

**REDEVELOPMENT COMMISSION OF THE CITY OF HOBART, INDIANA**

**RESOLUTION NO. 2019-08**

**RESOLUTION OF THE CITY OF HOBART REDEVELOPMENT COMMISSION  
DECLARING AN AREA IN THE CITY OF HOBART, INDIANA,  
AS AN ECONOMIC DEVELOPMENT AREA AND  
APPROVING AN ECONOMIC DEVELOPMENT PLAN FOR SAID AREA AND  
REGARDING RELATED MATTERS**

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WHEREAS, the City of Hobart Redevelopment Commission (the “Commission”), the governing body of the City of Hobart, Indiana, Department of Redevelopment (the “Department”), exists and operates under the provisions of the Redevelopment of Cities and Towns Act of 1953 which has been codified in Indiana Code 36-7-14, as amended from time to time (the “Act”); and

WHEREAS, the Commission has thoroughly studied that area of the City of Hobart, Indiana (the “City”), as described on Exhibit A attached hereto and hereby designated as the U.S. 30 and 69th Avenue Economic Development Area (the “Area”); and

WHEREAS, the Commission has caused to be prepared maps and plats showing the boundaries of the Area, the location of various parcels of property, streets, alleys, and other features affecting the acquisition, clearance, replatting, replanning, rezoning, economic development or redevelopment of the Area, and the parts of the Area that are to be devoted to public ways, sewerage and other public purposes under the Plan (as defined below); and

WHEREAS, the Commission has caused to be prepared estimates of the costs of the economic development projects as set forth in the Plan; and

WHEREAS, the Commission has caused to be prepared a list of the owners of the property proposed to be acquired in the Area as set forth in the Plan; and

WHEREAS, the Commission has caused to be prepared estimates of the costs to be incurred for acquisition and redevelopment of property in the Area as set forth in the Plan; and

WHEREAS, there has been presented to this meeting for consideration and approval of the Commission an economic development plan for the Area entitled “Economic Development Plan for the U.S. 30 and 69th Avenue Economic Development Area” (the “Plan”); and

WHEREAS, the Plan and supporting data were reviewed and considered by the Commission at this meeting; and

WHEREAS, Section 39 of the Act permits the creation of “allocation areas” to provide for the allocation and distribution of property taxes for the purposes and in the manner provided in said section; and

WHEREAS, the Commission desires to designate Albanese Confectionary Group, Inc., and any affiliates thereof, including, without limitation, currently existing affiliates which include Jefferson, LLC, Hancock Enterprises, LLC, and Paine, LLC, or any future affiliates, or any successors or assigns thereof and any equipment lessors of such entities each as a “designated taxpayer” for purposes of Section 39.3 of the Act; and

WHEREAS, Sections 41 and 43 of the Act permit the creation of “economic development areas” and provide that all of the rights, powers, privileges and immunities that may be exercised by this Commission in an area needing redevelopment or urban renewal area may be exercised in an economic development area, subject to the conditions set forth in the Act; and

WHEREAS, the Commission deems it advisable to apply the provisions of said Sections 39, 41, and 43 of the Act to the Plan and financing of the Plan;

NOW, THEREFORE, BE IT RESOLVED by the City of Hobart Redevelopment Commission, as the governing body of the City of Hobart Department of Redevelopment, as follows:

1. The Plan for the Area promotes significant opportunities for the gainful employment of the citizens of the City, will assist in attracting major new business enterprises to the City, may result in the retention or expansion of significant business enterprises existing in the City, and meets other purposes of Sections 2.5, 41 and 43 of the Act, including without limitation, benefiting the public health, safety and welfare, increasing the economic well-being of the City and the State of Indiana (the “State”), and serving to protect and increase property values in the City and the State.

2. The Plan for the Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 2.5, 41 and 43 of the Act because of lack of local public improvements, existence of improvements or conditions that lower the value of the land below that of nearby land, or other similar conditions, including without limitation the cost of the projects contemplated by the Plan and the necessity for requiring the proper use of land so as to best serve the interests of the City and its citizens.

3. The public health and welfare will be benefited by the accomplishment of the Plan for the Area.

4. The accomplishment of the Plan for the Area will be a public utility and benefit as measured by the attraction or retention of permanent jobs, an increase in the property tax base, improved diversity of the economic base and other similar public benefits.

5. The Plan for the Area conforms to other development and redevelopment plans for the City.

6. In support of the findings and determinations set forth in Sections 1 through 5 above, the Commission hereby adopts the specific findings set forth in the Plan.

7. The Department proposes to acquire the real estate identified for acquisition in the Plan and such list of real estate which may be acquired in furtherance of the Plan is hereby

approved. If the Department proposes to acquire additional interests in real property in the Area, the required procedures for amending the Plan under the Act will be followed, including notice by publication and to the affected property owners and a public hearing.

8. The Commission finds that no residents of the Area will be displaced by any project resulting from the Plan, and therefore finds that it does not need to give consideration to transitional and permanent provisions for adequate housing for the residents.

9. The Plan is hereby in all respects approved, and the secretary of the Commission is hereby directed to file a certified copy of the Plan with the minutes of this meeting.

10. The Area is hereby designated as an “economic development area” under Section 41 of the Act.

11. A portion of the Area as described on Exhibit B is hereby designated as the “U.S. 30 and 69<sup>th</sup> Avenue Economic Development Area Allocation Area No. 1” (the “U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1”) and the remaining portion of the Area as described on Exhibit C is hereby designated as the “U.S. 30 and 69<sup>th</sup> Avenue Economic Development Area Allocation Area No. 2” (the “U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 2” and collectively with the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1, the “Allocation Areas”). Each of the Allocation Areas is hereby designated as an allocation area pursuant to Section 39 of the Act for purposes of the allocation and distribution of property taxes on real property for the purposes and in the manner provided by said Section. Based on an examination of the Area and information provided to the Commission, the Commission hereby specifically finds that the adoption of the allocation provision as provided herein will result in new property taxes in each of the Allocation Areas that would not have been generated but for the adoption of the allocation provision. Any property taxes subsequently levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable property in each of the Allocation Areas shall be allocated and distributed as follows:

Except as otherwise provided in said Section 39, the proceeds of taxes attributable to the lesser of the assessed value of the property located in each of the Allocation Areas for the assessment date with respect to which the allocation and distribution is made, or the base assessed value, shall be allocated to and when collected paid into the funds of the respective taxing units. Except as otherwise provided in said Section 39, property tax proceeds in excess of those described in the previous sentence for each of the Allocation Areas shall be allocated to the redevelopment district and when collected paid into the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 Allocation Fund (the “U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 Allocation Fund”) and the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 2 Allocation Fund (the “U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 2 Allocation Fund” and collectively with the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 Allocation Fund, the “Allocation Funds”), respectively, that may be used by the redevelopment district to do one or more of the things specified in Section 39(b)(3) of the Act, as the same may be amended from time to time. Amounts deposited into the Allocation Funds may not be used for operating expenses of the Commission. This allocation provision with respect to each of the Allocation Areas shall expire on the later of twenty-five (25) years from the date of issuance of debt secured by the allocated property taxes for each of the Allocation Areas, or at such time as no bonds payable from allocated property taxes are outstanding for each of the

Allocation Areas.

12. Except as set forth in Sections 14 and 15 hereof, “property taxes” referred to herein shall mean taxes imposed under Indiana Code 6-1.1 on real property only.

13. Except as otherwise provided in the Act, before June 15 of each year, the Commission shall take the actions set forth in Section 39(b)(4) of the Act with respect to each of the Allocation Areas.

14. Albanese Confectionary Group, Inc., and any affiliates thereof, including without limitation, currently existing affiliates which include Jefferson, LLC, Hancock Enterprises, LLC, and Paine, LLC, or any future affiliates, or any successors or assigns thereof, and any equipment lessors of such entities, each shall be designated as a “designated taxpayer” for purposes of Section 39.3 of the Act (collectively, the “Designated Taxpayers”). The Commission hereby finds with respect to each Designated Taxpayer that:

- (a) Taxes to be derived from the depreciable personal property of the Designated Taxpayer to be located in the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1, in excess of the taxes attributable to the base assessed value of such personal property, are needed to pay debt service or to provide security for bonds issued or to be issued under Section 25.1 of the Act or to make payments or to provide security on leases payable or to be payable under Section 25.2 of the Act, in order to provide local public improvements in or directly serving or benefiting the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1;
- (b) the property of the Designated Taxpayer in the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 will consist primarily of industrial, manufacturing, warehousing, research and development, processing or distribution related projects and related improvements; and
- (c) the property of the Designated Taxpayer in the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 will not consist primarily of retail, commercial or residential projects.

15. Based upon the foregoing and in accordance with Section 39.3 of the Act, the Commission hereby determines that the term “property taxes” referred to herein with respect to each Designated Taxpayer shall mean taxes imposed under IC 6-1.1 on real property and taxes imposed under IC 6-1.1 on the depreciable personal property located and taxable on the site of operations of each Designated Taxpayer in the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1. In accordance with Section 39.3(c) of the Act, for purposes of Section 39 of the Act the term “base assessed value” with respect to each Designated Taxpayer’s depreciable personal property means the net assessed value of all the depreciable personal property as finally determined for the January 1, 2019 assessment date. This allocation provision shall expire on the date that the U.S. 30 and 69<sup>th</sup> Avenue Allocation Area No. 1 expires.

16. The officers of the Commission are hereby directed to make any and all required filings with the Indiana Department of Local Government Finance, the Lake County

Auditor and the Lake County Recorder in connection with the creation of the Allocation Areas and the Allocation Funds.

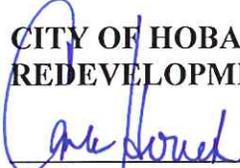
17. The provisions of this Resolution shall be subject in all respects to the Act and any amendments thereto.

18. This Resolution, together with any supporting data and together with the Plan, shall be submitted to the City of Hobart Plan Commission (the "Plan Commission") and the Common Council of the City (the "Common Council"), and if approved by the Planning Commission and the Common Council shall be submitted to a public hearing and remonstrance as provided in the Act, after public notice all as required by the Act.

19. This resolution shall take effect immediately upon its adoption by the Commission.

Adopted the 29th day of July, 2019.

**CITY OF HOBART  
REDEVELOPMENT COMMISSION**

  
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Carla Houck, President

**ATTEST:**

  
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Marsha Plesac, Secretary

**EXHIBIT A**  
**DESCRIPTION OF THE U.S. 30 AND 69TH AVENUE ECONOMIC  
DEVELOPMENT AREA**

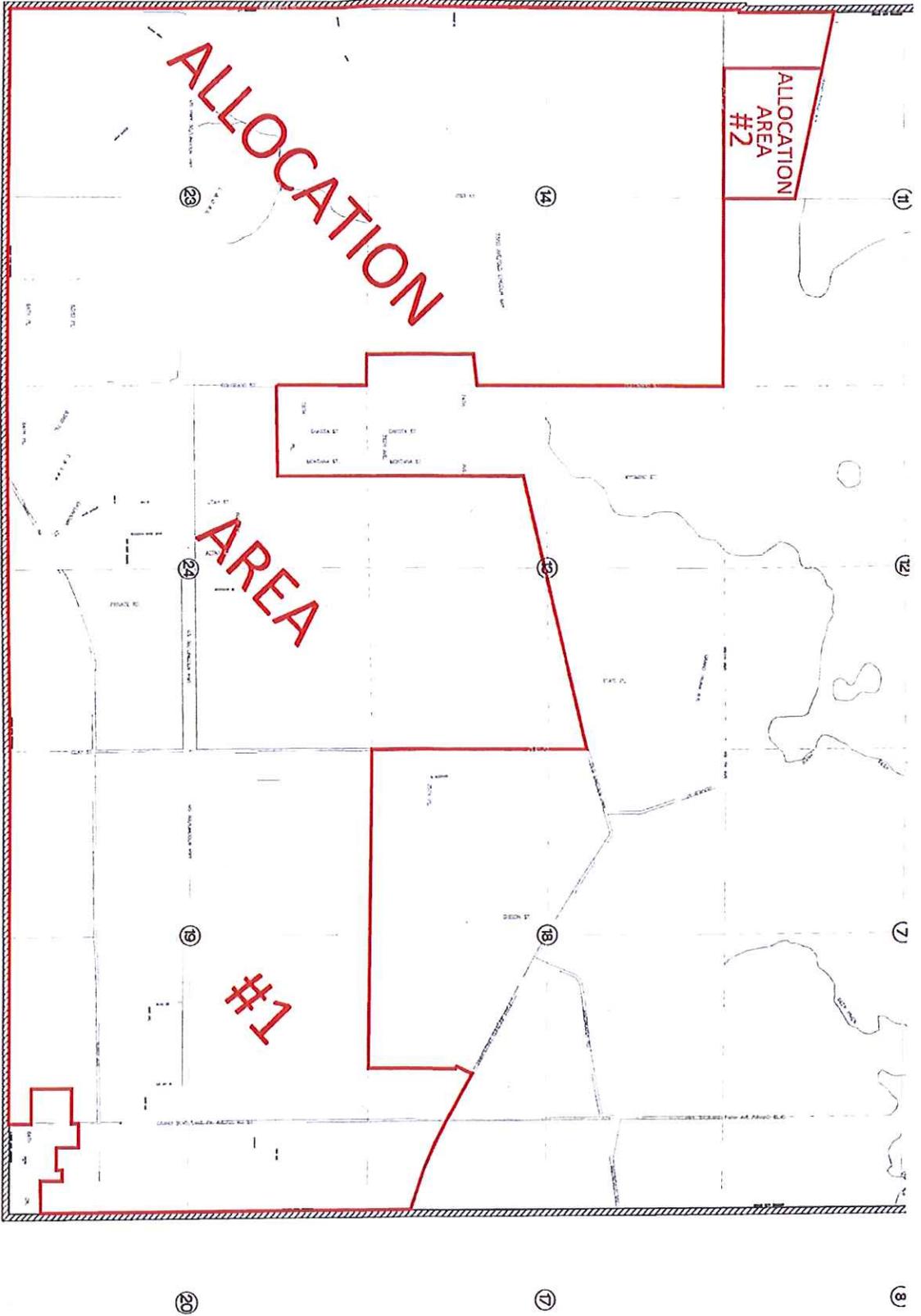
The U.S. 30 and 69th Avenue Economic Development Area includes the territory described below and depicted in the map attached hereto.

