

**~~HOBART INDUSTRIAL REDEVELOPMENT AREA
PLAN~~**

***State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area
Plan***

**HOBART, INDIANA
LAKE COUNTY**

City of Hobart Redevelopment Commission

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**July 11, 1990
(Revised This Date)**

**April 30, 2008
(Amendment Date)**

**HOBART INDUSTRIAL REDEVELOPMENT AREA
PLAN**

***State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area
Plan***

**HOBART, INDIANA
LAKE COUNTY**

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HOBART, INDIANA

I. INTRODUCTION

The Hobart Industrial Redevelopment Area Plan provides the City of Hobart, Indiana with a strategy to broaden the economic base of the community by promoting further prosperity and stability.

The redevelopment area is located in the east central part of the city adjacent to state highway S.R. 130 and consist of approximately three hundred and thirty (330) undeveloped and blighted acres. The redevelopment area is rectangular in shape and bisected diagonally by the state highway and two railroad lines. The Hobart Industrial Redevelopment Area is illustrated on Exhibit A.

The City of Hobart is located on the eastern edge of Lake County and just south of the communities of Gary, Lake Station and New Chicago. Hobart is served by several state highways and two railroad companies. Interstate 65 lies along the western border of the city and state highways S.R. 51 and S.R. 130 traverse the community as well. The Norfolk Southern and Conrail railroads serve the city and the project area.

An integral part of the Hobart Development Plan is the recognition that large viable tracts of vacant land which have access to two major rail carriers and the interstate highway network are no longer plentiful and inexpensive in this region. The inherent advantages of this development area coupled with supporting public improvements such as roads, sewers, water and rail will make the area attractive for private investment.

Through the adoption of this plan, the City of Hobart will make a substantial step in the development of this area. By utilizing a partnership between the public and private sectors, this area can become a center for new development and significantly increase the tax base of Hobart.

The greater downtown area of Hobart (reference Exhibit E attached) which is proposed to be added to the original area that was designated as a redevelopment area, is also a portion of the community which contains properties in need of redevelopment. This amended plan provides the City of Hobart with a strategy to also broaden the economic base of the greater downtown area by promoting improvements and providing economic development incentives which will attract new business and residential interests and stabilize existing development.

The greater downtown area is located to the west of the original area and is

physically connected to the original area via the now CSX (formerly Conrail) railroad right-of-way. The greater downtown is also served by the Norfolk Southern railroad which also serves the original area. The acres proposed in the greater downtown area to be added are approximately 172.4. The boundary of this greater downtown area is approximately the same as the limits of the B-2 (Central Business District) zoning district, but with the addition of certain nearby properties that are zoned B-1 (Neighborhood Business District), B-3 (Highway Oriented Business District), and M-1 (Light Manufacturing District).

The second area which is proposed to be added to the original area (reference Exhibit F attached) totals approximately 39.32 acres and this area is located adjacent to and to the east of the original area on the north side of S.R. 130. This second area is bordered by County Line Road on the east and is undeveloped.

II. HISTORY

Since its founding in 1849 by George Earle on the glacial ridge some eight miles inland from the Lake Michigan shoreline, Hobart has grown and prospered. Located along the Deep River Hobart has grown from a saw mill on a river into a thriving community of some 25,000 people.

The completion of the Pittsburgh, Fort Wayne and Chicago Railway line to Hobart in 1858 brought the first railroad to Lake County. Hobart continued to grow as a trading center due to the railroad's influence and in the early 1870's brick making became the city's largest industry.

These historic early accomplishments are the very cornerstone on which the Hobart Industrial Redevelopment Plan intends to build upon. The availability of large tracts of vacant land located adjacent to two major rail carriers is the foundation upon which the area is to be redeveloped.

Since 1990, there have been several significant changes in the greater downtown area. The conversion of the lakefront into popular city parks was accomplished with the construction of Festival Park and Lakefront Park. In addition, several blocks along Main Street benefited from streetscape treatments which included new decorative lighting with burial of overhead utility lines, new sidewalks, and new street furniture. Recent decisions by the Hobart School City will also impact the greater downtown area in the near future when the Hobart Middle School is vacated and relocated to the former Hobart High School building (the high school will move into a new building in the fall of 2008).

Also since 1990, the City has had success in attracting new residential development via the incentive of real property tax abatement, typically granted for a six year period. Changes in the city's tax rate suspended in the first quarter of 2008 the continuation of this incentive for residential development in accordance with the policies of the Hobart City Council.

III. DESCRIPTION OF THE PROJECT

A. Purpose

The City of Hobart, Indiana proposes the development of an industrial redevelopment area to be located in the east central part of the city adjacent to state highway S.R. 130. This area is currently undeveloped and consists of light manufacturing, commercial and agricultural operations. The plan will outline the needs required for the development of the area. The aim of the development is to improve the Hobart economy, tax base, and community pride.

The City of Hobart proposes the redevelopment of the greater downtown area and the development of additional property along SR 130 so that the Hobart economy and tax base can be improved.

B. Legal Description of the Redevelopment Area

The area of land that encompasses the Hobart Industrial Redevelopment Area are all located within the City of Hobart, Hobart Township, Lake County, Indiana. The legal description is as follows:

(NOTE: The original legal description contained in the plan, revised on July 11, 1990, was later amended by the Hobart Redevelopment Commission in 2002 as per Resolution No. 2002-03. The below legal description is Exhibit C of Resolution No. 2002-03, which was recorded in the Office of the Lake County Recorder on November 4, 2002.)

