

COMMON COUNCIL OF THE CITY OF HOBART, INDIANA

RESOLUTION NO. 2019-24

A Resolution Amending Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use of the City of Hobart

WHEREAS, the Common Council ("Council") of the City of Hobart, Indiana ("City") has received the recommendation of The Plan Commission of the City of Hobart ("Plan Commission") to adopt an amended Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use of the City of Hobart ("Comprehensive Plan") and

WHEREAS, The Plan Commission, by unanimous vote, recommended that it's Petition No. PC 19-03A be adopted and that said Chapter 5 Thoroughfare Plan of the Comprehensive Plan, be amended by striking the current Chapter 5 Thoroughfare Plan and inserting in lieu thereof the new Chapter 5 Thoroughfare Plan shown in Exhibit A; and

WHEREAS, the Plan Commission commenced a duly advertised Public Hearing on August 1, 2019 to hear public comment from interested persons on the proposed amendment to Chapter 5 Thoroughfare Plan of the Comprehensive Plan of the City of Hobart; and

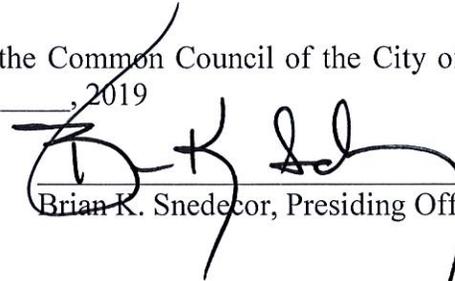
WHEREAS, the Council concurs in the recommendation of the Plan Commission as to the proposed amendment and now desires to approve and add such provisions to the Comprehensive Plan through this resolution pursuant to the authority granted to the Council by I.C. §§36-7-4-509 and 511.

IT IS, THEREFORE, RESOLVED, by the Common Council of the City of Hobart, Indiana as follows:

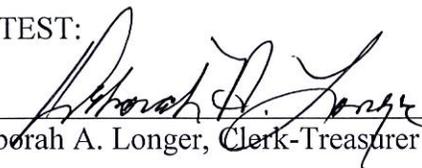
SECTION ONE. The Comprehensive Plan of the City of Hobart, Indiana ("Plan") Future Land Use Map entitled "Chapter 5 Thoroughfare Plan," is hereby amended, by striking out in its entirety the current Chapter 5 Thoroughfare Plan, and inserting in lieu thereof, the following new Chapter 5 Thoroughfare Plan included as Exhibit "A" as attached hereto and made a part hereof.

SECTION TWO: The City Planner is hereby authorized to amend the remaining sections of the Plan, to incorporate references as needed to include this amended Chapter 5 Thoroughfare Plan. This Resolution shall become effective upon approval.

ADOPTED and APPROVED by the Common Council of the City of Hobart, Indiana on this 7th day of August, 2019



Brian K. Snedecor, Presiding Officer

ATTEST:


Deborah A. Longer, Clerk-Treasurer

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

- 61st Ave./Bracken Rd.
- County Line Road (north of 10th Street)
- Colorado Street (south of 61st Avenue)
- 73rd Avenue
- Harms Rd./83rd 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 37th Ave.)
- 41st Ave. (Wabsh St. to Wisconsin St.)
- W. Cleveland Ave (Wabash to Pennsylvania)
- Pennsylvania St. (Cleveland to Old Ridge)
- Colorado St. (3rd St. to Cleveland Ave.)
- Wabash St. (Cleveland Ave. to 41st Ave.)
- W. 39th Ave. (Wisconsin St. to Colorado St.)
- 39th 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./57th Ave.
- Grand Boulevard (south of US30)
- E.84th St./E.84th Place (west of Colorado St.)
- Clay Street
- Ainsworth Road
- E. 69th Ave. (Mississippi St. to Colorado St.)
- 62nd Ave. (Mississippi to North Wind Pkwy)
- E. 61st Avenue
- Csokasy Lane
- W. 14th St. (Wisconsin St. to SR51)
- Tanager St. (Bracken Pkwy to Bracken Pkwy)
- S. Hobart Road
- Lake St. (Sr51 to 5th St.)
- 5th St. (Lake St. to 6th St.)
- 6th St. (5th St. to S. Indiana St.)
- S. Indiana St. (6th St. to Georgiana St.)
- W. 49th 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. 34th 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 83rd 61st Avenue (north), State Road 51 (east), 61st Avenue (south), and 83rd 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, 61st 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 10th 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, 53rd Ave., S.R.51, and 83rd Ave and focused on the area of development bound by I-65, 61st Avenue, S.R.51, and US30.

The study concluded several improvements would be needed on major arterials including 61st Avenue, 69th Avenue, and extensions or improvements to intersections would be needed. It also concluded a new interchange with I-65 in the vicinity of 73rd 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 73rd Avenue. The Interchange Study provided a preliminary assessment of the potential 73rd 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 61st Avenue interchanges with I-65. The preliminary assessment suggested that the intersection of 61st 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 73rd 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 79th Avenue as well as extending and improving 83rd 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. 83rd and 79th 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.