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF THE WEST 1/2 , SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE 2<sup>ND</sup> PRINCIPAL MERIDIAN AND THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN HIGHWAY; THENCE NORTHWESTERLY ALONG SAID CENTER LINE TO THE NORTHWEST CORNER OF CALUMET ORTHOPEDIC ADDITION AS RECORDED IN PLAT BOOK 82, PAGE 32 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE SOUTHWESTERLY, SOUTHEASTERLY AND SOUTHERLY ALONG THE WESTERN BOUNDARY LINES OF SAID SUBDIVISION TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE SOUTHERLY 617.26 FEET, MORE OR LESS, TO THE NORTH LINE OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE 2<sup>ND</sup> PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID NORTH LINE TO THE NORTHWEST CORNER OF SAID SECTION 19, SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF SECTION 13, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 13 TO THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN HIGHWAY; THENCE SOUTHWESTERLY ALONG SAID CENTER LINE TO THE EAST LINE OF THE WEST ¼ OF SAID SECTION 13; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE SOUTH LINE OF SAID SECTION 13, SAID POINT ALSO LYING ON THE EAST LINE OF THE NORTHWEST ¼, NORTHWEST ¼ OF SECTION 24, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF THE SOUTH 1/2, NORTHWEST 1/4 OF SAID SECTION 24; THENCE WESTERLY ALONG SAID NORTH LINE TO THE WEST LINE OF SAID SECTION 24; THENCE NORTHERLY ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF SAID SECTION 24, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE

SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID SECTION 14 TO THE SOUTHWEST CORNER OF LOT 29, LINCOLNWAY FARMS, INC., "GREEN ACRES DEVELOPMENT", BLOCK 6, AS RECORDED IN PLAT BOOK 23, PAGE 14, IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE NORTHERLY TO THE NORTHWEST CORNER OF LOT 14 OF SAID SUBDIVISION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 14 AND THE NORTH LINE EXTENDED TO THE EAST LINE OF SAID SECTION 14; THENCE NORTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF SAID SECTION 14, SAID LINE ALSO BEING THE SOUTH LINE OF SECTION 11, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 11; THENCE NORTHERLY ALONG SAID SOUTHEAST 1/4 TO THE SOUTH RIGHT OF WAY LINE OF THE GRAND TRUNK RAILWAY; THENCE NORTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO THE WESTERN CORPORATE LIMIT OF THE CITY OF HOBART; THENCE SOUTHERLY, WESTERLY, AND SOUTHERLY ALONG SAID WESTERN CORPORATE LIMIT TO THE SOUTHERN CORPORATE LIMIT OF THE CITY OF HOBART, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SECTION 23, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE EASTERLY ALONG SAID SOUTHERN CORPORATE LIMIT TO THE SOUTHEAST CORNER OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 19 TO A POINT ON A LINE LYING PARALLEL TO AND 343 FEET SOUTH OF THE SOUTH LINE OF LOT 1, FINCHUM FOREST, AS RECORDED IN PLAT BOOK 78, PAGE 13 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE WESTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET; THENCE NORTHERLY AND PARALLEL WITH THE EAST LINE OF SAID SECTION 19, 573 FEET; THENCE EASTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET TO THE EAST LINE OF SAID SECTION 19; THENCE NORTHERLY ALONG SAID EAST LINE TO THE EXTENDED SOUTH LINE OF LOT 1, GRAND HEIGHTS, AS RECORDED IN PLAT BOOK 51, PAGE 65 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE EASTERLY ALONG SAID EXTENDED SOUTH LINE AND THE SOUTH LINES OF

LOTS 1 AND 2 IN SAID SUBDIVISION TO THE SOUTHEAST CORNER OF LOT 2, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 3 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID LOT 3; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 3 TO THE SOUTH LINE OF LOT 5 OF SAID SUBDIVISION; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 5, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 6 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE EASTERLY ALONG THE SOUTH LINES OF LOTS 6, 7 & 8 OF SAID SUBDIVISION TO THE EAST LINE OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EASTERN CORPORATE LIMIT OF THE CITY OF HOBART; THENCE NORTHERLY, WESTERLY, AND NORTHERLY ALONG SAID EASTERN CORPORATE LIMIT TO THE POINT OF BEGINNING.

U.S. 30 and 69TH AVE. ECONOMIC DEVELOPMENT AREA



**EXHIBIT B**

**DESCRIPTION OF THE U.S. 30 AND 69TH AVENUE ECONOMIC  
DEVELOPMENT AREA ALLOCATION AREA NO. 1**

The U.S. 30 and 69<sup>th</sup> Avenue Economic Development Area Allocation Area No. 1 includes the territory described below.

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF THE WEST 1/2 , SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE 2<sup>ND</sup> PRINCIPAL MERIDIAN AND THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN HIGHWAY; THENCE NORTHWESTERLY ALONG SAID CENTER LINE TO THE NORTHWEST CORNER OF CALUMET ORTHOPEDIC ADDITION AS RECORDED IN PLAT BOOK 82, PAGE 32 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE SOUTHWESTERLY, SOUTHEASTERLY AND SOUTHERLY ALONG THE WESTERN BOUNDARY LINES OF SAID SUBDIVISION TO THE SOUTHWEST CORNER OF SAID SUBDIVISION; THENCE SOUTHERLY 617.26 FEET, MORE OR LESS, TO THE NORTH LINE OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE 2<sup>ND</sup> PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID NORTH LINE TO THE NORTHWEST CORNER OF SAID SECTION 19, SAID CORNER ALSO BEING THE SOUTHEAST CORNER OF SECTION 13, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 13 TO THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN HIGHWAY; THENCE SOUTHWESTERLY ALONG SAID CENTER LINE TO THE EAST LINE OF THE WEST ¼ OF SAID SECTION 13; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE SOUTH LINE OF SAID SECTION 13, SAID POINT ALSO LYING ON THE EAST LINE OF THE NORTHWEST ¼, NORTHWEST ¼ OF SECTION 24, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF THE SOUTH 1/2, NORTHWEST 1/4 OF SAID SECTION 24; THENCE WESTERLY ALONG SAID NORTH LINE TO THE WEST LINE OF SAID SECTION 24; THENCE NORTHERLY ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF SAID SECTION 24, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG THE

SOUTH LINE OF SAID SECTION 14 TO THE SOUTHWEST CORNER OF LOT 29, LINCOLNWAY FARMS, INC., "GREEN ACRES DEVELOPMENT", BLOCK 6, AS RECORDED IN PLAT BOOK 23, PAGE 14, IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE NORTHERLY TO THE NORTHWEST CORNER OF LOT 14 OF SAID SUBDIVISION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 14 AND THE NORTH LINE EXTENDED TO THE EAST LINE OF SAID SECTION 14; THENCE NORTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF SAID SECTION 14, SAID LINE ALSO BEING THE SOUTH LINE OF SECTION 11, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID SOUTH LINE TO THE WEST LINE OF THE EAST 2/5 OF THE WEST 1/2, SOUTHWEST 1/4 OF SAID SECTION 11; THENCE NORTHERLY ALONG SAID WEST LINE TO THE SOUTH RIGHT OF WAY LINE OF THE GRAND TRUNK RAILWAY; THENCE NORTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO THE WESTERN CORPORATE LIMIT OF THE CITY OF HOBART; THENCE SOUTHERLY, WESTERLY, AND SOUTHERLY ALONG SAID WESTERN CORPORATE LIMIT TO THE SOUTHERN CORPORATE LIMIT OF THE CITY OF HOBART, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SECTION 23, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE EASTERLY ALONG SAID SOUTHERN CORPORATE LIMIT TO THE SOUTHEAST CORNER OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 19 TO A POINT ON A LINE LYING PARALLEL TO AND 343 FEET SOUTH OF THE SOUTH LINE OF LOT 1, FINCHUM FOREST, AS RECORDED IN PLAT BOOK 78, PAGE 13 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE WESTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET; THENCE NORTHERLY AND PARALLEL WITH THE EAST LINE OF SAID SECTION 19, 573 FEET; THENCE EASTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET TO THE EAST LINE OF SAID SECTION 19; THENCE NORTHERLY ALONG SAID EAST LINE TO THE EXTENDED SOUTH LINE OF LOT 1, GRAND HEIGHTS, AS RECORDED IN PLAT BOOK 51, PAGE 65 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE EASTERLY ALONG SAID EXTENDED SOUTH LINE AND THE SOUTH LINES OF LOTS 1 AND 2 IN SAID SUBDIVISION TO THE SOUTHEAST CORNER

OF LOT 2, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 3 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID LOT 3; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 3 TO THE SOUTH LINE OF LOT 5 OF SAID SUBDIVISION; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 5, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 6 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE EASTERLY ALONG THE SOUTH LINES OF LOTS 6, 7 & 8 OF SAID SUBDIVISION TO THE EAST LINE OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EASTERN CORPORATE LIMIT OF THE CITY OF HOBART; THENCE NORTHERLY, WESTERLY, AND NORTHERLY ALONG SAID EASTERN CORPORATE LIMIT TO THE POINT OF BEGINNING.

**EXHIBIT C**

**DESCRIPTION OF THE U.S. 30 AND 69TH AVENUE ECONOMIC  
DEVELOPMENT AREA ALLOCATION AREA NO. 2**

The U.S. 30 and 69<sup>th</sup> Avenue Economic Development Area Allocation Area No. 2 includes the territory described below.

THAT PART OF THE EAST 2/5 OF THE WEST 1/2, SOUTHWEST 1/4, SECTION 11, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN, IN LAKE COUNTY INDIANA, LYING SOUTH OF THE SOUTH RIGHT OF WAY LINE OF THE GRAND TRUNK RAILWAY AND THAT PART OF THE EAST 1/2, SOUTHWEST 1/4, SECTION 11, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN, IN LAKE COUNTY INDIANA, LYING SOUTH OF THE SOUTH RIGHT OF WAY LINE OF THE GRAND TRUNK RAILWAY COMPANY.



## Certification

This is to certify that the City of Hobart Redevelopment Commission "US 30 & 69<sup>th</sup> Avenue Economic Development Area Plan" dated July 23, 2019, is a true, accurate, and complete copy of the "US 30 & 69<sup>th</sup> Avenue Economic Development Area Plan" adopted and approved by action of the Hobart Redevelopment Commission on July 29, 2019.

*Marsha Plesac*

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Marsha Plesac, Secretary  
Hobart Redevelopment Commission

*7-29-19*

\_\_\_\_\_  
Date

**City of Hobart Redevelopment Commission**  
**US 30 & 69<sup>th</sup> Avenue Economic Development Area**  
**Economic Development Plan**

July 23, 2019

**Purpose and Introduction**

The City of Hobart Redevelopment Commission (the “Commission”), the governing body of the Department of Redevelopment of the City of Hobart and the Redevelopment District of the City of Hobart (the “District”), proposes to designate and declare an economic development area and two allocation areas for the purpose of distribution and allocation of property taxes within the City of Hobart, Indiana (the “City”) to be known as the “US 30 & 69th Avenue Economic Development Area” (the “Area”). This document is the plan for the Area (the “Plan”), provided that this Plan may be amended in the future as provided in Indiana Code 36-7-14, as amended from time to time (the “Act”) and in this Plan.

Pursuant to Sections 15 and 16 of the Act, the Plan must be approved by the Commission, the City of Hobart Plan Commission and the Common Council of the City of Hobart. Upon such approvals, the Commission will hold a public hearing on the Plan as required under Section 17 of the Act, before confirming (or modifying and confirming) the designation of the Area and the approval of the Plan.

**Project Objectives**

The purposes of the Plan are to benefit the public health, safety, morals and welfare of the citizens of the City; increase the economic well-being of the City and the State of Indiana; and serve to protect and increase property values in the City and the State of Indiana. The Plan is designed to promote significant opportunities for the gainful employment of citizens of the City, retain and expand existing significant business enterprises in the City, provide for local public improvements in the Area, retain permanent jobs, and increase the property tax base.

