the U.S. 41 Corridor.

1.1 Indicate water, sewer and stormwater capacities and where the Town would like the Corridor to be in 5, 10, and 20 years out.

1.2 Mapping and Illustrate existing and future services that serve the Town.

1.3 Evaluate options that deliver the required capacities, efficiencies, reliability, and sustainability of the improvements.

1.4 Seek Community Development Block Grants (CDBG) for water, wastewater, and stormwater studies and improvements.



The Public Works Department is essential in planning the future of water, sewer, wastewater, streets and sidewalk infrastructure. Proper support and efforts should continue to provide the Town and its residents reliable services.

2. ESTABLISH A U.S. 41 CORRIDOR OVERLAY

A Corridor Overlay is a mechanism that guides, not limits, development uses and some site standards that align with the Town's preferred vision for the Corridor.

2.1 Update Town Zoning Ordinance to include Corridor development standards meant to guide development, not hinder it.

2.2 Ensure the purpose aligns with the ideas and opportunities identified within this Comprehensive Plan Update

2.3 Specify the areas that make up the overlay district. This should include periphery areas that can impact the vision for the

2.4 Overlay language should target requirements for desired future development. This may include: Site Standards, Preferred Land Uses, Signage Requirements and Connectivity Requirements.

3. UPDATE TOWN'S TRANSPORTATION AND FUNCTIONAL CLASSIFICATION MAP

The Town's Functional Classification Map provides guidance to road infrastructure needs and upgrades as development occurs. Road upgrades can also guide development in preferred ways.

3.1 Mapping and illustrating Town's Functional Classification and Future Thoroughfares as guidance for development.

3.2 Encourage the use of frontage or access roads for U.S. 41 development and connectivity.

3.3 Consider pedestrian or trail development within this plan approval process. This connectivity is not meant for U.S. 41 high-way access, but for interconnectivity on local and collector roadways between residential and commercial development in a safe and effective manner when identified as feasible.



An example of a Collector roadway allowing for a sidewalk or multi-use path if appropriate. Number of lanes and ROW can also be expanded to accommodate surrounding development or transportation growth.

4. COMPLETE A BICYCLE AND PEDESTRIAN MASTER PLAN

A Bicycle and Pedestrian Master Plan provides design guidance when development occurs on and around the U.S. 41 Corridor. This plan ensures the health and safety of users encouraging pedestrian facilities not be located along the highway.

4.1 Identify additional public park spaces that serve the Town outside of the Lake Proper Area, near the Corridor to attract additional development opportunities.

4.2 Map and illustrate plans for connectivity throughout Town that can bridge people to the Corridor, including missing links to existing parks and destinations.

4.3 Seek Next Level Trails or other EDA or CDBG funded pedestrian grants.

4.4 Increase connectivity throughout Lake County into other communities (St. John, Crown Point) which could be an additional benefit to developers.

4.5 Discuss opportunities with OCRA Community Liaison to determine where opportunities align with the overall vision.



Trails and Sidewalks, such as the Cultural Trail in Indianapolis create non vehicular connectivity and promotes development of retail, restaurants, businesses and residents as it boosts quality of life for the area.

Source: <https://indyculturaltrail.org/map/>

5. ESTABLISH A NEIGHBORHOOD AND HOUSING STRATEGY

A Housing Strategy helps prepare the Town for the housing stock that is needed to support the developments the Town wants to see rather than accepting what the market will bring.

5.1 Complete a Housing Gap Analysis to determine whether the Town has a mismatch in housing stock provided versus what is needed to encourage the commercial and mixed-use development along the Corridor.



The U.S. 41 Corridor has potential for mixed-use developments, where residential and retail spaces intermix. The combination of a housing strategy and overlay district can encourage unique and smart developments such as this.

6. CREATE A LAND STRATEGY

A Land Strategy, should the Town want control in some form, allows the Town to proactively plan for land, utility and connectivity as development occurs.