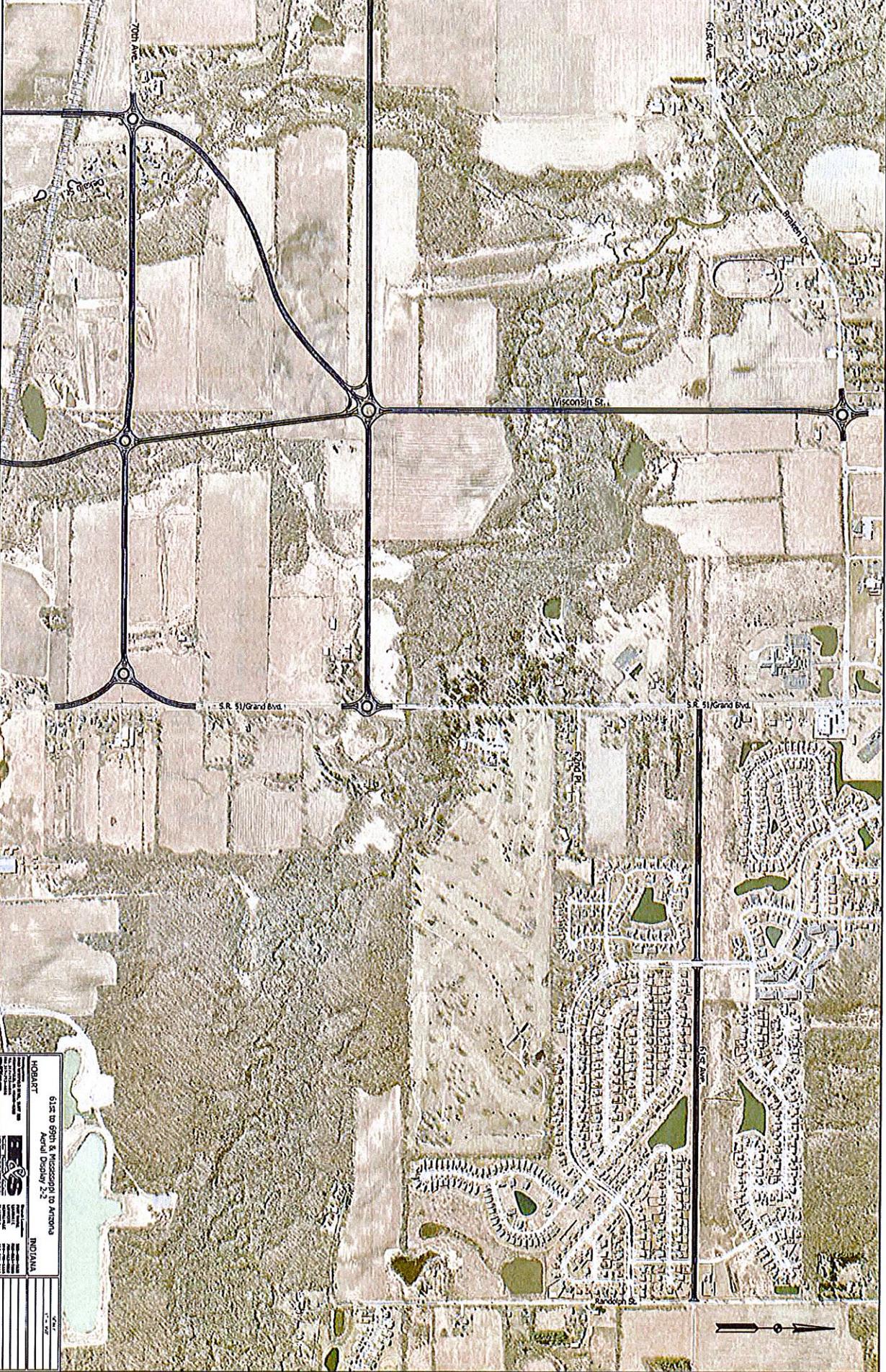
PRIORITY THOROUGHFARE FROM-TO

<u>Priority</u>	<u>Roadway</u>	<u>Segment</u>
1	Wisconsin Street	61 st Ave. to Clay St.
1	Arizona Street	61 st Ave. to 69 th Ave.
1	79 th Avenue	S.R. 51 to Mississippi St.
1	83 rd Avenue	Curve at Harms Rd. to Southlake Mall
1	County Line Road	73 rd Ave. south to U.S. 30
1	Northwind Parkway	to 61 st Ave.
2	Rand Street	Shelby St. to County Line Rd.
2	Union Street	Cleveland Ave. to 10 th St.
2	14 th 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 th 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 th Street	to County Line Rd.
3	12 th Street	to S.R. 51
3	16 th 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 th Street	Hobart Rd. to Union St.
5	Gibson Street	terminus to south
5	Hobart Road	10 th St. to S.R. 130