Part of Section 33, Township 36 North, Range 7 West of the Second Principal Meridian and part of the Northeast and the Southeast Quarters of Section 32, Township 36 North, Range 7 West of the Second Principal Meridian, being particularly described as follows:

Beginning at the Northwest corner of said Section 33 thence South 20.00 feet along the West line of the Northwest Quarter; thence East 30.00 feet parallel with the North line of said Northwest Quarter to a point on the East right-of-way line of State Route 130; said point also being the intersection of said right-of-way with the South right-of-way line of Cleveland Avenue; thence South along the East right-of-way line of State Route 130 to the intersection of the North line of Richards Addition to Hobart; thence Easterly along the North line of Richards Addition 455.00 feet to a point; thence South parallel to the West line of the Northwest Quarter a distance of 34.55 feet to the North line of the South $\frac{1}{2}$ of the North $\frac{1}{2}$ of said Northwest Quarter; thence East along said North line to a point 895.00 feet East of the West line of said Northwest Quarter; thence South parallel with said West line 32.54 feet; thence East parallel with the North line of said Northwest quarter 325.00 feet; thence North parallel with the West line of said Northwest Quarter to a point on the South line of McAfee's Cleveland Ave. Addition; thence East along said South line a distance of 1421.60 feet to a point on the East line of the Northwest Quarter of Section 33 (center line of Union Street); thence continuing East 150.00 feet along the

South line of Cleveland Place to the Southeast corner of said subdivision; thence continuing East a distance of 180.00 feet along the South line of Cleveland Place Unit 2 to the Southeast corner of said subdivision. said point also being the East line of the West Half, Northwest Quarter, Northwest Quarter, Northeast Quarter of said Section 33; thence South along said East line to a point 300 feet South of the North line of said Northeast Quarter; thence East to a point on the East line of the West 660.00 feet of the Northeast Quarter of Section 33; thence South along the East line of the West 660.00 feet of the Northeast Quarter of Section 33 to a point on the South line of the North 658.77 feet of the Northwest Quarter of the Northeast Quarter of Section 33; thence East along said South line to a point on the East line of the West Half of the Northeast Quarter; thence South along the East line of the West Half of the Northeast Quarter to the Southeast corner of the West Half of the Northeast Quarter; thence South along the East line of the West Half of the Southeast Quarter to the North right-of-way line of State Route 130; thence continuing South along said East line to the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 33; thence West along the South line of said Northwest Quarter of the Southeast Quarter and the South line of the North Half of the Southwest Quarter to a point on the Southwest corner of the Northwest Quarter of the Southwest Quarter of Section 33; thence continuing West along the South line of the Northeast Quarter of the Northeast Quarter of Section 32 to the North shore line of Duck Creek; thence Northwesterly and Southwesterly along said North shore line to the point of intersection with the South line of the Northeast Quarter of the Southeast Quarter of said Section 32; thence West along said South line to the point of intersection with the East shore line of Duck Creek; thence Northwesterly and Northeasterly along said East shore line to the point of intersection with the South line of the Northwest Quarter of the Northeast Quarter of the Southeast Quarter of said Section 32; thence East along the South line of said Northwest Quarter of the Northeast Quarter of the Southeast Quarter to the Southwest corner of the East half of said Northwest Quarter of the Northeast Quarter of the Southeast Quarter; thence North along the West line of the East half to the Northwest corner of said East half; thence East along the North line of said Northeast Quarter of the Southeast Quarter to the Northeast corner of said Southeast Quarter of Section 32; thence North along the East line of the Northeast Quarter of said Section 32 to the point of intersection of said East line with the Northwesterly right-of-way line of the Consolidated Rail Corp. (Pittsburgh, Ft. Wayne and Chicago Railroad Co.); thence Northwesterly along said right-of-way line to the point of intersection of said right-of-way line with the East right-of-way line of the "Y" track connecting said right-of-way line with the Southeasterly right-of-way line of the Elgin, Joliet and Eastern Railway Co.; thence Northeasterly along said East right-of-way line of the "Y" track and said Southeasterly right-of-way line of the Elgin, Joliet and Eastern Railway Co. to the point of intersection of said Southeasterly right-of-way line and the North line of said Section 32; thence East along said North line to the Northeast corner of said Section 32; said Northeast corner of Section 32 also being the Northwest corner of Section 33 and the point of beginning of this description.

The areas of land that are to be added to the original area are all located within the City of Hobart, Hobart Township, Lake County, Indiana. The legal descriptions are as follows:

Greater Downtown Area: Refer to Exhibit E page 3 of 3 for map showing boundary, etc.

*An Addition to the Western Portion of the former Hobart Industrial Redevelopment Area
now to be known as the STATE ROAD 130 INDUSTRIAL AREA AND DOWNTOWN
HOBART REDEVELOPMENT AREA -*

Part of the Northeast, Northwest and Southwest Quarters of Section 32, Township 36 North, Range 7 West of the Second Principal Meridian and part of the Southwest Quarter of Section 29, Township 36 North, Range 7 West of the Second Principal Meridian, more particularly described as follows:

Beginning at a point on the East line of the Northeast Quarter of said Section 32 and the Northern Right-of-Way line of the Penn Central Railroad (CSX); thence Northwesterly along the Northern Right-of-Way line of the Penn Central Railroad (CSX) to the Southwesterly corner of Block 6 of the Resubdivision of Blocks 7, 24, and 27 thru 30 Earl and Davis Addition (unrecorded), said corner is also the Southwest corner of Lot 6 of said Block 6; thence Northeasterly along the West line of said Block 6 to the South Right-of-way line of Cleveland Avenue; thence Westerly along the South Right-of-way line of Cleveland Avenue to the Northern Right-of-Way line of the Penn Central Railroad (CSX); thence Northwesterly along the Northern Right-of-Way line of the Penn Central Railroad (CSX) to the Southerly line of Deep River; thence Southwesterly along the Southerly line of Deep River to the Eastern boundary line of Lake George; thence Southeasterly along the Eastern boundary line of Lake George to a point on a line 180 feet Northerly of and parallel to the North Right-of-Way of 3rd Street; thence Southwesterly along a line lying 180 feet Northerly of and parallel to 3rd Street Right-of-Way to a point on the centerline of Park Street extended; thence Southerly along the centerline of Park Street extended and the centerline of Park Street to the North Right-of-Way line of the Nickel Plate Railroad (Norfolk & Southern); thence Easterly along the North Right-of-Way line of the Nickel Plate Railroad (Norfolk & Southern) to the centerline of Lake Street extended; thence Southerly along the centerline of Lake Street extended and the centerline of Lake Street to the South Right-of-Way line of 5th Street; thence East along the South Right-of-Way line of 5th Street to the Northwest corner of Lot 25, Block 1, George & William Earle's Subdivision, said corner is also the East line of the alley lying between Lake Street and Main Street; thence Southerly and Southeasterly along the East line of the alley and the East line of the alley extended to the centerline of 6th Street; thence East along the centerline of 6th Street to the centerline of State Street; thence South along the centerline of State Street the centerline of 7th Street; thence West along the centerline of 7th Street to the centerline of Lake Street; thence South along the centerline of Lake Street to the Southern Right-of-Way line of the abandoned E.J. & E. Railroad; thence Northeasterly and Northerly along the Southern Right-of-Way line of the abandoned E.J. & E. Railroad to the centerline of 7th Street; thence East to the Easterly Right-of-Way line of Main Street; thence Northerly along the Easterly Right-of-Way line of Main Street to a point on a line lying parallel to and 194 feet South of the Southern Right-of-Way line of the abandoned E.J. & E. Railroad Right-of-Way; thence Northeasterly along said parallel line to the East line of the Southwest Quarter of said Section 32; thence North along the East line of the Southwest Quarter of said Section 32 to the Northeast corner of the Southwest Quarter of said Section 32, said corner is also the Southwest corner of the Northeast Quarter of said Section 32; thence East along the South line of the Northeast Quarter of said Section 32 to the centerline of