More specifically, the proposed Plan will accomplish the following:

- 1) Provide local funds, potentially in conjunction with other public or private funds, in order to match federal transportation grants awarded to the City by the Northwest Indiana Regional Plan Commission and the Indiana Department of Transportation necessary to make improvements identified in the City's currently adopted Thoroughfare Plan in those eligible locations allowed Indiana Law. The Thoroughfare Plan is included in the Appendix.
- 2) Provide local funds, potentially in conjunction with other public or private funds, to make improvements identified in the City's currently adopted Thoroughfare Plan or other related transportation, beautification or improvement plans approved by the City in those eligible locations allowed by Indiana Law including but not limited to landscape improvements, wayfinding signage, gateways, and other urban design elements.
- 3) Utilize special development incentives available under Indiana Law within an Economic Development Area to recruit new industries and/or retain existing ones and encourage development in order to create economic opportunities for its citizens, including the use of tax increment financing.
- 4) Utilize special development incentives available under Indiana Law within an Economic Development Area to attract the development and operation of a Lake County Convention Center and/or a Hobart Sports Complex and encourage related development in order to create economic opportunities for its citizens, including the use of tax increment financing.
- 5) Encourage the development of US 30 and 69th Avenue as major east-west commercial and light industrial corridors within the City anchored to the west by Mississippi Street and to the east by Colorado Street in reference to 69th Avenue and the eastern corporate limit of Hobart in reference to US 30.
- 6) Stimulate private light industrial or commercial development with the extension of utilities and fiber infrastructure in areas lacking such.

## **Description of Area**

The Area is generally located in the southern and western portion of the City. The boundary on the west and east sides are the corporate limits of Hobart. The boundary on the south side is also the corporate limit of Hobart with the exception of the far south east corner where certain parcels with residential homes have been excluded. The north boundary is a line that begins on the west end at the Grand Trunk Railway railroad right-of-way at the corporate limit of Hobart and runs along this right-of-way to the western border of the Meadows Subdivision. At this subdivision the boundary goes south to 69th Avenue and then east to Colorado Street. At the corner of 69th and Colorado Street the north boundary heads south and then to the west around certain parcels with residential homes located on the west side of Colorado Street. The boundary then continues south on Colorado Street before crossing east along the southern boundary of Green Acres Subdivision for approximately 1,320 feet. The boundary then heads north to 73rd Avenue. The northern boundary then continues northeasterly along 73rd Avenue to Clay Street and continues south on Clay Street to the north line of Section 19-35-7 and continues east on the section line approximately 4,545 feet and then heads north to 73rd Avenue and then heads southeast along 73rd Avenue to the eastern corporate limit of Hobart.

A map of the Area is attached to this Plan as Exhibit A and a legal description is attached to this Plan as Exhibit B hereto.

## **Project Description**

The Commission currently contemplates that to accomplish the Plan, it will carry out the development of the Area, including certain local public improvements in or serving the Area, including the acquisition of road right-of-way or utility easements necessary to implement projects identified in the City's current Thoroughfare Plan or identified in current utility extension plans. Furthermore the Commission contemplates the development of the Area to include supporting infrastructure necessary to attract a Lake County Convention Center and/or a Hobart Sports Complex.

### **Financing of the Project**

The Commission intends to issue bonds payable solely or in part from tax proceeds allocated under Section 39(b)2 of the Act or other revenues of the District. The bonds would be issued in an amount sufficient to finance all or a portion of the project costs, plus capitalized interest on the bonds, if necessary, a debt service reserve, if any, costs of issuing such bonds, and any other costs permitted or authorized by the Act.

### **Acquisition List**

In connection with the accomplishment of the Plan, the Commission has plans to acquire interests in real property, primarily to facilitate the construction of either utilities or road improvements. In the event the Commission determines to acquire additional property in the future, it shall follow procedures set forth in Section 19 of the Act. The Commission may not exercise the power of eminent domain. The Acquisition List is attached to this Plan as Exhibit C.

### **Estimate of the Cost of Acquisition and Economic Development**

Because the Commission has not yet determined by the average of two appraisals the cost for the land it intends to acquire, an estimate for land acquisition is not available to include in this Plan. The estimated project costs for various capital improvements that will aid in attracting and retaining economic development projects is included in Exhibit D prepared by the City Engineer. Project priority has been noted as Tier I, II or III with Tier I being of highest priority. The City's pending Capital Improvement Plan to be developed and adopted for the next five and ten years will be integrated with this Plan's project list and the project priority rankings.

### **Disposal of Property**

The Redevelopment Commission may dispose of real property acquired in the future by sale or lease to the public pursuant to procedures set forth in Section 22 of the Act.

### **Statutory Findings**

The Plan for the Area meets the following required findings under Section 41(b) of the Act:

1. The Plan for the Area promotes significant opportunities for the gainful employment of the citizens of the City, attracts a major new business enterprise to the City, retains or expands a significant business enterprise existing in the boundaries of the City, or meets other purposes of Sections 2.5, 41, and 43 of the Act.

*The attraction of a Convention Center or Sports Complex or new light industrial or commercial development will promote significant opportunities for gainful employment. A current business that wishes to expand will be potentially retained in the City if certain tax increment based incentives can be offered. Infrastructure improvements contemplated by the Plan will also be beneficial in attracting additional development.*

2. The Plan for the Area can not be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Section 2.5, 41, and 43 of the Act because of a lack of local public improvements, the existence of improvements or conditions that lower the value of the land below that of nearby land, multiple ownership of land, or other similar conditions.

*The infrastructure improvements contemplated by the Plan to either utilities and/or the transportation system will be beneficial in attracting additional development which in turn will enhance property values in the area.*

3. The public health and welfare will be benefited by accomplishment of the Plan for the Area.

*The capital improvements installed and attraction of either a Convention Center or Sports Complex in addition to any new businesses via tax increment based incentives will facilitate attraction, retention, and expansion of industries in the Area thereby benefiting the public's health and welfare through job creation and expansion of the City's tax base. Furthermore the public's health and welfare will be benefitted due to improvements to the transportation system which will increase public safety.*

4. The accomplishment of the Plan for the Area will be a public utility and benefit as measured by the attraction or retention of permanent jobs, an increase in the property tax base, improved diversity of the economic base, or other similar public benefits.

*The enhancement of the transportation system in the Area and the wider range of economic development incentives that can be offered within an Area will assist with the attraction of new industries which will create jobs and diversify the City's tax base.*

5. The Plan for the Area conforms to other development and redevelopment plans for the City.

*The Plan conforms to the Comprehensive Master Plan for the City.*

### **Statutory Authority**

The designation of the Area as an Economic Development Area and an allocation area for the purposes of tax increment finances are to be completed in accordance with the provisions of the Act.

### **Amendment of the Plan**

This Plan may be amended by following the procedures described in Section 17.5 of the Act.



## LEGAL DESCRIPTION

**U.S. 30 and 69<sup>th</sup> Ave. Economic Development Area**

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF THE WEST 1/2 ,  
SOUTHWEST 1/4 OF SECTION 17, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE  
2<sup>ND</sup> PRINCIPAL MERIDIAN AND THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN  
HIGHWAY; THENCE NORTHWESTERLY ALONG SAID CENTER LINE TO THE  
NORTHWEST CORNER OF CALUMET ORTHOPEDIC ADDITION AS RECORDED IN  
PLAT BOOK 82, PAGE 32 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY,  
INDIANA; THENCE SOUTHWESTERLY, SOUTHEASTERLY AND SOUTHERLY ALONG  
THE WESTERN BOUNDARY LINES OF SAID SUBDIVISION TO THE SOUTHWEST  
CORNER OF SAID SUBDIVISION; THENCE SOUTHERLY 617.26 FEET, MORE OR LESS,  
TO THE NORTH LINE OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF  
THE 2<sup>ND</sup> PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID NORTH LINE TO  
THE NORTHWEST CORNER OF SAID SECTION 19, SAID CORNER ALSO BEING THE  
SOUTHEAST CORNER OF SECTION 13, TOWNSHIP 35 NORTH, RANGE 8 WEST OF  
THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE  
OF SAID SECTION 13 TO THE CENTER LINE OF 73<sup>RD</sup> AVENUE/OLD LINCOLN  
HIGHWAY; THENCE SOUTHWESTERLY ALONG SAID CENTER LINE TO THE EAST LINE  
OF THE WEST ¼ OF SAID SECTION 13; THENCE SOUTHERLY ALONG SAID EAST LINE  
TO THE SOUTH LINE OF SAID SECTION 13, SAID POINT ALSO LYING ON THE EAST  
LINE OF THE NORTHWEST ¼, NORTHWEST ¼ OF SECTION 24, TOWNSHIP 35  
NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE  
SOUTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF THE SOUTH 1/2,  
NORTHWEST 1/4 OF SAID SECTION 24; THENCE WESTERLY ALONG SAID NORTH  
LINE TO THE WEST LINE OF SAID SECTION 24; THENCE NORTHERLY ALONG SAID  
WEST LINE TO THE NORTHWEST CORNER OF SAID SECTION 24, SAID POINT ALSO  
BEING THE SOUTHEAST CORNER OF SECTION 14, TOWNSHIP 35 NORTH, RANGE 8  
WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG THE  
SOUTH LINE OF SAID SECTION 14 TO THE SOUTHWEST CORNER OF LOT 29,  
LINCOLNWAY FARMS, INC., "GREEN ACRES DEVELOPMENT", BLOCK 6, AS  
RECORDED IN PLAT BOOK 23, PAGE 14, IN THE OFFICE OF THE RECORDER OF LAKE  
COUNTY, INDIANA; THENCE NORTHERLY TO THE NORTHWEST CORNER OF LOT 14  
OF SAID SUBDIVISION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT

14 AND THE NORTH LINE EXTENDED TO THE EAST LINE OF SAID SECTION 14; THENCE NORTHERLY ALONG SAID EAST LINE TO THE NORTH LINE OF SAID SECTION 14, SAID LINE ALSO BEING THE SOUTH LINE OF SECTION 11, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE WESTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 11; THENCE NORTHERLY ALONG SAID SOUTHEAST 1/4 TO THE SOUTH RIGHT OF WAY LINE OF THE GRAND TRUNK RAILWAY; THENCE NORTHWESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO THE WESTERN CORPORATE LIMIT OF THE CITY OF HOBART; THENCE SOUTHERLY, WESTERLY, AND SOUTHERLY ALONG SAID WESTERN CORPORATE LIMIT TO THE SOUTHERN CORPORATE LIMIT OF THE CITY OF HOBART, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SECTION 23, TOWNSHIP 35 NORTH, RANGE 8 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE EASTERLY ALONG SAID SOUTHERN CORPORATE LIMIT TO THE SOUTHEAST CORNER OF SECTION 19, TOWNSHIP 35 NORTH, RANGE 7 WEST OF THE SECOND PRINCIPAL MERIDIAN; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION 19 TO A POINT ON A LINE LYING PARALLEL TO AND 343 FEET SOUTH OF THE SOUTH LINE OF LOT 1, FINCHUM FOREST, AS RECORDED IN PLAT BOOK 78, PAGE 13 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE WESTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET; THENCE NORTHERLY AND PARALLEL WITH THE EAST LINE OF SAID SECTION 19, 573 FEET; THENCE EASTERLY AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 1, 495 FEET TO THE EAST LINE OF SAID SECTION 19; THENCE NORTHERLY ALONG SAID EAST LINE TO THE EXTENDED SOUTH LINE OF LOT 1, GRAND HEIGHTS, AS RECORDED IN PLAT BOOK 51, PAGE 65 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, INDIANA; THENCE EASTERLY ALONG SAID EXTENDED SOUTH LINE AND THE SOUTH LINES OF LOTS 1 AND 2 IN SAID SUBDIVISION TO THE SOUTHEAST CORNER OF LOT 2, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 3 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTH LINE OF SAID LOT 3; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 3 TO THE SOUTH LINE OF LOT 5 OF SAID SUBDIVISION; THENCE EASTERLY ALONG SAID SOUTH LINE TO THE SOUTHEAST CORNER OF SAID LOT 5, SAID POINT ALSO LYING ON THE WEST LINE OF LOT 6 OF SAID SUBDIVISION; THENCE SOUTHERLY ALONG SAID WEST LINE TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE EASTERLY ALONG THE SOUTH LINES OF LOTS 6, 7 & 8 OF SAID SUBDIVISION TO THE EAST LINE OF SAID SUBDIVISION, SAID POINT ALSO LYING ON THE EASTERN CORPORATE LIMIT OF

THE CITY OF HOBART; THENCE NORTHERLY, WESTERLY, AND NORTHERLY ALONG SAID EASTERN CORPORATE LIMIT TO THE POINT OF BEGINNING.