Intersections

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

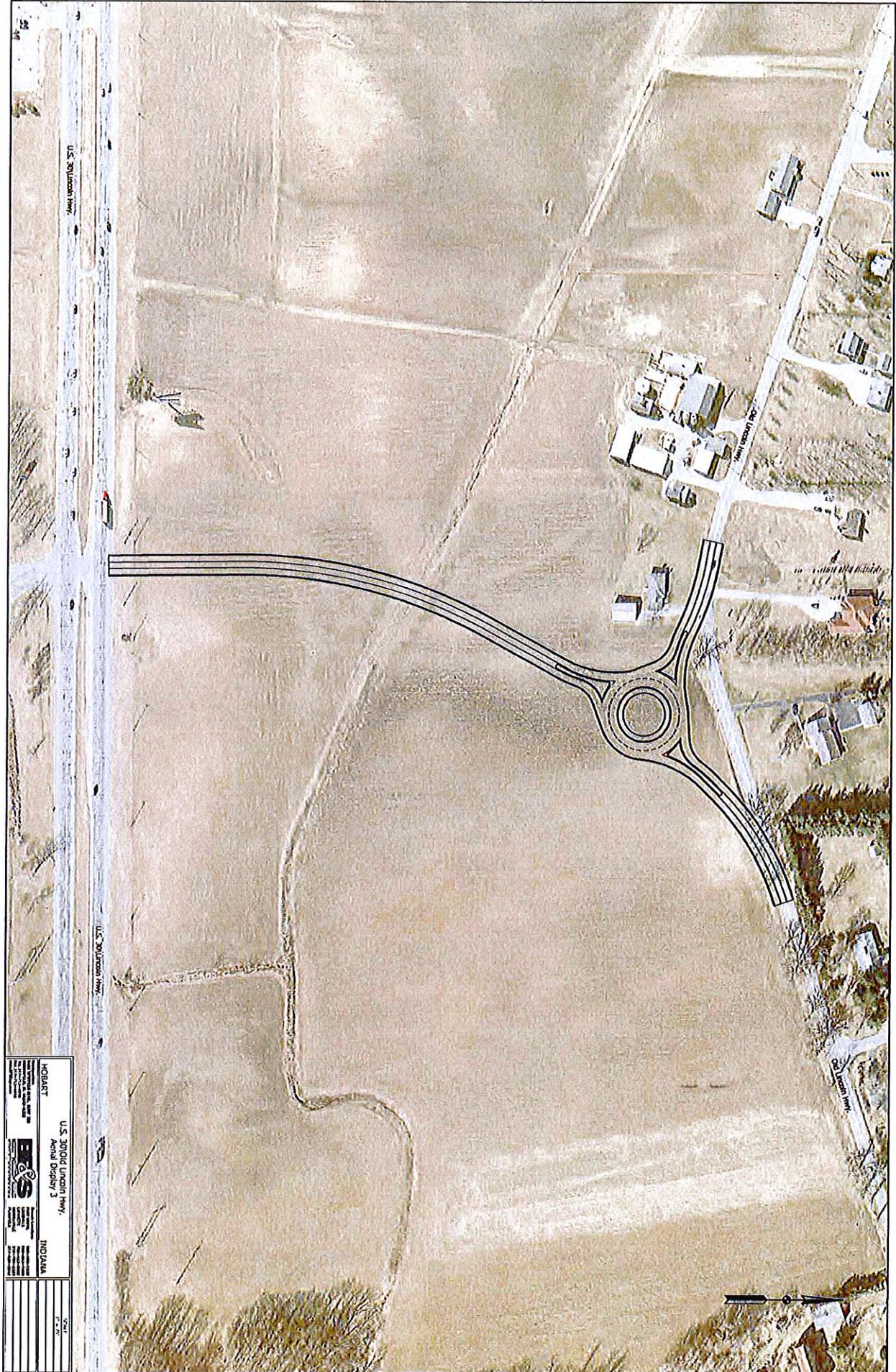
<u>Priority</u>	<u>Intersection</u>
1	61st and Marcella
1	U.S. 30 and Colorado
1	69th and Colorado
1	79th and Mississippi
1	County Line and Cleveland
2	69th and Mississippi
2	61st and Liverpool
2	62nd and Marcella
2	73rd and Colorado
3	61st and Arizona
3	61st and Colorado
3	S.R.51 and 10th Street
3	61st 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