Indiana Street; thence North along the centerline of Indiana Street to the centerline of 5th Street; thence East along the centerline of 5th Street to the extended West line of the alley lying between Ohio Street and Joliet Street; thence North along the West line of the alley extended and the West line of the alley to the Southern Right-of-Way line of the abandoned E.J. & E. Railroad; thence Northeasterly along the Southern Right-of-Way line of the abandoned E.J. & E. Railroad to the Southern Right-of-Way line of the Penn Central Railroad; thence Southeasterly along the Southern Right-of-Way line of the Penn Central Railroad (CSX) to the East line of the Northeast Quarter of said Section 32; thence North to the Point of Beginning, containing 172.4 acres more or less.

Additional SR 130 Area: *Refer to Exhibit F page 2 of 2 for map showing boundary, etc.*

An Addition to the Eastern Portion of the former Hobart Industrial Redevelopment Area now to be known as the STATE ROAD 130 INDUSTRIAL AREA AND DOWNTOWN HOBART REDEVELOPMENT AREA -

Part of the Northeast Quarter of the Southeast Quarter and part of the Southeast Quarter of the Northeast Quarter of Section 33, Township 36 North, Range 7 West of the Second Principal Meridian, more particularly described as follows:

Beginning at the Southwest Corner of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Easterly to the East Line of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Northerly along the East line of the Northeast Quarter of the Southeast Quarter of said Section 33 to the Northerly line of the Penn Central Railroad (CSX) Right-of-Way; thence Northerly along the East line of the Southeast Quarter of said Section 33 720.5 feet more or less; thence South 89 degrees 56 minutes 30 seconds West to the East line of the West Half of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Northerly along the East line of the West Half of the Northeast Quarter of the Southeast Quarter of said Section 33 and the East line of the West Half of the Southeast Quarter of the Northeast Quarter of said Section 33 to a point 1344.50 feet North of the Northerly Right-of-Way line of State Highway No. 130; thence Westerly to the West line of the Southeast Quarter of the Northeast Quarter of said Section 33; thence Southerly along the West line of the Southeast Quarter of the Northeast Quarter of said Section 33 and the West line of the Northeast Quarter of the Southeast Quarter of said Section 33 to the point of beginning, containing 39.32 acres more or less.

C. The Redevelopment Plan Goals

The overall goal for the redevelopment area is to achieve the economic revitalization and physical development of the blighted area as an attractive, unique and viable industrial center for the benefit of the citizens of the City of Hobart.

Therefore based on this stated goal there are numerous secondary goals which are outlined as follows:

1. To create and maintain a stable base of employment for the community.
2. To improve the infrastructure and facilities within the blighted area to make it attractive for business relocation.
3. To improve and diversify the local economy through business and worker diversification.
4. To increase the personal tax base through job creation and retention.
5. To increase the property tax base through establishment of new businesses or expansion of existing businesses.

The overall goal for the greater downtown area, to be added to the redevelopment area, is to achieve the economic revitalization and physical development of the area needing redevelopment as an attractive, unique, and viable multi-use (live, work, play) center for the benefit of the citizens of the City of Hobart.

The secondary goals for the greater downtown area are the same as the secondary goals for the original area with the addition of one which is as follows:

6. *To increase residential living options within the downtown.*

D. The Redevelopment Plan Objectives

The specific plan objectives necessary in order to obtain the goals for the redevelopment area are outlined as follows:

1. To facilitate and promote new light industrial and commercial development of vacant or underutilized land that is consistent with the goals for the area.
2. To facilitate and promote the increase(d) use of existing buildings and vacant land through a comprehensive and systematic combination of public improvements, tax incentives, and other related programs.
3. To identify infrastructure needs of the area and focus planning, program, development, and implementation strategies and private and public resources to those needs.
4. To develop a public roadway plan to maximize the utilization of the area to be developed and provide the greatest accessibility and visibility for all areas therein.

5. To encourage and support the development of projects and/or buildings that include appropriate internal parking and public green spaces.
6. To provide improvements to existing municipal utilities such as electric, sewer, water, gas and telephone.

In regard to the greater downtown area, to be added to the redevelopment area, three additional objectives are added to the Plan.

7. *To facilitate and promote reinvestment in the existing downtown buildings through programs which recognize and respect the historic character of such buildings.*
8. *To develop a public parking plan to provide more parking availability in the downtown area.*
9. *To provide amenities or improvements necessary for the greater downtown area to become a viable and desirable live/work/play location within the city.*

E. Types of Proposed Redevelopment Activities

Realization of the goals and objectives for the redevelopment area will be accomplished through a combination of public and private actions. These actions are limited to the following:

1. Identifying infrastructure needs.
2. Public facility improvements (*implementation of identified infrastructure needs is included in this action*).