6.1 Align this strategy with the annexation, master utility, and connectivity plans.
6.2 Determine where the Town can actually control development it wants to see along the U.S. 41 Corridor.
6.3 Determine available resources required .
6.4 Determine parcel aggregation, if needed, with owner’s meetings, valuation and assembly.
6.5 Transition 133rd Avenue into a community gateway Corridor <ul style="list-style-type: none">• Prioritize aesthetics along Corridor• Underground utilities• Increase signage at U.S. 41 and 133rd Avenue• Consider planters, community signage around existing light fixtures
6.6 Implement strategy for land <ul style="list-style-type: none">• Identify budgets for implementation• Complete a needs analysis in order to facilitate development• Develop marketing collateral• Develop a policy on how to approach potential opportunities• Identify immediate items which can be done for little to no cost• Create a working group to ensure strategy is being implemented

RESPONSIBILITY

MATRIX

Short (1-3 years) Mid (3-10 years) Long (10+ years)

Action	Responsibility	Timing	Priority
1. Complete a Master Utility Plan.	Staff, Public Works, Town Council	Within 1-3 Years	HIGH
1.1 Indicate water and sewer capacities and where the Town would like the Corridor to be in 5, 10, and 20 years out.	Staff, Public Works, Town Council	Short	HIGH
1.2 Mapping and Illustrate existing and future services that serve the Town.	Staff, Public Works, Town Council	Short	HIGH
1.3 Evaluate options that deliver the required capacities, efficiencies, reliability, and sustainability of the improvements.	Staff, Public Works	Short	HIGH
1.4 Seek Community Development Block Grants (CDBG) for water, wastewater, and stormwater studies and improvements.	Staff, Public Works	Short	HIGH
2. Establish US 41 Corridor Overlay	Staff, Plan Commission, Town Council	Within 1 Year	HIGH
2.1 Update Town Zoning Ordinance to include Corridor development standards meant to guide development, not hinder it.	Staff, Plan Commission, Town Council	Short	HIGH
2.2 Ensure the purpose aligns with the ideas and opportunities identified within this Comprehensive Plan Update	Staff, Plan Commission, Town Council	Short	HIGH
2.3 Specify the areas that make up the Overlay District. This should include periphery areas that can impact the vision for the Corridor.	Staff, Plan Commission,	Short	HIGH
2.4 Target requirements for desired future development. This may include: Site Standards, Preferred Land Uses, Signage Requirements and Connectivity Requirements.	Staff, Plan Commission, Town Council	Short	HIGH

Action	Responsibility	Timing	Priority
3. Update Town's Transportation and Functional Classification Map	Staff, Public Works, Town Council	Within 3-5 Years	HIGH
3.1 Mapping and illustrating Town's Functional Classification and Future Thoroughfares as guidance for development.	Staff, Public Works, Town Council	Mid-Term	HIGH
3.2 Encourage the use of frontage or access roads for U.S. 41 development and connectivity.	Staff, Public Works, Town Council	Mid-Term	HIGH
3.3 Consider pedestrian or trail development within this plan approval process.	Staff, Public Works, Town Council	Mid-Term	HIGH
4. Complete a Bicycle and Pedestrian Master Plan	Staff, Parks and Recreation Board, Public Works, Town Council	Within 5 Years	LOW
4.1 Identify additional public park spaces that serve the Town outside of the Lake Proper Area, near the Corridor to attract additional development opportunities.	Staff, Parks and Recreation Board, Public Works, Town Council	Mid-Term	LOW
4.2 Map and illustrate plans for connectivity throughout Town that can bridge people to the Corridor, including missing links to existing parks and destinations.	Staff, Parks and Recreation Board, Public Works	Mid-Term	LOW
4.3 Seek Next Level Trails or other EDA or CDBG funded pedestrian grants.	Staff, Parks and Recreation Board, Public Works	Mid-Term	LOW
4.4 Increase connectivity throughout Lake County into other communities which could be an additional benefit to developers.	Staff, Parks and Recreation Board, Public Works, Town Council	Mid-Term	LOW
4.5 Discuss opportunities with OCRA Community Liaison to determine where opportunities align with the overall vision.	Staff, Parks and Recreation Board, Public Works,	Mid-Term	LOW