HOBAEY
612x to 69th & Mississippi to Arroyo
Aerial Display 2.5

INDIANA

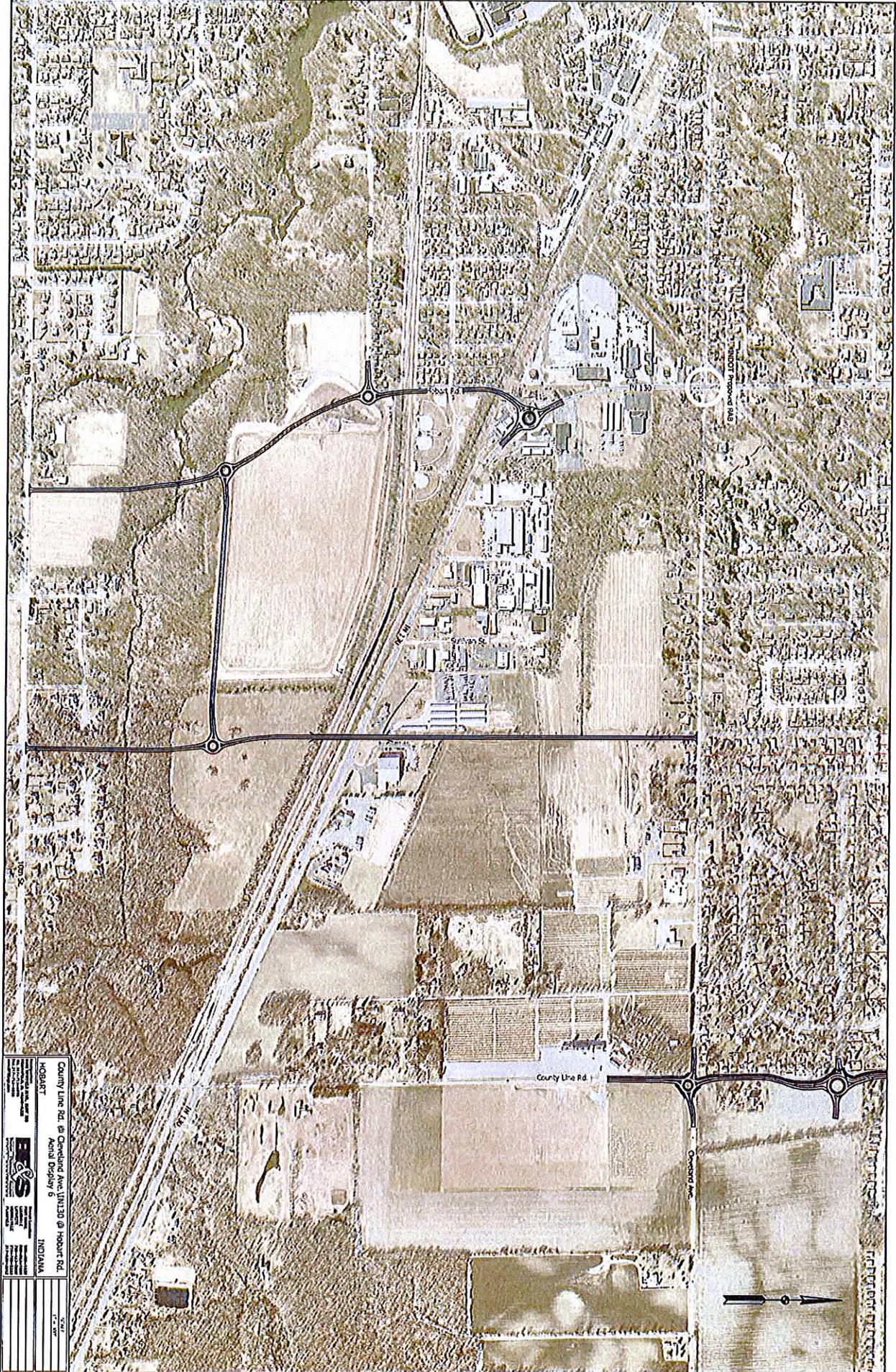
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North Arrow	True North
Legend	See Legend
Project Name	612x to 69th & Mississippi to Arroyo
Project No.	25500 0000
Sheet No.	4x8-1a
Sheet Count	1 of 1
Client	HOBAEY
Designer	HOBAEY
Checker	HOBAEY
Approver	HOBAEY
Date	4/24/2019