Additional types of proposed redevelopment activities / actions include the following:

3. *Development of Planned Business Parks*
4. *Development of Buildings*
5. *Restoration or Renovation of Historic Structures*
6. *Land Assembly for New Development*
7. *Land Assembly for Capital Improvements*

IV. LAND USE

A. Current Land Use

The current land usage in the proposed redevelopment area is that of light manufacturing, commercial and agricultural. However, according to the City of Hobart's Master Plan for Future Land Use the redevelopment area is situated in an area earmarked for light manufacturing. Refer to page 68A of the Master Plan for Future Land Use for the section that encompasses the redevelopment area.

The redevelopment areas consists of a blighted area that has suffered from very little or no development. Sixty percent of the land area that encompasses the redevelopment area is rented agricultural land. The remaining forty percent of the area consist of small light industrial uses located adjacent to S.R. 130, the railroads and Shelby Street.

This developed area is generally in good condition with little or no substandard buildings or properties. However, lack of a consistent plan has hindered the full development of this area. The area that has been developed can be divided into two main areas with several vacant parcels existing within these two areas. The first area is located adjacent to S.R. 130 where it runs due north with the railroads to the west and south. This area is the more industrial of the two because of its railroad access. The second area is along Shelby Street, a dead end street which was built to serve Garcher's Industrial Complex.

The current land use for the area to be added in the S.R. 130 area is R-2, Single Family Residential. A large portion of the original area south of the railroads was used by the City as a dewatering site when Lake George was dredged in 2000 and 2001.

The current land use for the greater downtown area is primarily B-2 (Central Business District). Some of the nearby areas that are included in the greater downtown area are zoned B-1 (Neighborhood Business District), B-3 (Highway Oriented Business District), and M-1 (Light Manufacturing District). Some areas of R-2 (Single Family District) and R-4 (Multiple-Family Residence and PUD District) are contained within the greater downtown area as well.

The City's Comprehensive Plan which includes the Future Land Use Map was updated by the Plan Commission and City Council and adopted on April 16, 2003. The City's Comprehensive Plan includes the Ross Township area that was annexed in 1993.

B. Development Controls and Regulations

The controls and regulations for the redevelopment area are to be limited (to) the existing and future applicable statutes, codes and ordinances and their amendments.

These include, but not limited to, zoning, height and area, signage and parking requirements.

In order to accomplish the goals and objectives of this plan the Redevelopment Commission may recommend changes to the existing zoning. The current zoning for the area is illustrated on Exhibit B and is taken from the Official Zoning Map, City of Hobart, Indiana and the latest rezoning ord(i)nances.

Ordinance 2007-31, an ordinance establishing a program of historic preservation, was adopted by the Hobart Common Council on December 12, 2007. Thus far only 54 N. Main Street, which is in the greater downtown area, is governed by these regulations since it was declared by ordinance to be a local historic district as a single site. Future local historic districts under consideration for declaration by the Hobart Historic Preservation Commission will also be governed by Ordinance 2007-31. One such district under consideration is within the boundaries of the greater downtown area.

The current zoning of the areas to be added to the original redevelopment area are as illustrated on the Official Zoning Map, City of Hobart, Indiana, which is available in the Office of the City Engineer.

C. Roadway Improvements for the Redevelopment Area

The existing public roadways in the redevelopment area consist of S.R. 130 and Shelby Street that serve the existing industrial developments. Most of the area does not have public roadway access except for the existing S.R. 130 frontage. This roadway frontage, although desirable, is inadequate for complete and efficient development of the entire area.

The main thrust of any proposed roadway improvements will be to provide for the following:

1. The development of S.R. 130 intersection improvement(s) necessary for the existing public streets and for any proposed roadways.
2. Develop a plan for a roadway network that will adequately serve all areas to be included in the proposed redevelopment area.
3. Improve property access and visibility through controlled access points and traffic flow management.
4. Improve overall traffic flow throughout the redevelopment area and adjoining neighborhood areas.

Since the adoption of the original plan an additional public roadway, Sullivan Street, has been built. The four points listed in the original Plan under this section on Roadway Improvements also apply to the areas that will be amended into the boundaries of the Redevelopment Area.

D. Public Improvements for the Redevelopment Area

The existing public utilities for the redevelopment area are severely inadequate or nonexistent. The only areas with adequate utility services are those areas that are currently developed and these areas will remain basically unchanged. The remainder of the area is agricultural land and therefore has little or no utility services of any kind. It is these areas that will require new facilities.

The focus of any proposed public improvements will be to provide for the following:

1. Provide for adequate sanitary and storm sewer and water lines to meet the anticipated fully developed project area.
2. Provide for sanitary sewer treatment facility improvements to serve the anticipated fully developed project area.
3. Provide electrical transmission facilities to meet the anticipated fully developed project area.
4. Relocate all existing utilities underground where feasible and require all new facilities to be located underground as well.
5. Provide street lighting and area lighting improvements.
6. Develop attractive and pleasing public parkways through the (re)development area.
7. Improve the (re)development area landscape and overall visibility both externally and internally.

Since the adoption of the original plan, a sanitary sewer line was installed by the White Oak Conservancy District along the north right-of-way of State Road 130. In addition, extension of water lines has been completed in the original redevelopment area to the existing eastern boundary of this original area. Drainage of storm water continues to be problematic in certain areas.

The focus of any proposed public improvements will be to also provide for the following:

8. *Improve public parking facilities in the greater downtown area.*

V. PROJECT PROPOSALS

A. Area Composition

The anticipated parcels to be included in the redevelopment area are illustrated on Exhibit C and refer to the Parcel Number in the Listing of Property to be included on pages 8 through 10. (*NOTE: reference is to original page numbers in the original redevelopment plan.*)

If the acquisition of any parcels is required, whether for the construction of roadways or other public improvements in the redevelopment area, the Redevelopment Commission will do the following:

Demolish the structure or structures, thereon, if any, and construct the proposed public improvement and then dispose of the residual land for redevelopment its fair market value, excepting those cases when the land is sold or leased to another public body, pursuant to Indiana Code 36-7-14-22, for uses in accordance with the redevelopment plan.

The anticipated parcels to be added to the redevelopment area that are within the greater downtown area are illustrated on Exhibit E.

The anticipated parcels to be added to the redevelopment area that are within the State Road 130 area are illustrated on Exhibit F.