Action	Responsibility	Timing	Priority
5. Establish A Neighborhood and Housing Strategy	Staff, Town Council	Within 3-5 Years	HIGH
5.1 Complete a Housing Gap Analysis to determine whether the Town has a mismatch in housing stock provided versus what is needed to encourage the commercial and mixed-use development along the Corridor.	Staff, Town Council	Mid-Term	HIGH
6. Create A Land Strategy	Staff, Plan Commission, Town Council	Within 1-3 Years	HIGH
6.1 Align this strategy with the annexation, master utility, and connectivity plans.	Staff, Plan Commission, Town Council	Short	HIGH
6.2 Determine where the Town can actually control development it wants to see along the U.S. 41 Corridor.	Staff, Plan Commission, Town Council	Short	HIGH
6.3 Determine available resources required .	Staff, Plan Commission, Town Council	Short	HIGH
6.4 Determine parcel aggregation, if needed, with owner's meetings, valuation and assembly.	Staff, Plan Commission, Town Council	Short	HIGH
6.5 Transition 133rd Avenue into a community gateway Corridor	Staff, Plan Commission, Town Council	Short	HIGH
6.6 Implement strategy for land	Staff, Plan Commission, Town Council	Short	HIGH

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APPENDIX

Meeting: Public Input Meeting Minutes- Comprehensive Plan Update

Date: April 12, 2021

Location: Cedar Lake Town Hall

Powerpoint Presentation

Introductions

Project Purpose & Schedule

Previous Planning Efforts & SWAN

No swans, lots of pelicans!

Description of District Focus Areas

Residential Preferences

Prefer both development patterns as indicated in ppt

Would like to see a variety of lot sizes and options for life stages

Large lot, estate housing is better suited for north or south districts

More dense housing developments should consider traffic impacts

No subdivision access off U.S 41

Concerns about subdivision on W side 41 where 137 homes are proposed on a hill with limited access points.

Subdivisions should ensure there are multiple accesses for fire, police, etc.

A light is proposed at 129th and 41. This was warranted as a long-term project with INDOT.

Infrastructure should be in place to support residential development.

Sewer plant shared with Lowell. Currently at 60% capacity.

Supportive of a commercial corridor, or access road as a buffer between residential and retail/commercial development along 41.

Corridor Preference

Shared multi-tenant spaces are good but can we support it?

Depends on number of businesses

Office on 41, concerns about vacancies- north and south districts, south being better suited for office.

Planned Development

Maintain control of development to where the town supports it.

Standards set in rezoning process.

Supportive of master-planned developments

Would like to see a mix of residential and commercial within these master planned developments.

Connectivity

If sidewalks or trail were proposed on 41, it would need to be setback and with a substantial buffer.

Would like to see sidewalk or trail on backside of businesses to act as a buffer between residential and commercial strip, yet accessible to each parcel and business.

Gateway Character

Simple improvements; lighting, flower baskets, signage along 133rd avenue

Town has many gateways into town, but lack “you’ve arrived”.

Supportive of 133rd Ave being a main artery into Lake proper, and should be enhanced as so.

Preservation

In support of preserving floodplain and natural areas.

150 acres south of golf course owned by county has plans for a conservation area

Hawkinson Marsh- managed by the IN Heritage Association- has long term plans for conserving that area with no to limited development.

Preserve agricultural areas

With flexibility for property rights to develop land however they want (with guidance)

Future Land Use

SW corner should be higher density residential

No residential bordering 41

Utilize railroad and Illiana Corridor as commercial/industrial area

Overlay Language

Existing property owners can still improve property.

Overlay shouldn't be restricting to existing property owners, but guide new development.