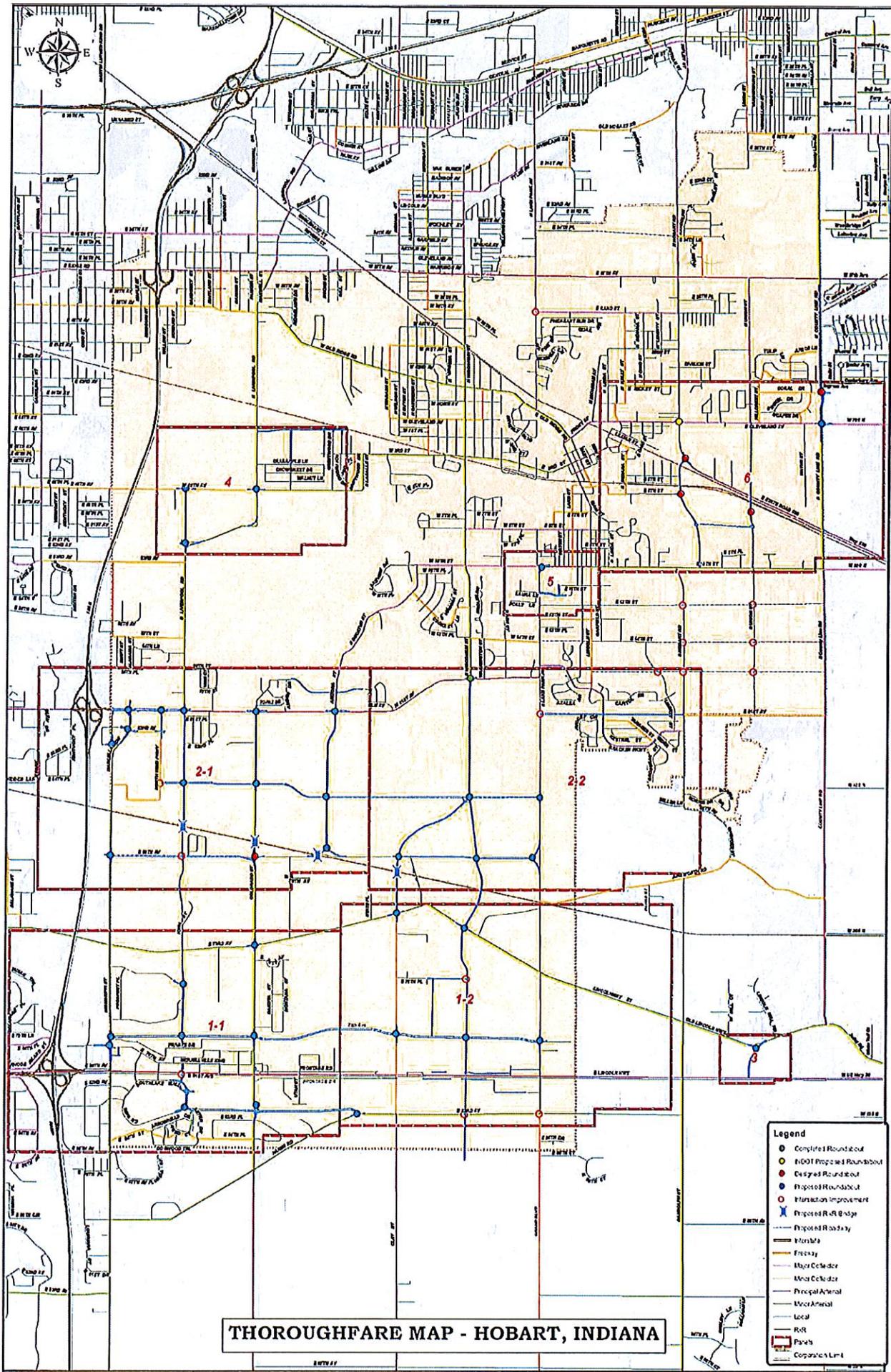
LOBART	
U.S. 301/OLD LINCOLN HWY.	
Aerial Display 3	
INDIANA	
Scale	
1" = 20'	



LOBART LANDSCAPE ARCHITECTURE 1000 N. W. 10th St., Suite 100 Fort Lauderdale, FL 33304 Phone: (954) 561-1111 Fax: (954) 561-1112 www.lobart.com		INDIANA	
49th Ave./Lanwood Rd. Aerial Display 4		DATE: 4/23/18	
SCALE: 1" = 200'		DRAWN BY: [Name]	
CHECKED BY: [Name]		DATE: [Date]	
APPROVED BY: [Name]		DATE: [Date]	



County Line Rd, 81 Cleveland Ave, Limited @ Hobart Rd	
HOBART	
Acres Display 8	
INDIANA	
1" = 100'	
DATE: 4/21/2019	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
APPROVED BY: [Name]	
PROJECT NO: [Number]	
SHEET NO: [Number]	
TOTAL SHEETS: [Number]	
SCALE: [Scale]	
DATE: [Date]	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
APPROVED BY: [Name]	
PROJECT NO: [Number]	
SHEET NO: [Number]	
TOTAL SHEETS: [Number]	
SCALE: [Scale]	
DATE: [Date]	



**CERTIFICATION AND REPORT TO
COMMON COUNCIL OF THE CITY OF HOBART ON
AMENDMENT OF THE ZONING ORDINANCE**

CERTIFICATION TO: Common Council of the City of Hobart

FROM: Ross Pietrzak, Zoning Administrator/Planner I

RE: Amendment of Chapter 5 of the Comprehensive Plan
(Thoroughfare Plan)

DATE: August 5, 2019

PETITIONER: City of Hobart Plan Commission
414 Main Street,
Hobart, Indiana 46342

REQUEST: To amend Chapter 5 Thoroughfare Plan of the City of Hobart
Comprehensive Plan

