

CHAPTER 11. CITY COUNCIL DISTRICTS

Section

[11.01](#) Districts established

§ 11.01 DISTRICTS ESTABLISHED.

(A) There is established and designated five (5) City Council Districts for the City of Hobart. One (1) member of the City Council shall be elected as provided by law from each such district. The districts are described as follows:

(1) Common Council District One Contains four (4) parcels described as follows:

Parcel A:

Beginning at the intersection of Mississippi Street and 61st Avenue, thence East along the centerlines of 61st Avenue and 61st Avenue extended to Grand Boulevard, thence North along the centerline of Grand Boulevard to the intersection of Bracken Road, (Grand Boulevard becomes Lake Park Avenue) thence continuing North along the centerline of Lake Park Avenue to the centerline of 13th Street, thence East along the centerline of 13th Street to the centerline of Lincoln Street, thence South along the centerline of Lincoln Street to the centerline of 14th Street, thence East along the centerline of 14th Street to the centerline of Hobart Road, thence South along the centerline of Hobart Road to the South boundary of the City of Hobart (this boundary being in the N ½ of Section 8-35-7), thence West, South, West, North, West, North and West along said city boundary in the N ½ of Section 8-35-7 to the East line of the West ½ of the West ½ of Section 8, in Township 35, Range 7, thence South along said East line and the East lines of the W ½ of the W ½ of Sections 17 and 20, Township 35, Range 7 to the South boundary of the City of Hobart, (said South Boundary being the South line of Section 20-35-7), thence West along said South line and the South line of Section 19-35-7 and the South line of Sections 24 and 23 of Township 35, Range 8, to the centerline of Mississippi Street, thence North along the centerlines of Mississippi Street, Mississippi Street extended, and Mississippi Street to 61st Avenue, which is the point of beginning; and

Parcel B:

That part of Section 9, Township 35 North, Range 7 West of the Second Principal Meridian described as follows: Beginning at the West Quarter corner of said Section 9; thence North 89° 47' 10" East along the South line of the Northwest Quarter of said Section 9 a distance of 1567.50 feet; thence North 0° 38' 56" West 2289.46 feet; thence North 89° 42' 24" East 561 feet; thence North 0° 29' 10" West 349.40 feet; thence North 89° 42' 23" East along the North line of the Northwest Quarter of said Section 9 a distance of 350.00 feet; thence South 0° 29' 10" East 375 feet; thence along a line coinciding with the next fifteen (15) courses and distances: (1) South 42° 42' 05" West 461.02 feet; (2) South 22° 36' 58" East 201.25 feet; (3) North 87° 15' 12" East 350.40 feet; (4) South 64° 10' 33" East 356.59 feet; (5) South 0° 00' 00" East 85.00 feet; (6) South 75° 18' 02" East 169.90 feet; (7) South 0° 00' 00" East 175.00 feet; (8) South 18°

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11' 30" West 1213.27 feet; (9) South 54° 53' 41" West 202.72 feet; (10) South 34° 52' 13" West 189.48 feet; (11) South 90° 00' 00" West 299.03 feet; (12) South 26° 27' 46" West 195.70 feet; (13) South 07° 18' 37" West 844.79 feet; (14) South 85° 07' 28" West 281.61 feet; (15) South 57° 28' 30" West 231.07 feet; thence along a line coinciding with the next eight (8) courses and distances that is 40.00 feet Westerly of and parallel with the Centerline of Hobart-Deep River Road as measured to the Centerline of the existing pavement; (1) North 52° 22' 09" West 270.25 feet; (2) North 47° 36' 07" West 151.33 feet; (3) North 49° 11' 35" West 94.55 feet; (4) North 62° 57' 06" West 84.37 feet; (5) North 72° 53' 40" West 95.19 feet; (6) North 84° 26' 58" West 375.99 feet; (7) North 83° 54' 44" West 528.62 feet; (8) North 0° 26' 14" West 794.86 feet; thence North 87° 47' 10" East 40.00 feet to the place of beginning in Lake County, Indiana.

Parcel C:

Part of the South ½ of Section 9, Township 35 North, Range 7 West of the 2nd P.M. in Lake County, Indiana. Described as follows: Beginning at the Southeast corner of Golf Course Lot 71, Deep River Pointe, Phase One, recorded in Plat Book 80, page 96 in the Office of the Recorder of Lake County, Indiana, thence North 07°18'37" East along the East line of said lot 71 a distance of 197.68 feet; thence South 77°11'01" East, 186.36 feet; thence South 12°50'18" West, 123.76 feet; thence South 33°07'00" East, 81.72 feet; thence South 21°36'57" West, 176.19 feet; thence North 73°24'27" West, 92.27 feet; thence North 21°52'40" West, 184.55 feet; more or less to the point of beginning.