EXHIBIT "C"

**ACQUISITION LIST**

PHASE 1 - 83RD AVE

Parcel Number

45-12-23-301-011.000-046  
45-12-23-376-003.000-046  
45-12-23-401-002.000-046  
45-12-23-401-010.000-046  
45-12-23-426-006.000-046  
45-12-23-426-007.000-046  
45-12-23-426-008.000-046  
45-12-23-426-015.000-046  
45-12-23-426-016.000-046  
45-12-23-451-001.000-046  
45-12-23-451-002.000-046  
45-12-23-476-001.000-046  
45-12-23-476-005.000-046  
45-12-24-302-003.000-046  
45-12-24-351-001.000-046  
45-12-24-351-003.000-046

PHASE 2 - 83RD AVE

Parcel Number

45-12-24-377-003.000-046  
45-12-24-378-002.000-046  
45-12-24-378-003.000-046  
45-12-24-379-001.000-046  
45-12-24-379-003.000-046

PHASE 1 - 79TH AVE

Parcel Number

45-12-23-100-005.000-046  
45-12-23-100-015.000-046  
45-12-23-127-001.000-046  
45-12-23-200-001.000-046  
45-12-23-200-004.000-046  
45-12-23-200-006.000-046  
45-12-23-200-007.000-046  
45-12-23-200-010.000-046

PHASE 2 - 79TH AVE

Parcel Number

45-12-24-104-011.000-046  
45-12-24-151-001.000-046  
45-12-24-151-002.000-046

PEDESTRIAN BRIDGE

Parcel Number

45-12-23-100-006.000-046  
45-12-23-100-009.000-046  
45-12-23-100-016.000-046  
45-12-23-301-001.000-046

FRONTAGE ROAD "A"

Parcel Number

45-13-19-176-006.000-046  
45-13-19-251-001.000-046  
45-13-19-251-002.000-046  
45-13-19-251-003.000-046  
45-13-19-251-004.000-046  
45-13-19-251-005.000-046  
45-13-19-251-006.000-046  
45-13-19-251-007.000-046  
45-13-19-277-001.000-046

FRONTAGE ROAD "B"

Parcel Number

45-13-19-176-001.000-046

FRONTAGE ROAD "C"

Parcel Number

45-13-19-301-004.000-046  
45-13-19-326-001.000-046  
45-13-19-400-002.000-046

FRONTAGE ROAD "D"

Parcel Number

45-12-24-426-004.000-046  
45-12-24-426-005.000-046  
45-13-19-301-001.000-046  
45-13-19-301-005.000-046

FRONTAGE ROAD "E"

Parcel Number

45-12-24-276-003.000-046  
45-12-24-276-004.000-046  
45-12-24-276-007.000-046  
45-12-24-276-008.000-046

**Project: 83rd Avenue Extension Phase I – Mall Ring Road to Colorado Street**

**Priority:** Tier I

**Scope:** This project is the construction of a roundabout (RAB) on the Mall Ring Road and the construction of 83<sup>rd</sup> Avenue east to Colorado Street where a second RAB will be constructed. The C&O Trail will also be constructed within this project's limits as a multi-use pathway.

**Budget:** \$6 million

**Project: 83rd Avenue Extension Phase II – Colorado Street to Harms Road**

**Priority:** Tier II

**Scope:** This project will construct 83<sup>rd</sup> Avenue from the Phase I roundabout (RAB) at Colorado Street southeast along the NIPSCO right-of-way until it intersects Harms Road at a new RAB. The C&O Trail will also be constructed within this project's limits as a multi-use pathway.

**Budget:** \$3.5 million

**Project: 79th Avenue Extension Phase I – Mississippi St and 79th Ave Roundabout**

**Priority:** Tier I

**Scope:** This project, in coordination with Merrillville, will reconstruct the intersection of Mississippi Street and 79<sup>th</sup> Avenue as a roundabout.

**Budget:** \$2 million (A portion of this cost should be captured from development and redevelopment near this intersection.)

**Project: 79th Avenue Extension Phase II – Mississippi Street Colorado Street**

**Priority:** Tier I

**Scope:** This project will construct 79<sup>th</sup> Avenue from the roundabout (RAB) at Mississippi Street to Colorado Street. The project includes a new RAB at the intersection of 79<sup>th</sup> Avenue with Colorado Street. It will also extend the C&O Trail from its existing terminus at Mississippi Street to Iowa Street.

**Budget:** \$6.5 million (This project should be constructed by developers when adjacent open land develops.)

**Project:** 79th Avenue Extension Phase III– Colorado Street to Clay Street

**Priority:** Tier II

**Scope:** This project will construct 79<sup>th</sup> Avenue from the roundabout (RAB) at Colorado Street to Clay Street. The project includes a new RAB at the intersection of 79<sup>th</sup> Avenue with Clay Street.

**Budget:** \$6.5 million (This project should be constructed by developers when adjacent open land develops.)

**Project:** 79th Avenue Extension Phase IV – Clay Street to Grand Boulevard/SR51

**Priority:** Tier III

**Scope:** This project will construct 79<sup>th</sup> Avenue from the roundabout (RAB) at Clay Street to Grand Boulevard/SR51. The project includes a new RAB at the intersection of 79<sup>th</sup> Avenue with Grand Boulevard/SR51.

**Budget:** \$6.5 million (This project should be constructed by developers when adjacent open land develops.)

**Project:** Colorado Street and 73rd Ave RAB

**Priority:** Tier III

**Scope:** This project will reconstruct the intersection of Colorado Street and 73<sup>rd</sup> Avenue as a roundabout.

**Budget:** \$2 million (A portion of this cost should be captured from development and redevelopment near this intersection.)

**Project:** US 30 Electrical Relocation or Burial Phase I

**Priority:** Tier I

**Scope:** This project will relocate or bury the electrical lines and other utilities currently located on poles along the northern side of US 30 at Mississippi Street to Facilitate the construction of a pedestrian bridge and gateway immediately east of the intersection of US30 and Mississippi Street.

**Budget:** \$3 million

**Project:** US 30 Electrical Relocation or Burial – Phase II

**Priority:** Tier III

**Scope:** This project will relocate or bury the electrical lines and other utilities remaining on poles along the northern side of US 30 from Phase I to Colorado Street.

**Budget:** \$10 million

**Project:** I-65 Interchange

**Priority:** Tier I

**Scope:** This project will construct a new interchange along I-65 between 61<sup>st</sup> Avenue and US 30. The two leading locations based on current studies and talks with INDOT and FHWA are at either 69<sup>th</sup> Avenue or 73<sup>rd</sup> Avenue. While the 73<sup>rd</sup> Avenue location is located along a major street, its proximity to the US 30 interchange (less than the one mile normally required) increases the interchanges complexity and cost. The 73<sup>rd</sup> Avenue interchange is currently estimated to cost \$26 million. The 69<sup>th</sup> Avenue location meets the one mile requirements of INDOT and FHWA and is located in close proximity to commercial industrial development and Merrillville High School. The cost estimate for the interchange to be located at 69<sup>th</sup> Avenue is currently \$15 million.

**Budget:** \$15 million to \$26 million

**Project:** Iowa Street Underpass

**Priority:** Tier II

**Scope:** This project will construct a vehicular underpass under US 30 at Iowa Street to provide a grade separated crossing for traffic between 79<sup>th</sup> Avenue and 83<sup>rd</sup> Avenue. It will also

provide a grade separated pedestrian crossing of US 30 as part of the C&O Trail. A roundabout on the Mall Ring Road is planned as part of this project as well as grade modification to the ring road and Iowa Street as needed to make the crossing work.

**Budget:** \$13 million

**Project:** C&O Trail Extension

**Priority:** Tier III

**Scope:** This project will connect the previously constructed segments of the C&O Trail from the intersection of Iowa Street and 79<sup>th</sup> Avenue to the Iowa Street underpass and then extend the C&O Trail from the roundabout at 83<sup>rd</sup> Avenue and Harms Road to the city limits.

**Budget:** \$250,000

**Project:** Liverpool Road Connection to Iowa Street

**Priority:** Tier III

**Scope:** This project will reconstruct Liverpool Road from 61<sup>st</sup> Avenue to E. 62<sup>nd</sup> Place and then extend Liverpool Road from East 62<sup>nd</sup> Place to the 69<sup>th</sup> Avenue intersection. The extension will include a railroad overpass and a roundabout at 69<sup>th</sup> Avenue.

**Budget:** \$11 million (Segments of this project should be constructed by developers of the land between 69<sup>th</sup> Avenue and E. 62<sup>nd</sup> Place.)

**Project:** Iowa Street Extension Phase I – 79<sup>th</sup> Avenue to 73<sup>rd</sup> Avenue

**Priority:** Tier III

**Scope:** This project will extend Iowa Street from 79<sup>th</sup> Avenue to 73<sup>rd</sup> Avenue. It includes a roundabout at 73<sup>rd</sup> Avenue.

**Budget:** \$1.3 million (This project should be constructed by the developers within the Silverstone Development.)

**Project:** Iowa Extension Phase II - 73rd Avenue to 69th Avenue  
**Priority:** Tier III  
**Scope:** This project will reconstruct and extend Iowa Street from 73<sup>rd</sup> Avenue to 69<sup>th</sup> Avenue.  
**Budget:** \$3.2 million

**Project:** Pedestrian Bridge over US 30 at Mississippi Street  
**Priority:** Tier I  
**Scope:** This project will construct a pedestrian bridge and gateway on the Hobart side of the intersection of Mississippi Street and US 30. This project is predicated on the relocation or burial of the aerial utilities along the north side of US 30.  
**Budget:** \$3 million

**Project:** 73<sup>rd</sup> Avenue Reconstruction Phase I – Mississippi Street to Colorado St.  
**Priority:** Tier III  
**Scope:** This project will reconstruct 73<sup>rd</sup> Avenue from Mississippi Street to Colorado Street with curb and gutter. The roadway elevation will need to be lowered in many locations to solve drainage problems along the route.  
**Budget:** \$5 million (Not including roundabouts elsewhere in this plan)

**Project:** 73rd Avenue Reconstruction Phase II – Colorado Street to Clay Street  
**Priority:** Tier III  
**Scope:** This project will reconstruct 73<sup>rd</sup> Avenue from Colorado Street to Clay Street with curb and gutter. The roadway elevation will need to be lowered in many locations to solve drainage problems along the route.  
**Budget:** \$5 million (Not including roundabouts elsewhere in this plan)

**Project: 73rd Avenue Reconstruction Phase III - Clay Street to East City Limit**

**Priority:** Tier III

**Scope:** This project will reconstruct 73<sup>rd</sup> Avenue from Mississippi Street to the east city limits with curb and gutter. The roadway elevation will need to be lowered in many locations to solve drainage problems along the route.

**Budget:** \$6 million (Not including roundabouts elsewhere in this plan)

**Project: Colorado Street Reconstruction**

**Priority:** Tier III

**Scope:** This project will reconstruct Colorado Street from 69<sup>th</sup> Avenue to the northern limits of the Colorado Street/US 30 Safety Project.

**Budget:** \$7 million (Not including the roundabout at 73<sup>rd</sup> Avenue.)

**Project: Colorado Street at US 30 Federal Safety Project**

**Priority:** Tier III

**Scope:** This project will reconstruct the intersection of Colorado Street and US 30 as a federal safety project (HSIP). The signal will be replaced and additional left turn lanes added to Colorado Street. The existing Sam's Club signalized entrance will become right-in/right-out and the signal will be moved south to a point between US 30 and the existing entrance.

**Budget:** \$2 million

**Project: Clay Street Reconstruction**

**Priority:** Tier III

**Scope:** This project will reconstruct Clay Street from US 30 to 73<sup>rd</sup> Avenue with curb and gutter per the City Standard Details.

**Budget:** \$4.5 million (Not including the roundabout at 73<sup>rd</sup> Avenue.)

**Project: Clay Street and 73rd Avenue Roundabout**

**Priority:** Tier III

**Scope:** This project will reconstruct the intersection of Clay Street and 73<sup>rd</sup> Avenue as a roundabout.

**Budget:** \$2 million

**Project: Wisconsin Street Extension**

**Priority:** Tier III

**Scope:** This project will connect 37<sup>th</sup> Avenue to US 30 by extending Wisconsin Street from 61<sup>st</sup> Avenue to 83<sup>rd</sup> Avenue. It includes a roundabout at 65<sup>th</sup> Avenue, 70<sup>th</sup> Avenue, 73<sup>rd</sup> Avenue, 79<sup>th</sup> Avenue and at 83<sup>rd</sup> Avenue.

**Budget:** \$32 million

**Project: US 30 Multi-Use Pathways**

**Priority:** Tier III

**Scope:** This project will construct beautifications and signage within the US 30 right-of-way and adjacent properties. The improvements will include multi-use pathways from Mississippi Street to Colorado Street to connect with the C&O Trail, East Lake Corridor Trail, and other Hobart multi-use pathways.

**Budget:** \$2 million

**Project: US 30 Beautification**

**Priority:** Tier II

**Scope:** This project will construct beautifications and signage within the US 30 right-of-way and adjacent properties. The improvements will include lights, signage, wayfinding, gateways, and plantings. The signage and beautification elements will be constructed throughout the city's corporate limits along US 30.

**Budget:** \$1.5 million

**Project:** **Frontage Road Connection – 5190 E. 81st Ave east to 5470 E. 81st Ave**

**Priority:** Tier I

**Scope:** This project will connect the existing Frontage Road at 5190 E. 81<sup>st</sup> Avenue east to 5470 E. 81<sup>st</sup> Avenue across the NIPSCO right-of-way.

**Budget:** \$250,000

**Project:** **Frontage Road Extension – 5027 E. 81st Ave east to 5901 E. 81st Ave**

**Priority:** Tier I

**Scope:** This project will connect the existing Frontage Road at 5027 E. 81<sup>st</sup> Ave east to 5901 E. 81<sup>st</sup> Avenue.

**Budget:** \$500,000 (Some segments in the project limits should be constructed by development and are not included in the cost estimate.)