B. Property Improvement Standards

All properties in the area shall comply with the standards set forth in all applicable statutes, codes and ordinances, as amended from time to time, relating to the use, maintenance, facilities, and occupancy of existing property, including, but not limited to, the Hobart Municipal Code.

All properties within the area shall be maintained so that the appearance of the premises and all buildings thereon shall reflect a level of maintenance in keeping with the standards of the area and the Hobart Municipal Code.

C. Listing of Property to be Included

The following is a listing of all properties that are partially or entirely located within the Redevelopment Area boundaries. Refer to Exhibit C for the location of each numbered property as shown below. However, this property list is not a list of property that is to be acquired (see Exhibit D). In addition this list does not include all public right-of-ways or easements or railroad right-of-ways.

Listing of Property to be Included in the Redevelopment Area

(NOTE: The listing of property included in the original plan is not reproduced in this amended plan since in some instances, the key numbers, property owner's name, and address have changed. Refer to original plan for this listing of property included.)

A list of the parcel key numbers to be amended into the plan is not a requirement of the plan. The list of parcel key numbers to be amended into the plan will be provided to the County Auditor at the completion of the amendment process.

VI. FINANCING ALTERNATIVES

The designation of the Hobart Industrial Redevelopment Area as an allocation area for purposes of tax increment financing will permit the potential use of tax increment financing to construct public improvements in the area. It will also permit certain types of lease purchase financing for such purposes. As a special taxing district, the Redevelopment Commission would also have the potential of issuing general obligation bonds to finance the required improvements.

After the amendment process the area referenced above as the Hobart Industrial Area will be known as the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area and the financing alternatives as listed above will continue to be permissible, in the manner required by law.

VII. STATUTORY AUTHORITY

~~The controls, regulations and land use restrictions contained in this plan are for the specific purpose of implementing the Hobart Industrial Redevelopment Plan pursuant to Indiana Code 36-7-14-1 et.~~

The controls, regulations and land use restrictions contained in this plan are for the specific purpose of implementing the State Road Industrial Area and Greater Downtown Hobart Redevelopment Plan pursuant to Indiana Code 36-7-14.

VIII. PLAN AMENDMENT PROCEDURE

~~The Hobart Industrial Redevelopment Plan may be amended by resolution of the Hobart City Council.~~

Any change affecting any property or contractual right can be effectuated only in accordance with applicable state and local law.

Future amendments must be done in accordance with IC 36-7-14.

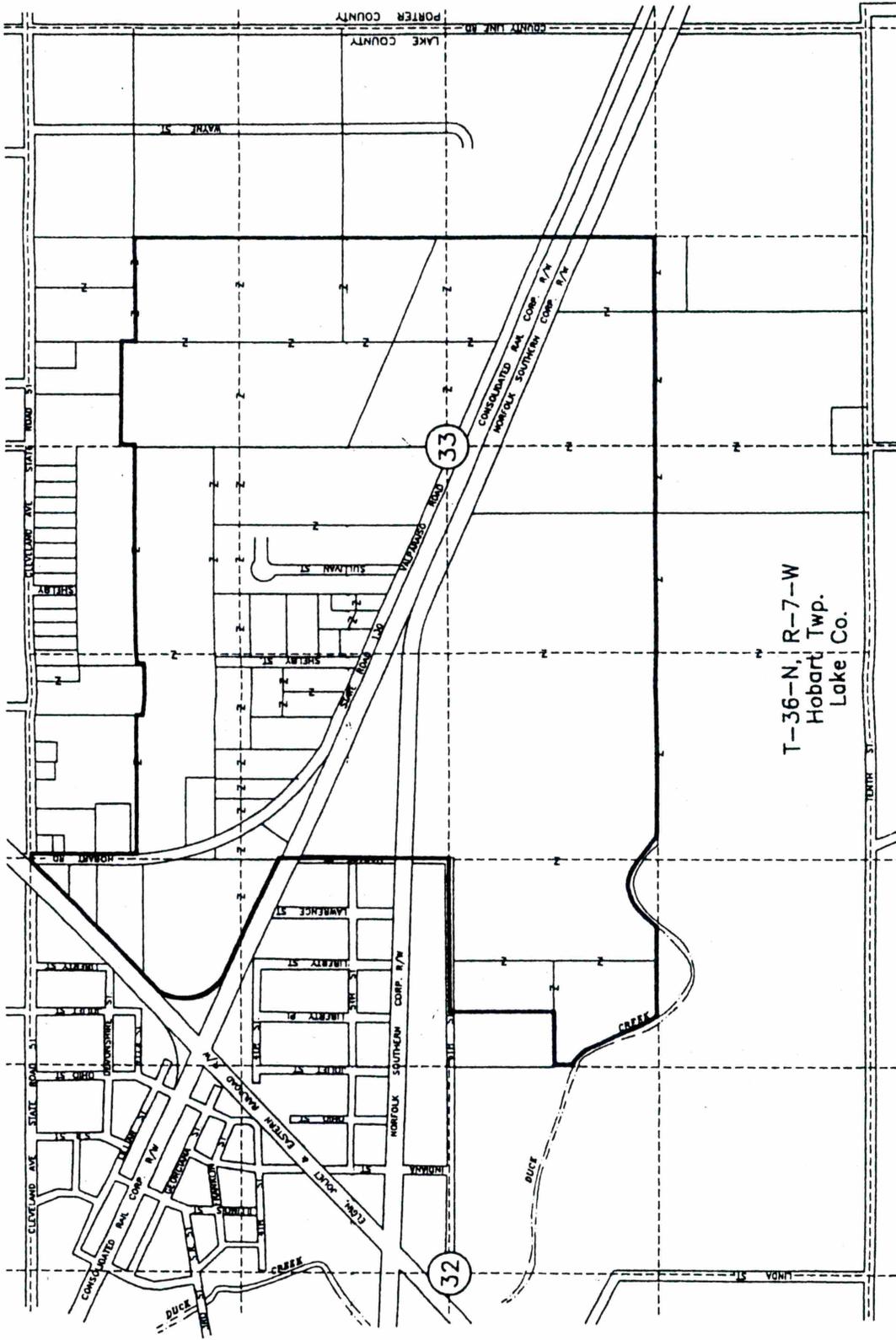
**HOBART INDUSTRIAL REDEVELOPMENT AREA
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**HOBART, INDIANA
LAKE COUNTY**