PLAN COMMISSION PETITION NO.: PC 19-03A

DATE OF PLAN COMMISSION ACTION: August 1, 2019

DEADLINE FOR COMMON COUNCIL ACTION: October 30, 2019

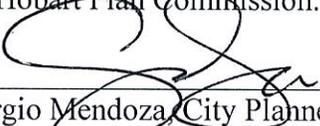
CERTIFICATION

ACTION TAKEN BY PLAN COMMISSION:
(Recommendation to the Common Council to Approve the amendment as requested
(Favorable Recommendation)

CONDITIONS: Eliminate the roundabout on 49th Ave. west of Liverpool Rd. and the north/south road to Liverpool Rd., shortening the curve on Liverpool Rd., the north/south extension of Wildrose Dr. and the east/west road north of Crestwood Trace Subdivision, to leave the section of the east/west road north of Crestwood Subdivision and adding road changes at Colorado Street and US 30 where the Safety Project is under design to move the traffic signal east of Sam's Club and to construct a road on the east side of Colorado Street that would serve as a drive for the KFC/Wendys/Speedway businesses.

VOTE: 5-0

I certify that the foregoing information accurately represents the action taken on this matter by the City of Hobart Plan Commission.



Sergio Mendoza, City Planner
CITY OF HOBART

MEMORANDUM

DATE: AUGUST 5, 2019

TO: HOBART COMMON COUNCIL MEMBERS
MAYOR BRIAN K. SNEDECOR
CITY ATTORNEY ANTHONY DEBONIS

FROM: SERGIO MENODZA, CITY PLANNER 

RE: Petition; Amend Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use of the City of Hobart

Below please find the minutes of the Plan Commission meetings regarding Petition PC 19-03A

DRAFT PUBLIC HEARING MINUTES OF THE PLAN COMMISSION MEETING OF AUGUST 1, 2019: Mr. Gralik mentioned at the Site Review Meeting there was discussion of adding road changes at Colorado Street and US 30 where the Safety Project is under design to move the traffic signal east of Sam's Club and to construct a road on the east side of Colorado Street that would serve as a drive for the KFC/Wendys/Speedway businesses. He noted it not showing the future road connection as of yet. Mr. Allen opened the public hearing for Petition 19-03A. Derek Nimetz, Property Manager, 219-928-3997: *Presented and read the following letter in opposition to the amended Thoroughfare Plan.*

DNR

Indiana Department of Natural Resources

Eric J. Holcomb, Governor
Cameron F. Clark, Director

August 1, 2019

Hobart Planning & Zoning
Department 414 Main Street
Hobart, IN 46342

Dear Members of the City of Hobart Plan Commission,

The Indiana Department of Natural Resources, Division of Nature Preserves, would like to express our concerns with portions of the proposed amendments to the Chapter 5 Thoroughfare Plan of the

Comprehensive Plan for Future Land Use. Specifically, the Indiana Department of Natural Resources, Division of Nature Preserves, is concerned with potential negative impacts to properties owned and managed by Indiana Department of Natural Resources along 49th Avenue and Liverpool Road within the City of Hobart.

The Indiana Department of Natural Resources, Division of Nature Preserves, is concerned with the proposed roundabout along 49th Avenue in Section 4 of the proposed Thoroughfare Map. The northwest proposed roundabout, as depicted, will directly impact land owned by the Indiana Department of Natural Resources. This parcel is the primary access point for McCloskey's Burr Oak Savanna Nature Preserve. The proposed roundabout, would not allow access for Division of Nature Preserves staff to manage the property or for the community to visit the nature preserve. A compromise to the amendment at this location would be to remove the proposed roundabout and make that location a three-way stop if the proposed roadway to the south is installed.

McCloskey's Burr Oak Savanna Nature Preserve became a dedicated State of Indiana nature preserve in 1996. The dedicated state Nature Preserve status is the highest level of protection land can have in the State of Indiana. It is because of its high quality mesic savanna and mesic prairie, as well as the rare plants and animals found within McCloskey's Burr Oak Savanna that the Nature Preserve was protected in perpetuity.

In 2016, the Indiana DNR installed a passive recreation trail system, open to public, which offers nature-based hiking and wildlife viewing opportunities. The trail installation and maintenance aligns well with the goals of the Hobart Marsh Plan which was developed by the City of Hobart. This natural trail allows visitors to experience firsthand the fantastic natural resources and scenic views the City of Hobart has to offer. It is because of properties such as McCloskey's Burr Oak Savanna Nature Preserve that the City of Hobart has developed the Nature District within the western portion of the City.

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov

An Equal Opportunity Employer

Furthermore, also in Section 4 of the Thoroughfare Map, is a proposed roadway curve improvement along Liverpool Road. A small portion of the proposed roadway design impacts the Nozrik North parcel of the Hobart Marsh Area. This site, owned by the Indiana Department of Natural Resources, is part of a wetland mitigation project managed by the United States Army Corp. of Engineers. This project is a federally mandated wetland mitigation requirement and the proposed impacts should be avoided. It is possible to avoid impacts to this Indiana Department of Natural Resources owned parcel by starting the proposed roadway curve further south than currently depicted on the Thoroughfare Map.