Parcel D:

Part of the Northwest Quarter, Section 9, Township 35 North, Range 7 West of the Second Principal Meridian, more particularly described as follows: the West 340 feet of the following described parcel: commencing at the Southwest corner of the Northwest Quarter of Section 9, Township 35 North, Range 7 West of the Second Principal Meridian; thence South 89° 45' East along the South line of the Northwest Quarter of said Section 9 a distance of 1,558.4 feet thence North 00° 02' 12" seconds West 279.52 feet; thence North 89 ° 45' West a distance of 1,558.22 feet to the West line of Section 9, thence South a distance of 279.52 feet to the point of beginning.

(2) Common Council District Two is described as follows:

Beginning at the intersection of Lake Park Avenue and 37th Avenue, thence North along the centerline of Lake Park Avenue to the North City boundary which is between 34th Avenue and 34th Place, in the SW ¼ Section 20-36-7, thence continuing East, North, East, North, East, South, East, North and East along said City boundary to the centerline of Deep River, thence North along the centerline of Deep River to the centerline of 33rd Avenue extended, thence East along the centerline of 33rd Avenue extended to the centerline of Randolph Street, thence North along the centerline of Randolph Street to the centerline of Deep River, thence North and Northeasterly along the centerline of Deep River to the centerline of 29th Avenue extended, thence East along the centerlines of 29th Avenue and 29th Avenue extended to the East boundary of the City of Hobart (which is in the NE ¼ of Section 21-36-7), thence South, East, South and East along the City boundary to the centerline County Line Road, thence South along the centerline of County Line Road to the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Northwesterly along the centerline of the CSX Railroad to the centerline of Lake Park Avenue, thence North along the centerline of Lake Park Avenue to the centerline of Rand Street, thence East along the centerline of Rand Street to the centerline of Hobart Road, thence North along the centerline of Hobart Road to the centerline of 37th Avenue, thence Westerly along the centerline of 37th Avenue to the intersection of Lake Park Avenue, which is the point of beginning.

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(3) Common Council District Three is described as follows:

Beginning at the centerline of Lake Park Avenue and the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Southeasterly along the centerline of the CSX Railroad to the centerline of County Line Road, thence South along the centerline of County Line Road to the centerline of 61st Avenue, thence West along the centerline of 61st Avenue until it intersects with the centerline of Hobart Road, thence North along centerline of Hobart Road to the centerline of 14th Street, thence West along the centerline of 14th Street to the centerline of Lincoln Street, thence North along the centerline of Lincoln Street to the centerline of 13th Street, thence West along the centerline of 13th Street to the centerline of Lake Park Avenue, thence South along the centerline of Lake Park Avenue to the centerline of 61st Avenue extended, thence West along the centerline of 61st Avenue extended to the centerline of Deep River, thence Northwesterly along the centerline of Deep River to the centerline of Bracken Road, thence Northeasterly and Easterly along the centerline of Bracken Road to centerline of Wisconsin Street, thence North along the centerline of Wisconsin Street to the centerline of 10th Street, thence West along the centerline of 10th Street to the centerline of Decatur Street, thence Southerly along the centerline of Decatur Street to the centerline of Deep River, thence in a Northward direction along the centerline of Deep River to the center of Lake George, thence Northeasterly along the centerline of Lake George to the centerline of Wisconsin Street, thence North along the centerline of Wisconsin Street to the centerline of Norfolk Southern (formerly Norfolk Western) Railroad, thence Easterly along the centerline of the Norfolk Southern Railroad to centerline of Ash Street, thence North along the centerlines of Ash Street and Ash Street extended to the centerline of Cleveland Avenue, thence East along the centerlines of Cleveland Avenue, Cleveland Avenue extended and Cleveland Avenue to the centerline of Beverly Boulevard, thence Northeasterly along the centerline of Beverly Boulevard to the centerline of Old Ridge Road, thence Westerly along the centerline of Old Ridge Road to the centerline of Ash Street, thence North along the centerlines of Ash Street and Ash Street extended to the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Southeasterly along the centerline of the CSX Railroad to the centerline of Lake Park Avenue, which is the point of beginning.

(4) Common Council District Four is described as follows:

Beginning at the intersection of Mississippi Street and 61st Avenue, thence East along the centerlines of 61st Avenue and 61st Avenue extended to the centerline of Deep River, thence Northwesterly along the centerline of Deep River to the centerline of Bracken Road, thence Easterly along the centerline of Bracken Road to centerline of Wisconsin Street, thence North along the centerline of Wisconsin Street to the centerline of 10th Street, thence West along the centerline of 10th Street to the centerline of Decatur Street, thence Southerly along the centerline of Decatur Street to the centerline of Deep River, thence in a Northward direction along the centerline of Deep River to the center of Lake George, thence Northeasterly along the centerline of Lake George to the centerline of Wisconsin Street, thence North along the centerline of Wisconsin Street to the centerline of Norfolk Southern (formerly Norfolk Western) Railroad, thence Easterly along the centerline of the Norfolk Southern Railroad to centerline of Ash Street, thence North along the centerlines of Ash Street and Ash Street extended to the centerline of Cleveland Avenue, thence East along the centerlines of Cleveland Avenue, Cleveland Avenue extended and Cleveland Avenue to the centerline of Beverly Boulevard, thence Northeasterly along the centerline of Beverly Boulevard to the centerline of Old Ridge Road, thence Westerly along the centerline of Old Ridge Road to the centerline of Ash Street, thence North along the centerlines of Ash Street and Ash Street extended to the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Westerly along the centerline of the CSX Railroad to the