IX. EXHIBITS

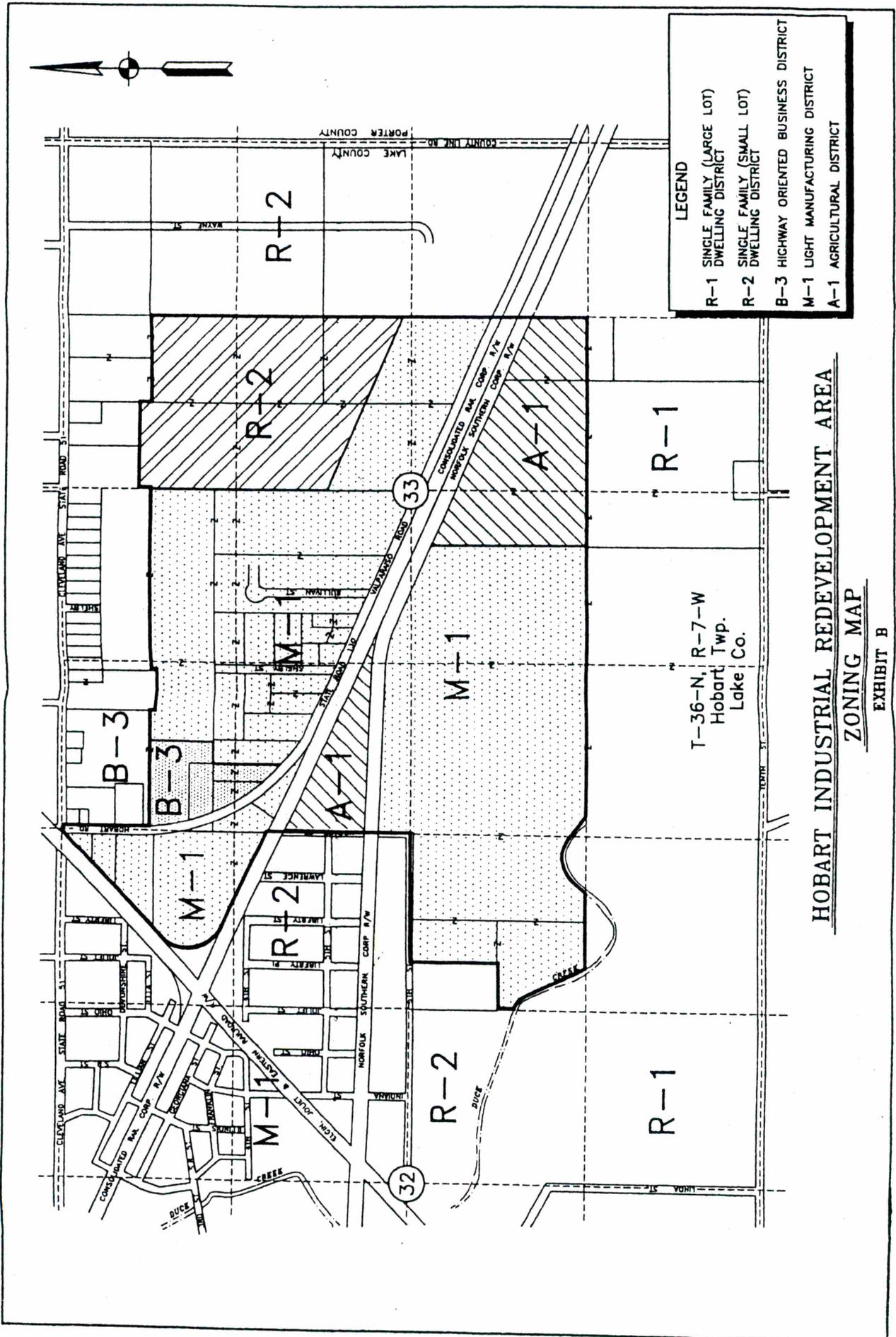
(NOTE: Exhibit A, Exhibit B, and Exhibit C from the original plan remain as is.)