In summary, the Indiana Department of Natural Resources, Division of Nature Preserves recommends alternate options to the northwest proposed roundabout in Section 4 of the Thoroughfare Map and to the proposed roadway curve improvement along Liverpool Road.

Thank you for allowing the Indiana Department of Natural Resources, Division of Nature Preserves, to express our concerns. We appreciate your consideration on our request to make changes to the proposed amendments to the Chapter 5 Thoroughfare Plan of the Comprehensive Plan for Future Land Use.

Sincerely,



Derek Nimetz
Indiana Department of Natural
Resources Division of Nature
Preserves
1600 North 25 East
Chesterton, IN 46383

Mr. Gralik mentioned he didn't feel the roundabout would be a problem to remove. Liverpool Road following the curves north to 37th Avenue will be the primary arterial. Depending on future development at the former St. Sava property, the north/south connector may never be constructed. He also noted a three-way intersection would not be preferred.

Kris Krouse, Executive Director of Shirley Heinze Land Trust, 219-242-8558 presented a letter in opposition to 2 roads proposed in the Bur Oaks Nature Preserve. The roads in objection are located east of Liverpool Rd. and north of the Crestwood Subdivision.



109 West 700 North
Valparaiso, IN 46385
Phone: 219-242-8558

August 1, 2019

The City of
Hobart
Hobart City
Hall 414
Main Street
Hobart, IN 46342

Dear Council Members,

I am writing on behalf of Shirley Heinze Land Trust opposes two proposed roadways that would impact an 85-acre property that the organization is dedicated to protecting in perpetuity known as Bur Oak Woods Nature Preserve (see attached map).

Bur Oak Woods is located on Liverpool Road, north of 49th Avenue and south of the Northfolk Southern railroad. The property was protected to preserve an example of one of Indiana's rarest natural communities, bur oak savanna. A trail system complete with interpretive signage is open to the public year-round from dawn to dusk, and is used by students in Hobart for environmental field studies during the school year. The property acts as a natural sponge, reservoir, and filter of stormwater. It provides critical habitat to plants and animals including some state-listed species, and offers a place for people to take a peaceful walk in nature, observe a multitude of birds, or enjoy beautiful wildflowers.

The property has been protected and restored with significant investment from federal, state, and local partners including the U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, U.S. Forest Service, National Oceanic and Atmospheric Administration, USDA's Natural Resources Conservation Service, ArcelorMittal, Legacy Foundation, and Chicago Wilderness. It was originally purchased in 1998 with funding provided under the North American Wetlands Conservation Act, which provides resources to protect and restore wetlands and adjacent habitat primarily to provide habitat for migratory waterfowl, raptors, and neotropical birds. As a part of the funding agreement, the property is encumbered with restrictions from the U.S. Fish and Wildlife Service.

The proposed roadways would destroy rare natural habitat, threaten wildlife, increase stormwater impacts in an area already prone to flooding, and diminish visitors' ability to learn about and enjoy the natural character of the property. We urge the Commission to remove these roadways from the Thoroughfare Plan.

Shirley Heinze Land Trust was established in 1981 with a mission to protect habitats and ecosystems of Northwest Indiana and to educate people of all ages about the value of land conservation.

Sincerely,



Kristopher
Krouse
Executive
Director

Mr. Gralik mentioned it was discussed at a staff level not to show roads that would bisect federal or state property but if for some unknown reason the land owners were forced to sell the property and it were to be developed decades in the future, the roads are slated for future use. There is no intension to build these roads any time soon.

Natalie Johnson, Save the Dunes, 219-879-3564 presented a letter in opposition. She also mentioned that on behalf of Save the Dunes she thanked the City of Hobart for their dedication and commitment to these natural areas and for fostering the culture within the City through programs such as the Water Festival and Canoemobile.



August 1, 2019

City of Hobart Plan Commission
414 Main Street
Hobart, Indiana 46342

RE: Opposition of Roadways through Burr Oak Nature Preserve as Cited in Hobart

Thoroughfare Plan Dear Commissioners:

Save the Dunes was established in 1952 with a mission to preserve, protect, and restore the Indiana dunes and all natural resources in Northwest Indiana's Lake Michigan Watershed for an enhanced quality of life. We maximize our effectiveness to protect our treasured landscapes through diverse partnerships, and we are proud to call the City of Hobart a partner.