**Project:** **Frontage Road Extension – 5570 E. US Hwy 30 east to Grand Blvd**

**Priority:** Tier I

**Scope:** This project will connect the existing Frontage Road at 5570 E. U.S. Hwy 30 to Grand Boulevard/SR51.

**Budget:** \$400,000 (Some segments in the project limits should be constructed by development and are not included in the cost estimate.)

**Project:** **Frontage Road Extension – Clay Street west to 4613 US Hwy 30**

**Priority:** Tier I

**Scope:** This project will connect the existing Frontage Road at 4613 US Hwy 30 to Clay Street.

**Budget:** \$250,000

**Project:** Frontage Road Extension – 4550 US Hwy 30 to 4980 US Hwy 30  
**Priority:** Tier I  
**Scope:** This project will connect the existing Frontage Road at 4550 US Hwy 30 to 4980 US Hwy 30.  
**Budget:** \$250,000 (Some segments in the project limits should be constructed by development and are not included in the cost estimate.)

**Project:** 82nd Avenue Connection  
**Scope:** This project will connect the missing segment of 82<sup>nd</sup> Avenue between Gas City Drive and Maxim Drive.  
**Budget:** \$600,000

**Project:** 83rd Avenue Reconstruction  
**Priority:** Tier III  
**Scope:** This project will reconstruct 83<sup>rd</sup> Avenue from Harms Road to the east city limits with curb and gutter. The project will include roundabouts at Clay Street and Grand Boulevard.  
**Budget:** \$8 million

**Project:** 73rd Ave Sewer and Water Utility Extensions  
**Priority:** Tier I  
**Scope:** This project will extend water main and gravity sanitary sewers along 73<sup>rd</sup> Avenue from Colorado Street east to as far as they can reach, currently estimated to be Dekalb Street.  
**Budget:** \$3 million

**Project:** Clay Street Sewer and Water Utility Extensions

**Priority:** Tier I

**Scope:** This project will extend water mains and gravity sanitary sewers north from US 30 east to as far as they can reach, currently estimated to be 73<sup>rd</sup> Avenue.

**Budget:** \$2.5 million

# APPENDIX

(City Thoroughfare Plan)

## CHAPTER 5

### THOROUGHFARE PLAN

The ability to move goods and people quickly, safely and efficiently both through and within a community has positive planning benefits which resound in every land use classification.

#### THOROUGHFARE CLASSIFICATION

Thoroughfares are typically subdivided into the following classifications:

1. Freeway - Designed to move high volumes of traffic at high speed, usually among communities; no standard intersections, but rather acceleration/deceleration ramps, no direct curb cuts, no or few traffic signals.
2. Arterial - Designed to move large volumes of traffic at moderate speeds to connect neighboring communities or different neighborhoods of the same community; curb cuts for intersecting streets only, signal or stop only when intersecting street is also an arterial.
3. Collectors - Designed to collect a modest amount of local neighborhood traffic at low speed and effectively transport it to the nearest arterial, or another local street.
4. Local - Designed to move small amounts of traffic at low speed through individual neighborhoods, either to a collector or to another part of the same neighborhood.

The following roadways are classified as listed:

#### Freeways –

- I-65
- U.S. 30

#### Arterials -

- U.S. 6/37th Avenue/Ridge Road
- Liverpool Road
- S. R. 130
- S. R. 51
- Cleveland Avenue
- 3rd St./49th Ave./LaSalle St.
- 10th Street
- Wisconsin Street

- 61<sup>st</sup> Ave./Bracken Rd.
- County Line Road (north of 10<sup>th</sup> Street)
- Colorado Street (south of 61<sup>st</sup> Avenue)
- 73rd Avenue
- Harms Rd./83<sup>rd</sup> Avenue
- Marcella Boulevard/Mississippi Street (south)
- Center Street

Collectors -

- Lincoln St. (Bracken Pkwy to SR51)
- 12th St. (Sr51 to Lincoln)
- Arizona St./Decatur St.
- 10th Street (Decatur St. to Lake Park Ave.)
- 3rd St. (Crestwood Dr. to LaSalle St.)
- Driftwood Dr.
- Colorado St. (39th Ave. to 37<sup>th</sup> Ave.)
- 41st Ave. (Wabsh St. to Wisconsin St.)
- W. Cleveland Ave (Wabash to Pennsylvania)
- Pennsylvania St. (Cleveland to Old Ridge)
- Colorado St. (3<sup>rd</sup> St. to Cleveland Ave.)
- Wabash St. (Cleveland Ave. to 41<sup>st</sup> Ave.)
- W. 39<sup>th</sup> Ave. (Wisconsin St. to Colorado St.)
- 39<sup>th</sup> Ave. (Liverpool Rd. west to city limits)
- Montgomery St. (north of Old Ridge Rd.)
- 8th St. (Wisconsin St. to SR51)
- Rand St. - North Lake Park to SR 51
- Kelly Street (Rand St. to Home Ave.)
- Illinois St. (Cleveland Ave. to Home Ave.)
- Home Ave. (Illinois St. to Kelly St.)
- Hickey Street (Kelly St. to SR51)
- Front Street
- Union St. (US6 to Cleveland Ave.)
- 53rd Ave./Mississippi St./57<sup>th</sup> Ave.
- Grand Boulevard (south of US30)
- E.84<sup>th</sup> St./E.84<sup>th</sup> Place (west of Colorado St.)
- Clay Street
- Ainsworth Road
- E. 69<sup>th</sup> Ave. (Mississippi St. to Colorado St.)
- 62<sup>nd</sup> Ave. (Mississippi to North Wind Pkwy)
- E. 61<sup>st</sup> Avenue
- Csokasy Lane
- W. 14<sup>th</sup> St. (Wisconsin St. to SR51)
- Tanager St. (Bracken Pkwy to Bracken Pkwy)
- S. Hobart Road
- Lake St. (Sr51 to 5<sup>th</sup> St.)
- 5<sup>th</sup> St. (Lake St. to 6<sup>th</sup> St.)
- 6<sup>th</sup> St. (5<sup>th</sup> St. to S. Indiana St.)
- S. Indiana St. (6<sup>th</sup> St. to Georgiana St.)
- W. 49<sup>th</sup> Ave. (west of Liverpool Rd.)
- Arbor Lane
- Hemlock Dr. (Arbor Ln. to Barberry Dr.)

- Barberry Dr. (Hillcrest Ave. to Hemlock Dr.)
- Hillcrest Ave. (Hickey St. to Barberry Dr.)
- E. Hickey St. (Union St. to Hillcrest Ave.)
- Coral Drive
- Eastin Ave.
- McAfee Dr. (Eastin Ave. to Coral Dr.)
- St. Joseph Pl.
- E. 34<sup>th</sup> Ln. (St. Joseph Pl. to SR51)
- Lake Park Ave. (north of Old Ridge Rd.)

The following Collectors are not shown as Collectors on NIRPC's latest Functional Classification Map:

- Crabapple/3rd Place
- Crestwood Drive
- Wild Rose Drive
- Wilson St. (41st Ave. to Cleveland Ave.)
- Colorado St. (Cleveland to Old Ridge Rd.)
- High Street (Linda St. to SR51)
- High St./Shelby St./Division St.

Roadways not listed previously are considered Local.

## PURPOSE

Since the Thoroughfare Plan was written and adopted in 1975 there has been only one update completed in the late 1990's. Since then, there has been no official update nor review until this plan update. The city recognizes that it is important that a plan for the future transportation network in place and available. That plan needs to utilize the latest information to accurately set priorities and layout a vision for the future. Recent and forecasted new development in the Hobart area during the next twenty years will place increasing demands upon the community's thoroughfare system. Much of this demand is being placed on what has been described as the Southwest Area of Development bound by 83<sup>rd</sup> 61<sup>st</sup> Avenue (north), State Road 51 (east), 61<sup>st</sup> Avenue (south), and 83<sup>rd</sup> Avenue (south). The Thoroughfare Plan through this revision continues to propose an inter-related system of highways, roads, and streets serving the area which will meet the increased demands both within the city, and to and from other destinations outside the city. The streets which comprise this network are classified according to the functions they perform within the overall system. The proposed thoroughfare system is depicted on the accompanying map.

The thoroughfare system performs three basic functions: it moves traffic within the community, between points within the community and points in the surrounding areas, and between the community and other more distant locations. These include other communities and important land use concentrations such as the industries located both to the south and north of Hobart. Ideally, the system should provide safe, rapid and efficient movement for all three categories of traffic.

## HISTORICAL PERSPECTIVE

When the Hobart area was rural in character, the first two traffic circulation functions were more important to the community. These provided for the movement of people between residential neighborhoods and other neighborhoods, store, churches, schools and public buildings. The second gave farmers in surrounding rural areas access to the community's market place and its rail lines. As the residential character of the community increased, however, and the economy became more dependent on residents who commuted to work outside the city, the third function becomes increasingly important.

Transportation facilities were a primary reason for the original location of the City of Hobart. Specifically, the city grew around the vicinity of the Norfolk and Western Railroad and the Pennsylvania Central Railroad. Over the years, with the steady decrease in rail passenger travel, the railroads have been replaced by the street system as the most essential means of transportation to the community. Although they still provide important freight and passenger service, the railroad lines, originally so important to the community, present hazards and barriers to traffic circulation. Since there are few overpasses or underpasses, traffic is stopped many times each day by passing trains, and vehicles are frequently backed up on the busy streets which cross the business section.

Lake George is a natural barrier that also affects the traffic circulation system. The number of passable streets are limited by the necessity of bridging Lake George and the tributaries thereto. Interstate 65 is a manmade barrier which helps traffic reach the City, but at the same time hinders east-west travel within the city as well as travel from the city to other communities to the west.

## OVERALL PRINCIPLES

The Thoroughfare's Plan delineates a realistic road, street, and highway system to serve Hobart. As streets are permanent features of the community, and very costly to relocate, this plan recognizes the limitations of correcting the existing system. This is made further apparent by the fact that Hobart has many undeveloped areas, which have serious access challenges. Designations of right-of-ways through undeveloped areas without knowledge of actual development plans requires some flexibility in location, but not in purpose.

As development is proposed in these undeveloped areas, the Hobart Plan Commission, through the implementation of the community's Comprehensive Plan, is obligated to make sure that all proposed designs are suitable in location, width, and improvement to accommodate increased traffic, and allow suitable access for police, firefighting, snow removal, sanitation, and road-maintenance equipment. In this way, new roadways become part of the overall coordinated circulation system, in order to avoid undue hardships to adjoining neighborhoods and or the creation of traffic safety hazards. Furthermore, the Thoroughfare Plan, because of its direct effect on land use, must be consistent with the City's land use goals and objectives.

Collector streets in the city are lined with residences and therefore perform local access functions due to the existing pattern of streets in the city. As a result of this pattern, residential streets are straight and long, except where interrupted by railroad tracks or topographic breaks, such as those along Lake George, and tributaries, thereto.

In some cases, especially in residential neighborhoods, these interruptions and jogs are beneficial to the thoroughfare system, since they discourage the use of residential streets by collector or truck traffic. The awkward jogs and intersections along the city's more heavily traveled streets, however, result in inconvenience and safety hazards.

An appropriate level of connectivity should be provided throughout the Hobart road system to provide for effective delivery of emergency and special services. The traffic circulation pattern within and between subdivisions should be integrated to permit circulation but discourage through movements on local streets. Where feasible, and especially in commercial areas, access roads should be provided connecting one business use to another. These roads, whenever possible should be located along the rear lot lines and should access into existing intersections, rather than individual private curb cuts.

Intersections at arterials and collector locations within the city shall be roundabouts unless deemed infeasible, impractical, or unbuildable by the City. All other intersections shall first be reviewed to determine if a roundabout is feasible before alternative intersections are considered. It has been found that in most cases a roundabout will provide a higher level of service, safety, reduction in congestion, and improvements to the overall transportation network. An analysis to determine the appropriate number of circulating, approach, and receiving lanes shall be performed for proper sizing.

## FREEWAYS AND HIGHWAYS

Freeways and highways vary in size from the two-lane state routes, which carry traffic between neighboring communities at moderate speeds to high speed, limited access, grade-separated interstate highways such as Interstate 65. Interstate 65 runs along the west edge of city. U.S. 30 passes through the Ross Township portion of the City providing primary access to a large commercial service area, as well as high counts of through traffic.

The recently begun Interstate 65 reconstruction and widening project which will provide three (3) thru lanes in each direction, will more effectively connect U.S. 30, 61<sup>st</sup> Avenue, and U.S. 6 to Interstate 94. S.R. 130 travels through the east portion of the city connecting Porter County to S.R. 51, and eventually Interstate 94.

These regional routes are all Federal or State Highways, and all are constructed and maintained to high standards. Their primary purpose is to move large volumes of traffic, without the need for signalization, at speeds at or above 45 MPH. Even though the city is not responsible for constructing or maintaining the highways in this classification, certain minimum design standards for these routes inside city limits will be followed. The right-of-way should be 100 to 160 feet. No parking will be allowed alongside the highway. Acceleration and de-acceleration lanes are to be determined by the State but should be a minimum of 350 feet long. Distance between driveways is to be determined by the State but a minimum of 550 feet is to be provided.