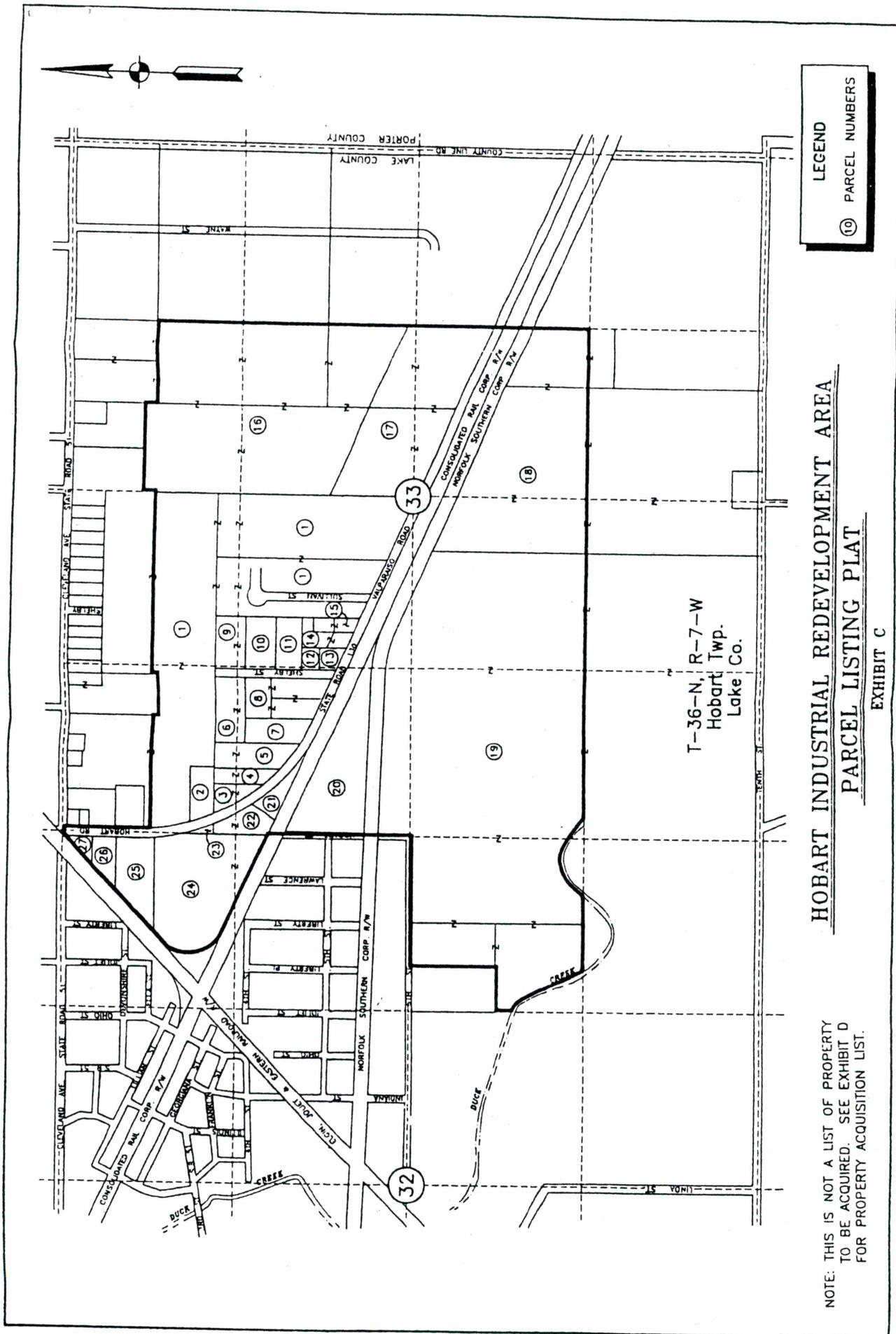


T-36-N, R-7-W
Hobart Twp.
Lake Co.

HOBART INDUSTRIAL REDEVELOPMENT AREA

EXHIBIT A





LEGEND
 (19) PARCEL NUMBERS

HOBART INDUSTRIAL REDEVELOPMENT AREA
PARCEL LISTING PLAT
 EXHIBIT C

T-36-N, R-7-W
 Hobart Twp.
 Lake Co.

NOTE: THIS IS NOT A LIST OF PROPERTY TO BE ACQUIRED. SEE EXHIBIT D FOR PROPERTY ACQUISITION LIST.

HOBART INDUSTRIAL REDEVELOPMENT AREA

State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area

PROPERTY ACQUISITION LIST

EXHIBIT D

The following is a list of property to be acquired:

None

The Hobart Redevelopment Commission does not have the power of condemnation to utilize in the possible acquisition of the below listed parcels.

The following is a list of property, listed by parcel key number with property owner's name and mailing address, to be possibly acquired by the Hobart Redevelopment Commission (current zoning classification and use is noted):

<i>27-17-0033-0117 (vacant land) (zoned R-2)</i>	<i>Lake County Trust Company as Trustee for Trust # 5711 7904 Brakewater Way Palos Heights, IL 60463</i>
<i>27-17-0033-0041 (vacant land) (zoned R-2)</i>	<i>County Line Road LLC 9211 Broadway Merrillville, IN 46410</i>
<i>27-17-0033-0051 (existing home at 2810 E Hwy 130) (zoned R-2)</i>	<i>Ron Tucker 1024 S. County Line Road Hobart, IN 46342</i>
<i>27-17-0033-0052 (vacant land) (zoned R-2)</i>	<i>Ron Tucker 1024 S. County Line Road Hobart, IN 46342</i>
<i>27-17-0033-0035 (vacant land) (zoned M-1)</i>	<i>Martin & Caroline Yanovich 2162 Westchester Avenue Chesterton, IN 46304</i>

State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area

EXHIBIT E page 1 of 3

(two pages of legal description and one page of ledger size map)

An Addition to the Western Portion of the former Hobart Industrial Redevelopment Area now to be known as the STATE ROAD 130 INDUSTRIAL AREA AND DOWNTOWN HOBART REDEVELOPMENT AREA

Part of the Northeast, Northwest and Southwest Quarters of Section 32, Township 36 North, Range 7 West of the Second Principal Meridian and part of the Southwest Quarter of Section 29, Township 36 North, Range 7 West of the Second Principal Meridian, more particularly described as follows:

Beginning at a point on the East line of the Northeast Quarter of said Section 32 and the Northern Right-of-Way line of the Penn Central Railroad (CSX); thence Northwesterly along the Northern Right-of-Way line of the Penn Central Railroad (CSX) to the Southwesterly corner of Block 6 of the Resubdivision of Blocks 7, 24, and 27 thru 30 Earl and Davis Addition (unrecorded), said corner is also the Southwest corner of Lot 6 of said Block 6; thence Northeasterly along the West line of said Block 6 to the South Right-of-way line of Cleveland Avenue; thence Westerly along the South Right-of-way line of Cleveland Avenue to the Northern Right-of-Way line of the Penn Central Railroad (CSX); thence Northwesterly along the Northern Right-of-Way line of the Penn Central Railroad (CSX) to the Southerly line of Deep River; thence Southwesterly along the Southerly line of Deep River to the Eastern boundary line of Lake George; thence Southeasterly along the Eastern boundary line of Lake George to a point on a line 180 feet Northerly of and parallel to the North Right-of-Way of 3rd Street; thence Southwesterly along a line lying 180 feet Northerly of and parallel to 3rd Street Right-of-Way to a point on the centerline of Park Street extended; thence Southerly along the centerline of Park Street extended and the centerline of Park Street to the North Right-of-Way line of the Nickel Plate Railroad (Norfolk & Southern); thence Easterly along the North Right-of-Way line of the Nickel Plate Railroad (Norfolk & Southern) to the centerline of Lake Street extended; thence Southerly along the centerline of Lake Street extended and the centerline of Lake Street to the South Right-of-Way line of 5th Street; thence East along the South Right-of-Way line of 5th Street to the Northwest corner of Lot 25, Block 1, George & William Earle's Subdivision, said corner is also the East line of the alley lying between Lake Street and Main Street; thence Southerly and Southeasterly along the East line of the alley and the East line of the alley extended to the centerline of 6th Street; thence East along the centerline of 6th Street to the centerline of State Street; thence South along the centerline of State Street the centerline of 7th Street; thence West along the centerline of 7th Street to the centerline of Lake Street; thence South along the centerline of Lake Street to the Southern Right-of-Way line of the abandoned E.J. & E. Railroad; thence Northeasterly and Northerly along the Southern Right-of-Way line of the abandoned E.J. & E. Railroad to the centerline of 7th Street; thence East to the Easterly Right-of-Way line of Main Street; thence Northerly along the Easterly Right-of-Way line of Main Street