Furthermore, we recognize the City as an example to Northwest Indiana communities of what it is to be an urban conservation champion and to cultivate a culture of residents who embrace the natural areas around them. It is our hope that other regional cities follow the City of Hobart's lead in efforts such as the establishment of the Hobart Nature District, the community Water Festival at Festival Park, and programs such as the Voyageur Canoemobile days on Lake George. **That said, Save the Dunes urges the Plan Commission to continue its commitment to conservation and to amend the Thoroughfare Plan so as not to place roadways through the 85-acre natural area known as Bur Oak Woods Nature Preserve.**

Bur Oak Woods Nature Preserve is located on Liverpool Road, north of 49th Avenue and south of the Norfolk Southern railroad. Our sister organization, Shirley Heinze Land Trust, successfully preserved this land in 1998 and has since managed it to be both a rich natural area and a destination for residents and visitors to enjoy hiking, bird watching, and viewing of wildflowers. Bur oak savanna is one of Indiana's rarest natural communities as well as one of the oldest. Should the Thoroughfare Plan be adopted as is, these community assets would be greatly compromised. We feel this would be a true loss to not only the environmental community but to the residents of Hobart.

We are grateful to the City of Hobart for offering the opportunity for public comment on the Thoroughfare Plan, and for all of the good work the City has put forth to protecting natural areas and providing outdoor learning experiences to its residents. We ask again that you modify the plan, removing the roadways that would impact the Bur Oak Woods Nature Preserve before its final approval and adoption into the City of Hobart Comprehensive Plan.

Respectfully,

Natalie Johnson
Executive Director

444 Barker Road - Michigan City, Indiana 46360 - 219.879.3564 phone

Dan Plathum, Chief of Resource Management for the IN Dunes National Park, 219-871-9559 wanted to express his support of the partnering groups.

Jen Woronecki Ellis, Executive Director/President of Woodland Savannah Land Conservancy, 219-742-3414 expressed her support of the partnering group.

Denarie Kane, Director of Development, 942-5517 expressed the importance of a current and accurate thoroughfare plan and feels the importance the City have published its intentions that provides justification when meeting with developers. She mentioned that at some point in the future the traffic analysis completed in the SW quadrant will be presented to the Plan Commission to help understand the 20 year implications of traffic within the City and how critical the connections and roundabouts will be to maintain and hopefully improve.

Eric Byrd, Stewardship Director for Shirley Heinze Land Trust, 219-916-7625 supported previous comments in opposition. He further mentioned the proposed roundabout on the curve of Liverpool Road by Robinson Lake will impact their property and the bike/pedestrian trail. He understands the importance of a current proposed thoroughfare plan but feels it clashes with the Hobart Marsh Plan which is intended to promote biking and walking.

Mr. Gralik explained that Liverpool Road aligns to the south with Iowa Street and connects to US 30 (Best Buy). He stated only one section of road is missing and once installed, it will be a heavily traveled road as it will be the eastern relief road for I-65. The environmental concerns and bike trail is in the forefront in addressing the connection.

Bob Fulton, 942-6112 mentioned that when the Spotlight Plan was discussed the residents' concerns were for straight streets to Liverpool Rd. He stated the intention for adding Liverpool Rd. to the Thoroughfare Plan is to, if given the opportunity, to seek funds and create a safer road. Mr. Gralik also added that Liverpool Rd. was highlighted in the Spotlight Grant as a complete street.

Jen Woronecki Ellis, Executive Director/President of Woodland Savannah Land Conservancy, 219-742-3414 also mentioned that she was part of the Neighborhood Spotlight promoting the nature preserves and passive use in the Robinson Lake area.

Tim Kingsland, Stormwater Management added Rule 5 Permits will be required for proposed roundabouts.

Hearing no further public comments Mr. Allen closed the public hearing for Petition 19-03A. Mr. Chhutani questioned the need for a proposed roundabout on Liverpool Rd. by Robinson Lake and the proposed road north to 49th Ave. since it would be a less traveled road. Mr. Gralik mentioned a deciding factor for the proposed roundabout at the Robinson Lake curve was to give an entrance to the property that isn't on a curve. Mr. Chhutani also questioned the proposed roundabouts on Colorado St. north of Sams & at Colorado St. & 73rd Ave. given the fire station was located between them and issues with cars pulling over to allow the firetrucks to pass. Mr. Gralik mentioned if they were designed correctly vehicles should have room to pull over but cars should stop entering the roundabouts when they see the emergency vehicles lights and or hear sirens. Mr. Lain motioned for a Favorable Recommendation to the Common Council for Petition 19-03A with the stipulation of eliminating the roundabout on 49th Ave. west of Liverpool Rd. and the north/south road to Liverpool Rd., shortening the curve on Liverpool Rd., the north/south extension of Wildrose Dr. and the east/west road north of Crestwood Trace Subdivision, to leave the section of the east/west road north of Crestwood Subdivision and adding road changes at Colorado Street and US 30 where the Safety Project is under design to move the traffic signal east of Sam's Club and to construct a road on the east side of Colorado Street that would serve as a drive for the KFC/Wendys/Speedway businesses including all discussion, seconded by Mr. Spain. All ayes, motion carried. (5-0)