## ARTERIALS

Hobart is bisected by one of the most dysfunctional state highways, S.R. 51, which includes twelve (12) right angle turns from 10<sup>th</sup> Street to Cleveland Avenue. Even though the street is a state highway, it functions as an arterial. Route 51 does provide an important connection from the downtown area to Interstate 94 to the north, and to U.S. 30 on the south. U.S. 6 has been converted by multiple curb cuts and outdated traffic signals to a functional arterial.

Arterial Streets are defined as streets which pass through most of the community carrying large volumes of traffic. They connect major traffic generators such as industrial sites, business districts, and residential areas to the regional highways. To properly perform their intended functions, arterials should meet certain design standards governing such factors as alignments, intersection intervals, sight distances, gradients, surface types, right-of-way widths, pavement widths, and traffic controls. Engineering standards for the City of Hobart have been established and should be frequently updated which contain detailed specifications for all new or improved thoroughfares in the community. The following paragraphs summarize these design standards and relate them to the proposed transportation network established by the Thoroughfares Plan.

Arterial streets should be designed so as to have the greatest possible distance of uninterrupted traffic flow. Stop signs should, under no circumstances, be utilized for speed control. Traffic control signal design standards, for arterial streets, are found in the Indiana Department of Transportation's Manual for Uniform Traffic Control Devices. The right-of-way reserved for arterial streets should have a minimum width of 80 feet. Local arterial streets should be required to have designated left turn lanes, where they intersect other arterials. No parking should be allowed. Whenever possible, curb cuts and driveways should be eliminated, but where they cannot be avoided, a 200-foot minimum spacing should be maintained. Posted speed limits of 30 to 45 MPH in undeveloped areas should be capable of being maintained.

### COLLECTORS AND LOCALS

Collector Streets carry traffic from local streets in residential neighborhoods to the arterial streets or major land uses, such as the central business district, the U.S. 30 business district or industrial districts. The City of Hobart has identified 3 types of Collector streets in the City of Hobart Design Standards including Residential, Industrial, and Commercial Collectors. Collectors in general should be designed to accommodate an efficient flow of traffic at moderate speeds; 25 to 35 MPH. All collector street systems should be designed to include an 80 ft. minimum right-of-way, usually two travel lanes, with no parking. Curb-cuts and driveways should be kept to a minimum, but where they are unavoidable, a 100 feet minimum space between cuts should be maintained. Traffic control signal design should follow City of Hobart Design or State DOT Standards. The city has identified in the thoroughfare map intersection locations where roundabout intersections are preferred. The City desires the use of roundabout intersections wherever practical. Local Residential Streets should be designed to discourage through traffic. Posted speed limits on local streets should be 20 to 30 MPH. A right-of-way of 60 feet in width should be reserved along normal local streets. Parking should be discouraged but permitted when off-street capacity is exceeded. Alleys should be avoided in residential neighborhoods but should be encouraged in commercial and industrial districts where they serve to provide off-street loading access. Cross streets should be spaced so that the length of each block under normal circumstances is between 450 and 600 feet.

## GREENWAYS, BIKEWAYS, AND PEDESTRIAN WAYS

A greenway is a corridor of protected open space managed for conservation, recreation, and non-motorized transportation. One major greenway, the Oak Savannah which travels along the abandon Erie, Joliet, & Elgin Railroad right-of-way, cuts right through the midpoint of Hobart, connecting Robinson Park and the downtown to an existing greenway in Portage, which starts at the county line and continues all the way to Chesterton. Several connecting bike trails could be incorporated on existing roadways in Hobart, in order to take full advantage of the recreational benefit which the Oak Savannah provides. Pedestrian ways are also available in portions of the community, including continuation of the Lakefront Path. All future development projects, regardless of private or public funding, should consider the development and implementation of bicycle and pedestrian plans as part of overall planning process. In addition, they should be coordinated with the most recently approved City Park and Recreation Trail System Plan.

Sidewalks are also encouraged and standards for their use on the various functional roadways have been developed in the City of Hobart Design Standards. These standards should be reviewed and updated on a regular basis.

Recognizing the importance of pedestrian connectivity within the transportation network, the City of Hobart has and should continue the integration of pedestrian ways where possible when performing transportation network improvements. As such the City is encouraged to consider formal adoption and implementation of various Complete Streets Policies.

## THOROUGHFARES AND LAND USE

New thoroughfares should be located so as to avoid disruption of existing land uses. Minor modifications in the existing land use pattern may be permitted, however, only in cases where the installation of new thoroughfares will result in a significant improvement to the overall traffic flow. As a general rule, all future thoroughfares should be located so as to encourage planned future residential, industrial, and commercial development, which is compatible with Hobart's Comprehensive Plan.

## OFF-STREET PARKING

Areas for off-street parking should be provided in sufficient quantity to adequately serve any future building or land use to be installed in the city. The off-street parking provisions of the Hobart Zoning Ordinance, if enforced, will ensure this. Whenever possible, on-street parking along local streets in residential subdivisions should be discouraged, through requiring sufficient off-street capacity. The downtown has historically had a parking problem, which is beyond the scope of being corrected using private development funds. The City has wisely chosen to participate in the provision of necessary parking in a combined effort to increase the viability of the downtown area, while also encourage the use of the lakefront recreational opportunities.

## COSTS FOR LOCAL STREETS

The cost of building local streets in future subdivisions should be the responsibility of the developer. The Hobart Subdivision Control Ordinance should require that all streets, curbs, shoulders, drainage infrastructure, intersection improvements and cul-de-sacs platted for each subdivision be constructed by the developer to the standards set forth in the City of Hobart's Design Standards. The city will accept responsibility for maintaining streets once they are properly installed, inspected, and approved.

The financial burden of street construction in residential subdivisions will thus be shared by those benefitting most from these streets, rather than by all of the city's taxpayers. In addition, the assurance that adequate streets will be constructed in all new subdivisions will improve the environment of the subdivision. The city should not have to pay for premature maintenance of inadequately designed or constructed streets.

## SOUTHWEST AREA OF DEVELOPMENT

The City is poised well for future development thanks to its location and proximity to major highways including U.S. 30, I-65, and I-80/94. As a result, the City has seen growth in the southwest area of the City, namely light industrial and commercial businesses. Recognizing this, the City completed the Southwest Area Traffic Study in February 2016, aimed to take a macroscopic review of the City's transportation infrastructure in that area. The results of this study were to identify roadway network improvements that will likely be needed to accommodate future traffic growth in the area. The study area was bound by S.R.53, 53<sup>rd</sup> Ave., S.R.51, and 83<sup>rd</sup> Ave and focused on the area of development bound by I-65, 61<sup>st</sup> Avenue, S.R.51, and US30.

The study concluded several improvements would be needed on major arterials including 61<sup>st</sup> Avenue, 69<sup>th</sup> Avenue, and extensions or improvements to intersections would be needed. It also concluded a new interchange with I-65 in the vicinity of 73<sup>rd</sup> Avenue would likely be needed. Refer to the Southwest Area Traffic Study for more detailed information

on these recommendations.

Using the Southwest Areas Development Area Traffic Study as the basis, the City initiated the beginning steps of an Interchange Study noting the findings related to the increased need of a new interchange in the vicinity of I-65 and 73<sup>rd</sup> Avenue. The Interchange Study provided a preliminary assessment of the potential 73<sup>rd</sup> Ave interchange with respect to the eight FHWA policy points, however, did not go into the same level of detail as a formal Interchange Justification Report at that time. Preliminary efforts were completed to compare the costs of a new interchange with the costs to upgrade existing facilities. The facilities that would be in need of upgrade include the intersections in the vicinity of the existing U.S. 30 and 61<sup>st</sup> Avenue interchanges with I-65. The preliminary assessment suggested that the intersection of 61<sup>st</sup> Avenue and Marcella Blvd. and the intersection of U.S. 30 and Mississippi St. would most likely operate with poor levels of service for the design-year traffic as right-of-way may not be available to perform the needed improvements. Meetings were held with INDOT and FHWA at which both agencies stated a catalyst project is needed to further the investigation of a new interchange. Refer to the 73<sup>rd</sup> Avenue Interchange Study for more detailed information.

Further review of the Southwest Area of Development identified the carrying capacity of U. S. 30 an extremely challenging transportation problem. Its capacity is dramatically decreased by a series of local trips from one retail outlet to another. In the past the City has tried diligently to put the pieces together to link Southlake Mall, Target, Home Depot, and other shopping centers with a local traffic parallel route connecting private parking lots, so traffic could move freely between all the retail stores from Mississippi to Colorado without ever entering U. S. 30. The City has determined it is feasible to consider parallel east-west routes on both the north and south of U.S. 30 by constructing new east-west arterials to the north behind Merrillville Crossings as an extension of 79<sup>th</sup> Avenue as well as extending and improving 83<sup>rd</sup> Avenue to the south of U.S. 30. These are significant undertakings with large benefits to the distribution of traffic that will aid in the reduction of congestion on U.S. 30 and support businesses in the area.

The City of Hobart, Town of Merrillville, and the Northwest Indiana Regional Planning Commission (NIRPC) completed a Safety Study along the U.S. 30 Corridor in 2017. This study further identified traffic and pedestrian improvements that would improve safety and reduce congestion along the U.S. 30 corridor from S.R. 53 to S.R. 51. This study identified the need to provide alternative modes of transportation by way of pedestrian ways, improve safety, and considerations related to intersection improvements and alternative roadway extensions, i.e. 83<sup>rd</sup> and 79<sup>th</sup> Avenue extensions. This study also provided recommendations for aesthetic treatments in the area to balance transportation infrastructure with pedestrian scale accents aimed at providing an attractive development and redevelopment corridor. Refer to the U.S. 30 Safety Study for more details.

## CONCLUSION

As development occurs, the function of each thoroughfare must be considered and preserved. A practice which has occurred in the past which has placed limitations on the carrying capacity of arterials has been the fronting of residential and commercial development. This practice attempts to use the arterial as a local, which robs the arterial of capacity. It allows a developer to front lots on a roadway in which he has not invested, by which he is deriving benefit. Direct curb cuts should only be permitted on Locals and Collectors.

When examining the deficiencies intrinsic in the system, it is apparent that the high number of railroad tracks and the positions they occupy, along with Lake George, present considerable transportation challenges. Due to cost considerations and wetland and waters of the United States limitations, the Lake can effectively only be crossed at two locations; Wisconsin and 3rd Street. That, coupled with the fact that numerous tributaries or outlets (such as Duck Creek, Deep River, Frog Creek and Turkey Creek), also serve as transportation barriers, results in a system with many deficiencies with little ability to correct within reason. It would be unrealistic to recommend several major Lake and tributary bridges in order to correct transportation deficiencies. Rather, the attempt has been made to concentrate in areas where development has not substantially occurred. However, if identified in advance, the roadway extensions and improvements could be made a cost of development, thereby relieving the municipality of this financial burden and avoiding past mistakes.

Overall, much of Hobart's future growth is located primarily in the Southwest Area of the City and considerations to previous completed studies shall be made when considering future development plans. The Studies referred to in this Plan have provided a larger understanding of the City's transportation network than had been previously available and are intended to provide direction related to the future roadway network of the City.

This Thoroughfare Plan is intended to be a living document and updated regularly as improvements are completed and more data is made available. The City's Thoroughfare Map depicts general alignments that are subject to minor shifts or intersection location changes pending development and factors such as environmental considerations or other red flag considerations.

PRIORITY THOROUGHFARE FROM-TO

| <u>Priority</u> | <u>Roadway</u>            | <u>Segment</u>                                 |
|-----------------|---------------------------|--|
| 1               | Wisconsin Street          | 61 <sup>st</sup> Ave. to Clay St.              |
| 1               | Arizona Street            | 61 <sup>st</sup> Ave. to 69 <sup>th</sup> Ave. |
| 1               | 79 <sup>th</sup> Avenue   | S.R. 51 to Mississippi St.                     |
| 1               | 83 <sup>rd</sup> Avenue   | Curve at Harms Rd. to Southlake Mall           |
| 1               | County Line Road          | 73 <sup>rd</sup> Ave. south to U.S. 30         |
| 1               | Northwind Parkway         | to 61 <sup>st</sup> Ave.                       |
| 2               | Rand Street               | Shelby St. to County Line Rd.                  |
| 2               | Union Street              | Cleveland Ave. to 10 <sup>th</sup> St.         |
| 2               | 14 <sup>th</sup> Street   | S.R. 51 to County Line Rd.                     |
| 2               | Colborne Street           | W. 40th Ave. to S. Liverpool Rd.               |
| 2               | S. LaSalle Street         | Southwest to Liverpool Rd.                     |
| 2               | 69th Avenue               | Dekalb St. to S.R. 51                          |
| 2               | Iowa Street               | 69 <sup>th</sup> Ave. to U.S. 30               |
| 3               | 83rd Avenue               | Randolph St. to County Line Rd.                |
| 3               | 89th Avenue               | Harms Rd. to Randolph St.                      |
| 3               | 84th Place                | Mississippi St. to terminus                    |
| 3               | 12 <sup>th</sup> Street   | to County Line Rd.                             |
| 3               | 12 <sup>th</sup> Street   | to S.R. 51                                     |
| 3               | 16 <sup>th</sup> Street   | Lincoln St. to County Line Rd.                 |
| 4               | Sycamore Street           | Arizona to stub in Deep River Estates          |
| 4               | High Street               | S.R. 51 to Shelby St.                          |
| 4               | High Street               | Union St. to County Line Rd.                   |
| 4               | Division Street           | Shelby St. to Union St.                        |
| 4               | Wild Rose Drive           | W. 2nd St. to Liverpool Rd.                    |
| 5               | 75th Place                | Colorado St. to terminus                       |
| 5               | 75th Place                | Dekalb St. to S.R. 51                          |
| 5               | Dekalb Street             | 75th Pl to 79th Ave.                           |
| 5               | Union Street              | E. 31st Ave. to E. 37th Ave.                   |
| 5               | E. 34th Lane              | to County Line Rd.                             |
| 5               | Kelly Street              | Rand St. to E. 37th Ave.                       |
| 5               | E. 6 <sup>th</sup> Street | Hobart Rd. to Union St.                        |
| 5               | Gibson Street             | terminus to south                              |
| 5               | Hobart Road               | 10 <sup>th</sup> St. to S.R. 130               |