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centerline of Wisconsin Street, thence South along the centerline of Wisconsin Street to the centerline of Cleveland Avenue, thence West along the centerline of Cleveland Avenue to the centerline of Wabash Street, thence South along the centerline of Wabash Street to the centerline of the Norfolk Southern Railroad (formerly Norfolk Western Railroad), thence Northwesterly along the Norfolk Southern Railroad to the centerline of Liverpool Road, thence South, West, Southwesterly, West and South along the centerline of Liverpool Road to the centerline of 53rd Avenue, thence West along the centerline of 53rd Avenue to the centerline of Mississippi Street, thence South along the centerline of Mississippi Street to the intersection of 61st Avenue, which is the point of beginning.
(Ord. 2014-23)

(5) Common Council District Five is described as follows:

Beginning at the intersection of Mississippi Street and the South right-of-way of Central Park Avenue (a/k/a 36th Place), thence Northeasterly along the South right-of-way of Central Park Avenue to the West right-of-way of Alabama Street (Platted Roswell Street), thence South along the West right-of-way of Alabama Street to the centerline of the former Michigan Central Railroad right-of-way, thence Northeasterly along the centerline of the former Michigan Central Railroad right-of-way to the East right-of-way of Tilden Street (Platted Elbert Street), thence North along the East right-of-way of Tilden Street to a point that lies 125' South of the South right-of-way line of 35th Avenue (Platted Liverpool Street), thence West to the centerline of Tilden Street, thence North to the South right-of-way of 35th Avenue, thence East along the South right-of-way of 35th Avenue to the West right-of-way line of I-65, thence South along the West right-of-way line of I-65 to the centerline of 37th Avenue, thence East along the centerline of 37th Avenue to the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Southeasterly along the centerline of the CSX Railroad to the centerline of Wilson Street, thence North along the centerline of Wilson Street to the centerline of 37th Avenue, thence East along the centerline of 37th Avenue to the centerline of Benedict Street extended, thence North along the centerline of Benedict Street extended to the centerline of Cleveland Street, thence East along the centerline of Cleveland Street to the centerline of Lake Park Avenue (all descriptions to this point follow the city boundary), thence South along the centerline of Lake Park Avenue to the centerline of 37th Avenue, thence East along the centerline of 37th Avenue to the centerline of Hobart Road, thence South along the centerline of Hobart Road to the centerline of Rand Street, thence West along the centerline of Rand Street to the centerline of Lake Park Avenue, thence South along the centerline of Lake Park Avenue to the centerline of the CSX Railroad (formerly Penn Central Railroad), thence Northwesterly along the centerline of the CSX Railroad to the centerline of Wisconsin Street, thence South along the centerline of Wisconsin Street to the centerline of Cleveland Avenue, thence West along the centerline of Cleveland Avenue to the centerline of Wabash Street, thence South along the centerlines of Wabash Street and Wabash Street extended to the centerline of the Norfolk Southern (formerly Norfolk Western) Railroad, thence Northwesterly along the centerline of the Norfolk Southern Railroad, to the centerline of Liverpool Road, thence South, West, Southwesterly, West and South along the centerline of Liverpool Road to the centerline of 53rd Avenue, thence West along the centerline of 53rd Avenue to the centerline of Mississippi Street, thence North along the centerlines of Mississippi Street extended and Mississippi Street to the South right-of-way of Central Park Avenue, which is the point of beginning.

(B) Each such district consists of the following precincts within the City of Hobart as they were constituted at the time of the enactment of this Section:

(1) Common Council District One contains Precinct Numbers 2, 6, 25, 28 and 29.

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(Editor's Note: As identified on the Lake County Commissioners Map in existence at the time of adoption of this Municipal Code in 2017, Common Council District One contains Precinct Numbers 2, 6, 25, 26 and 29)

- (2) Common Council District Two contains Precinct Numbers 4, 5, 10, 18, 20 and 21.
- (3) Common Council District Three contains Precinct Numbers 1, 3, 11, 15 and 27.
- (4) Common Council District Four contains Precinct Numbers 7, 13, 16, 17, 22 and 24.
- (5) Common Council District Five contains Precinct Numbers 8, 9, 12, 14, 19 and 23.

(Ord. 2002-45; Ord. 2012-42, § 1)

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