### Reconstructed Thoroughfares

During the planning period the following thoroughfares have been identified for reconstruction in order of importance:

| <u>Priority</u> | <u>Roadway</u>   | <u>Segment</u>                   |
|-----------------|------------------|----------------------------------|
| 1               | County Line Road | North Boundary to South Boundary |
| 1               | 69th Avenue      | Mississippi to Colorado          |
| 1               | Colorado Street  | 61st Avenue to U.S. 30           |
| 2               | 73rd Avenue      | Mississippi to Eastern Boundary  |
| 2               | Old Ridge Road   | Guyer to Dearborne               |
| 2               | 10th Street      | Lincoln to Linda                 |
| 2               | Lake Park Ave    | 37th Ave. to Old Ridge Road      |
| 3               | 8th Street       | Wisconsin to Linda               |
| 3               | Wisconsin Street | 37th Ave. to Old Ridge Road      |

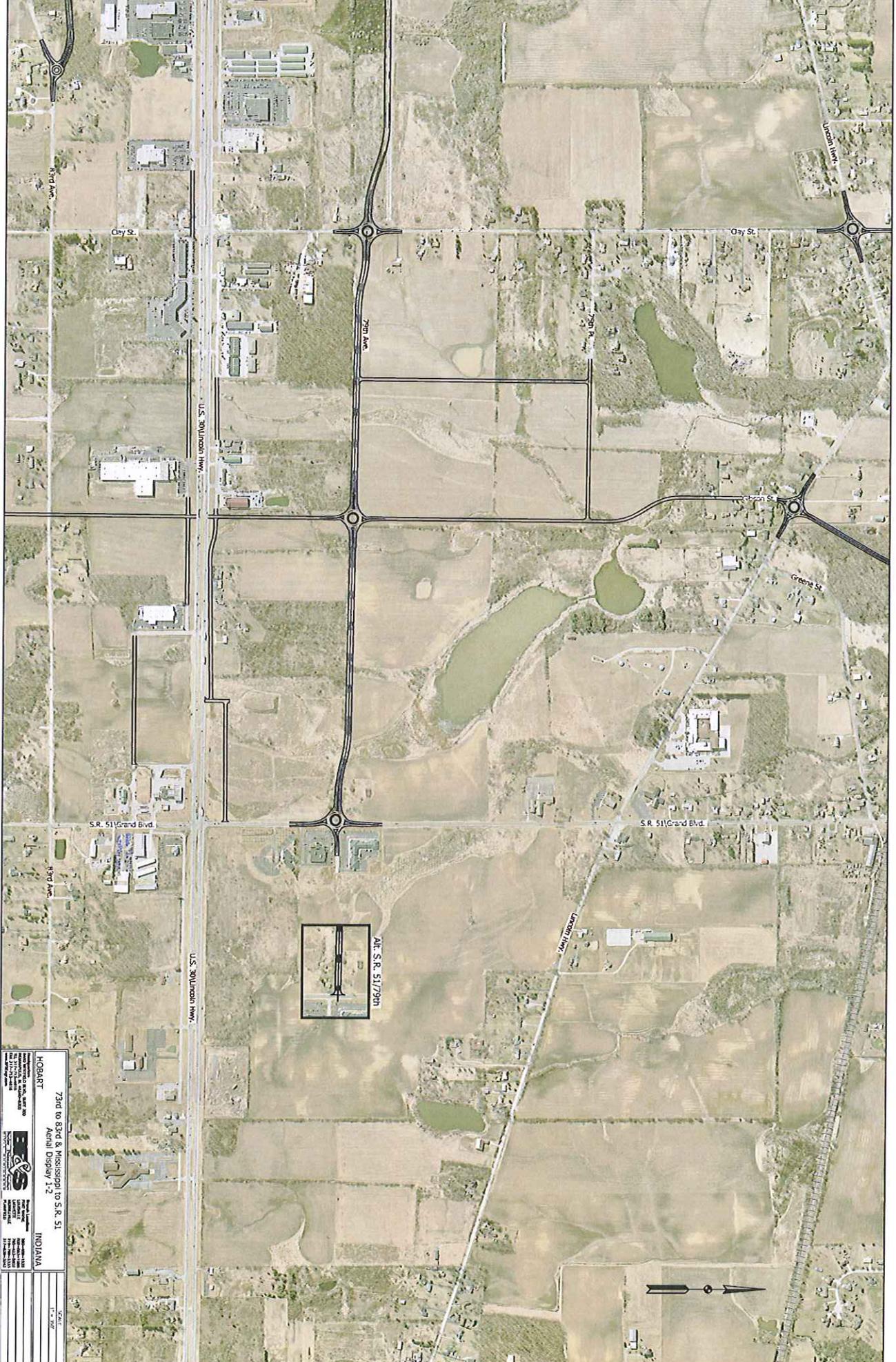
The City of Hobart maintains an asset management plan which is updated annually. This Asset Management Plan includes all road segments in the City with associated PASER Ratings for use in determining condition of the pavement surfaces and what associated repairs are needed to cost effectively improve the facility. The city recognizes the importance of continued maintenance of its current Assets and therefore, intends to annually complete projects considered preventative maintenance. The City's Asset Management Plan shall be reviewed for further information related to annual and future road rehabilitation and reconstruction projects.

## Intersections

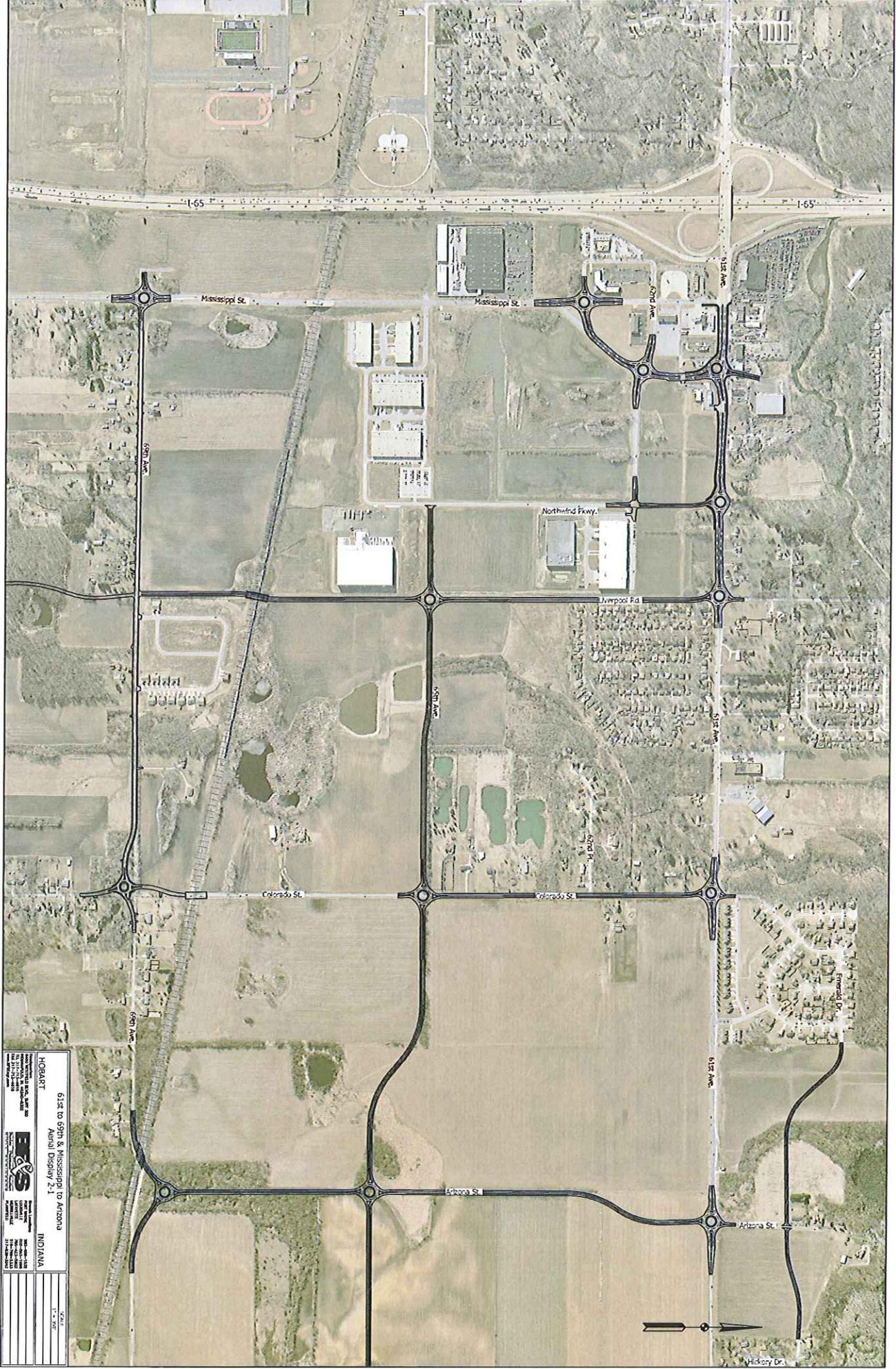
During the planning period, the following intersections will be in need of redesign, design and construction in order of priority:

| <u>Priority</u> | <u>Intersection</u>            |
|-----------------|--------------------------------|
| 1               | 61st and Marcella              |
| 1               | U.S. 30 and Colorado           |
| 1               | 69th and Colorado              |
| 1               | 79th and Mississippi           |
| 1               | County Line and Cleveland      |
| 2               | 69th and Mississippi           |
| 2               | 61st and Liverpool             |
| 2               | 62nd and Marcella              |
| 2               | 73rd and Colorado              |
| 3               | 61st and Arizona               |
| 3               | 61st and Colorado              |
| 3               | S.R.51 and 10th Street         |
| 3               | 61st and Northwind Crossing    |
| 4               | County Line and 10th Street    |
| 4               | Wisconsin and 3rd Street       |
| 4               | Lake Park Avenue and Old Ridge |
| 4               | Wisconsin and Old Ridge        |
| 5               | County Line and U.S. 30        |
| 5               | Grand Blvd. and 73rd Avenue    |

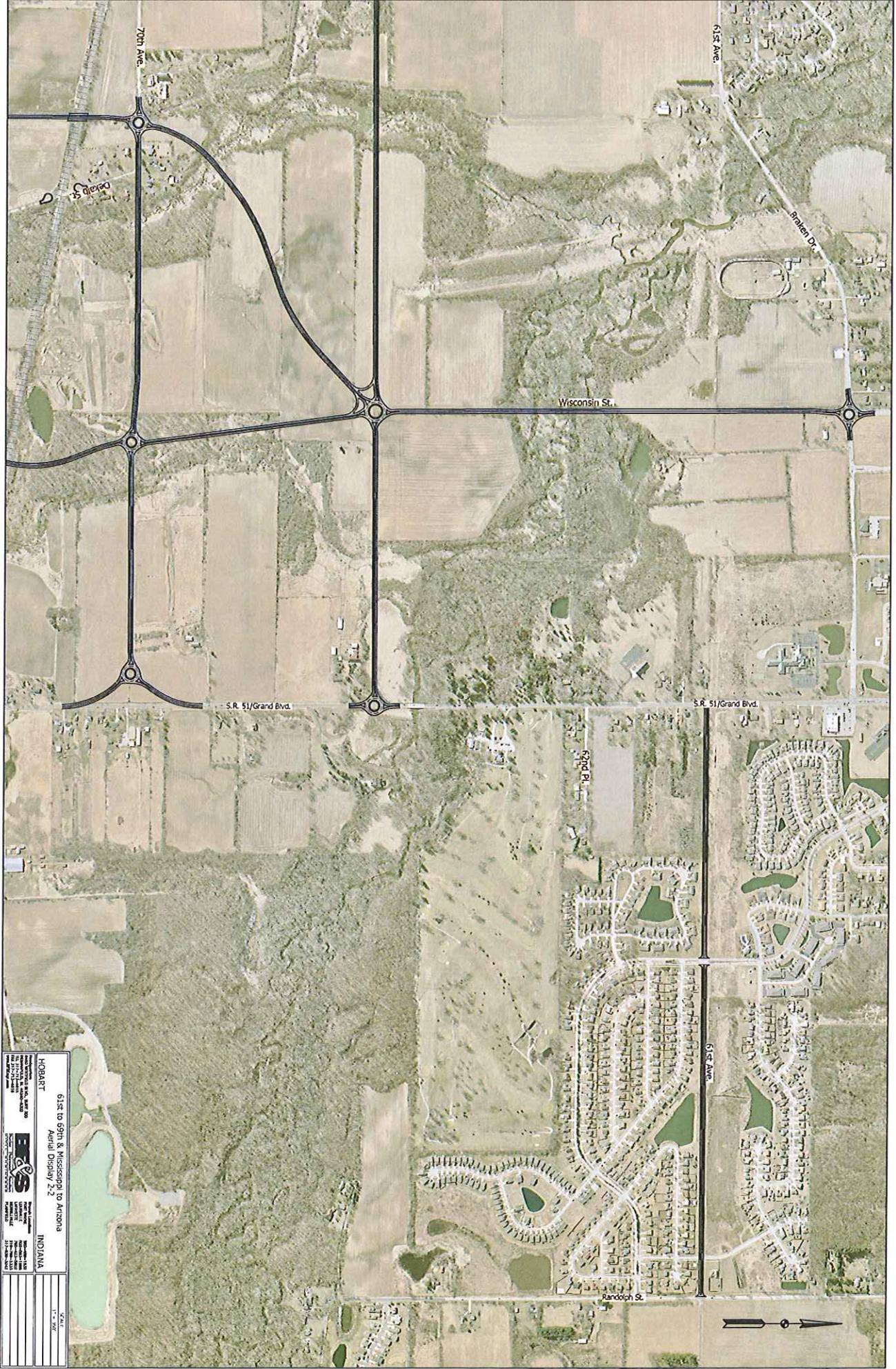




**HOBART**  
 73rd to 83rd & Mississippi to S.R. 51  
 Aerial Display 1:5  
 1" = 300'  
 INDIANA  
 PROJECT NO. 1403000  
 SHEET NO. 1  
 DATE: 4/23/2019  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]



|   |              |
|---|--------------|
| <b>HOBART</b><br>HOBERT ROAD, WEST END<br>HOBERT, INDIANA 46761<br>PROJECT NO. 19-00000000<br>SHEET NO. 19-00000000 |              |
| <b>61st to 69th &amp; Mississippi to Arizona</b><br>Aerial Display 2-1  |              |
| <b>INDIANA</b>  |              |
| SCALE<br>1" = 200'  | DATE         |
| DRAWN BY  | CHECKED BY   |
| DESIGNED BY   | APPROVED BY  |
| PROJECT MANAGER   | CLIENT       |
| PROJECT NO.   | SHEET NO.    |
| TOTAL SHEETS  | TOTAL SHEETS |



|                                       |  |
|---------------------------------------|--|
| <b>HOBART</b>                         |  |
| 61st to 69th & Mississippi to Arizona |  |
| Aerial Display 2-2                    |  |
|                                       |  |
| INDIANA                               |  |
| Scale: 1" = 300'                      |  |
| Date: 4/23/2019                       |  |
| Project: 51265800                     |  |
| Sheet: 2-2                            |  |
| Author: [Name]                        |  |
| Checked: [Name]                       |  |
| Approved: [Name]                      |  |
| Title: [Title]                        |  |
| Firm: [Firm Name]                     |  |
| Address: [Address]                    |  |
| Phone: [Phone]                        |  |
| Fax: [Fax]                            |  |
| Email: [Email]                        |  |
| Website: [Website]                    |  |

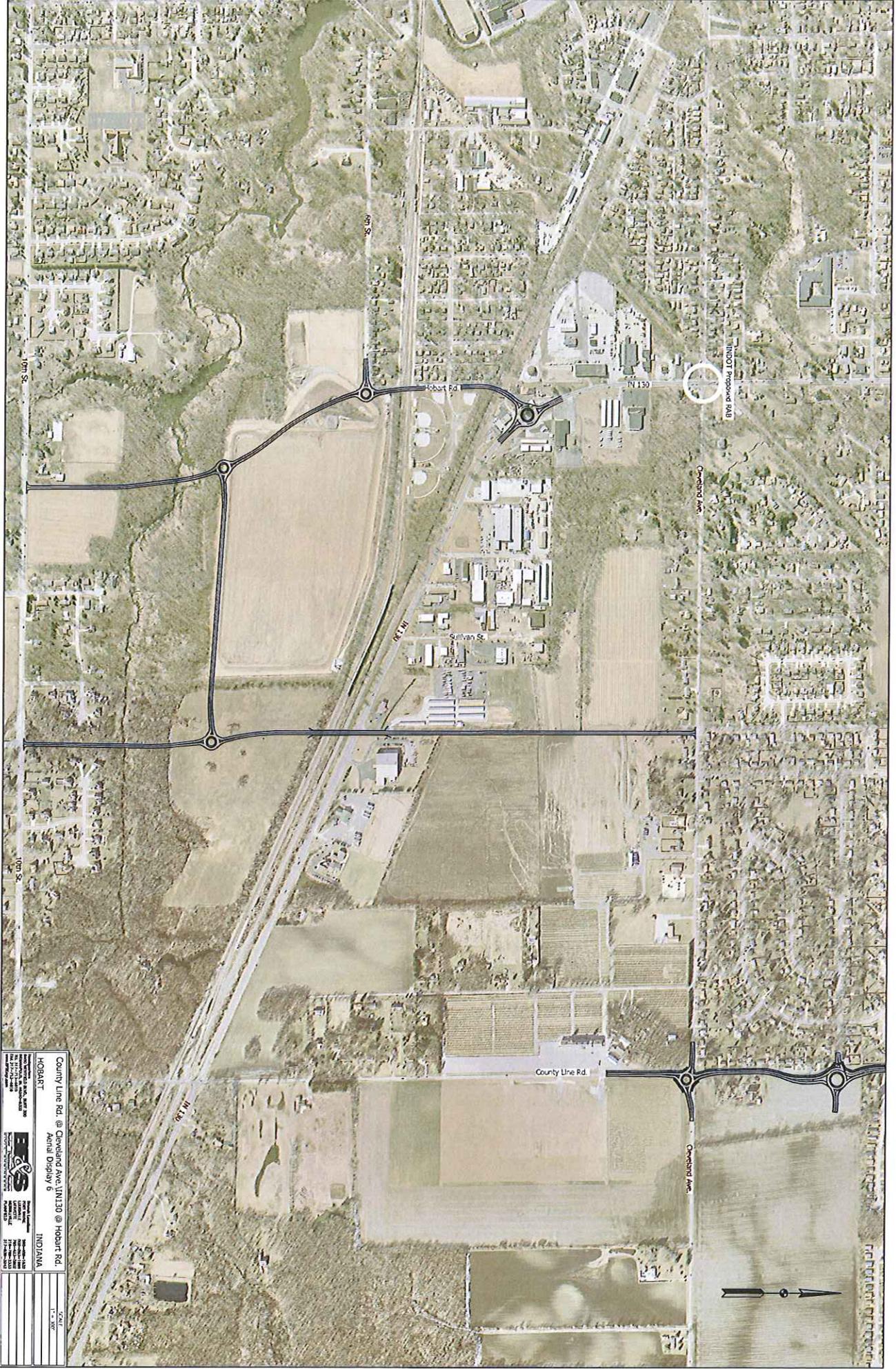


|   |          |
|---|----------|
| <b>HOBART</b>                                 |          |
| U.S. 30/Old Lincoln Hwy,<br>Aerial Display, 3 |          |
| <b>INDIANA</b>                                |          |
| DATE  |          |
| SCALE   | 1" = 20' |
| PROJECT NO.                                   |          |
| DRAWING NO.                                   |          |
| DATE  |          |
| BY  |          |
| CHECKED                                       |          |
| APPROVED                                      |          |
| DESIGNED                                      |          |
| DRAWN   |          |
| PLANNED                                       |          |
| ENGINEER                                      |          |
| ARCHITECT                                     |          |
| LANDSCAPE                                     |          |
| MECHANICAL                                    |          |
| ELECTRICAL                                    |          |
| PLUMBING                                      |          |
| STRUCTURAL                                    |          |
| ENVIRONMENTAL                                 |          |
| TRAVEL  |          |
| UTILITY                                       |          |
| WATER   |          |
| SEWER   |          |
| STORM   |          |
| RAILROAD                                      |          |
| HAZARDOUS WASTE                               |          |
| ASBESTOS                                      |          |
| LEAD  |          |
| PCB   |          |
| OTHER   |          |



|                          |           |
|--------------------------|-----------|
| <b>HOBART</b>            |           |
| 49th Ave / Liverpool Rd. |           |
| Aerial Display 4         |           |
|                          |           |
| <b>INDIANA</b>           |           |
| SCALE                    | 1" = 100' |

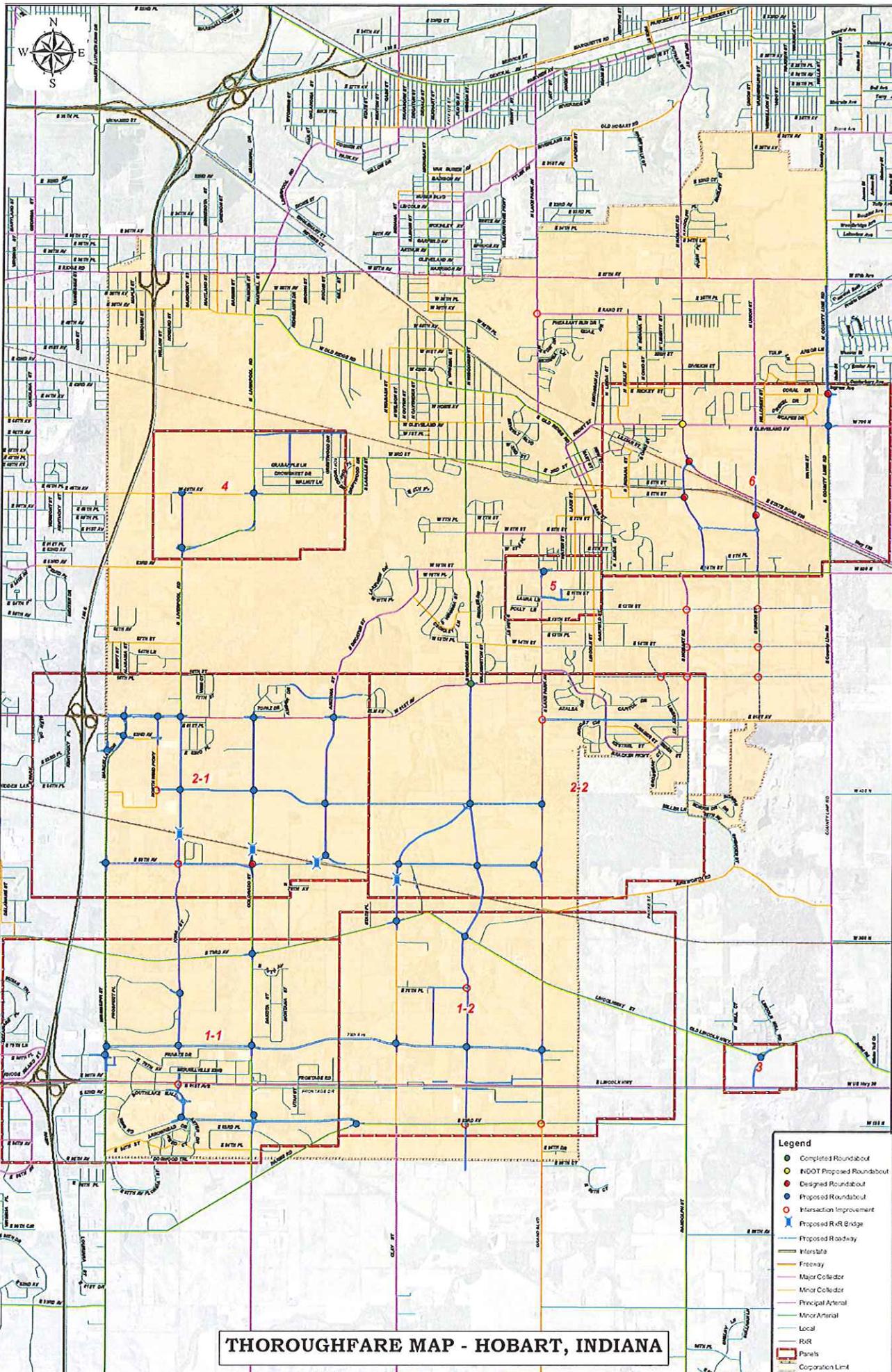




County Line Rd. @ Cleveland Ave 11N130 @ Hobart Rd.  
HOBART INDIANA

|              |             |
|--------------|-------------|
| DATE         | 4/24/2019   |
| SCALE        | 1" = 300'   |
| DRAWN BY     | Bill Hutton |
| CHECKED BY   | Bill Hutton |
| DATE         | 4/24/2019   |
| PROJECT NO.  | 11N130      |
| SHEET NO.    | 1           |
| TOTAL SHEETS | 1           |

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Fax: 219-223-1235  
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**THOROUGHFARE MAP - HOBART, INDIANA**

- Legend**
- Completed Roundabout
  - INDOT Proposed Roundabout
  - Designed Roundabout
  - Proposed Roundabout
  - Intersection Improvement
  - Proposed R+R Bridge
  - Proposed Roadway
  - Interstate
  - Freeway
  - Major Collector
  - Minor Collector
  - Principal Arterial
  - Minor Arterial
  - Local
  - R+R
  - Panels
  - Corporation Limit