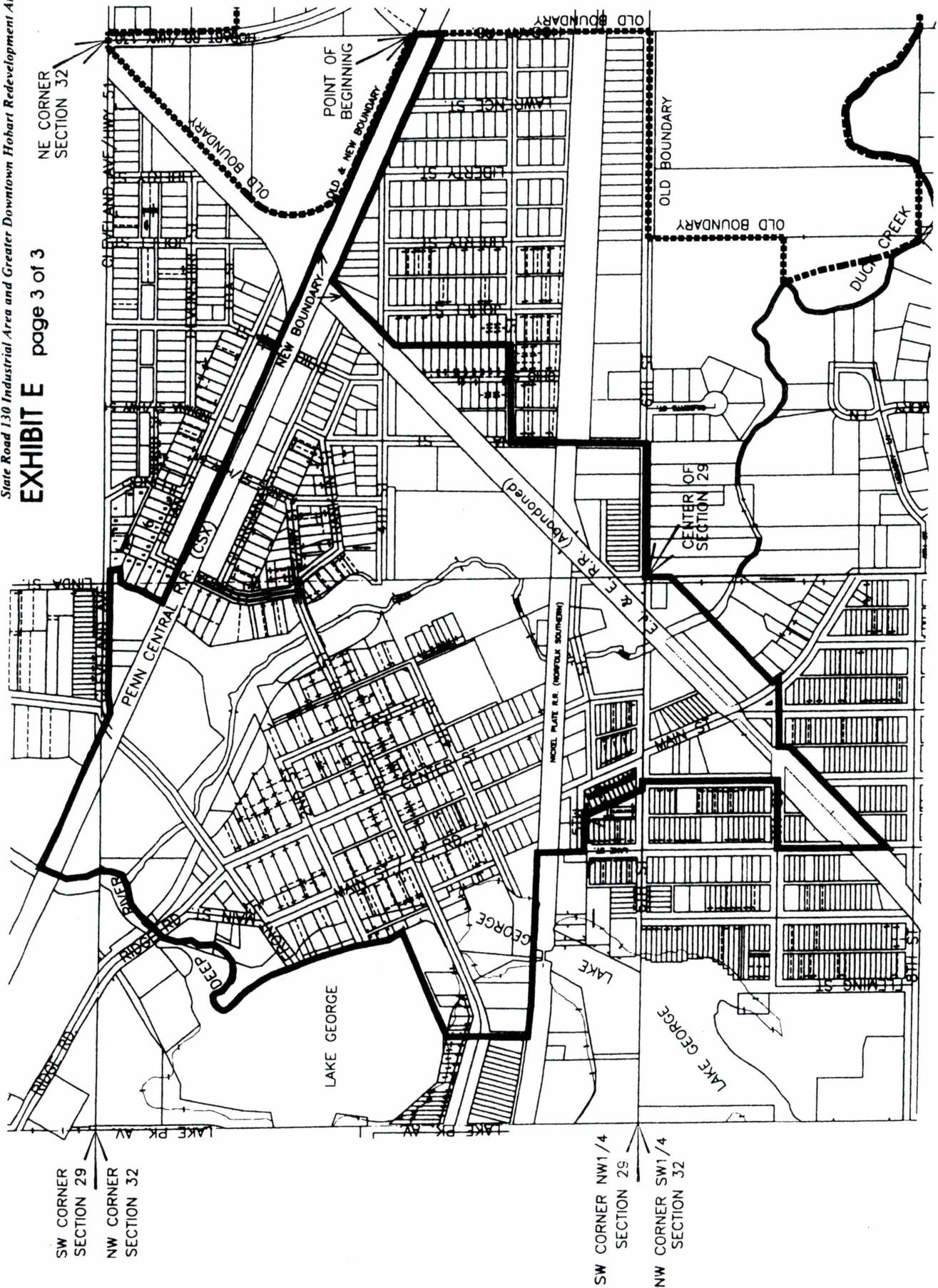
State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area

EXHIBIT E page 2 of 3

(two pages of legal description and one page of ledger size map)

to a point on a line lying parallel to and 194 feet South of the Southern Right-of-Way line of the abandoned E.J. & E. Railroad Right-of-Way; thence Northeasterly along said parallel line to the East line of the Southwest Quarter of said Section 32; thence North along the East line of the Southwest Quarter of said Section 32 to the Northeast corner of the Southwest Quarter of said Section 32, said corner is also the Southwest corner of the Northeast Quarter of said Section 32; thence East along the South line of the Northeast Quarter of said Section 32 to the centerline of Indiana Street; thence North along the centerline of Indiana Street to the centerline of 5th Street; thence East along the centerline of 5th Street to the extended West line of the alley lying between Ohio Street and Joliet Street; thence North along the West line of the alley extended and the West line of the alley to the Southern Right-of-Way line of the abandoned E.J. & E. Railroad; thence Northeasterly along the Southern Right-of-Way line of the abandoned E.J. & E. Railroad to the Southern Right-of-Way line of the Penn Central Railroad; thence Southeasterly along the Southern Right-of-Way line of the Penn Central Railroad (CSX) to the East line of the Northeast Quarter of said Section 32; thence North to the Point of Beginning, containing 172.4 acres more or less.

EXHIBIT E page 3 of 3



State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area

EXHIBIT F page 1 of 2
(one page of legal description and one page of map)

An Addition to the Eastern Portion of the former Hobart Industrial Redevelopment Area now to be known as the STATE ROAD 130 INDUSTRIAL AREA AND DOWNTOWN HOBART REDEVELOPMENT AREA

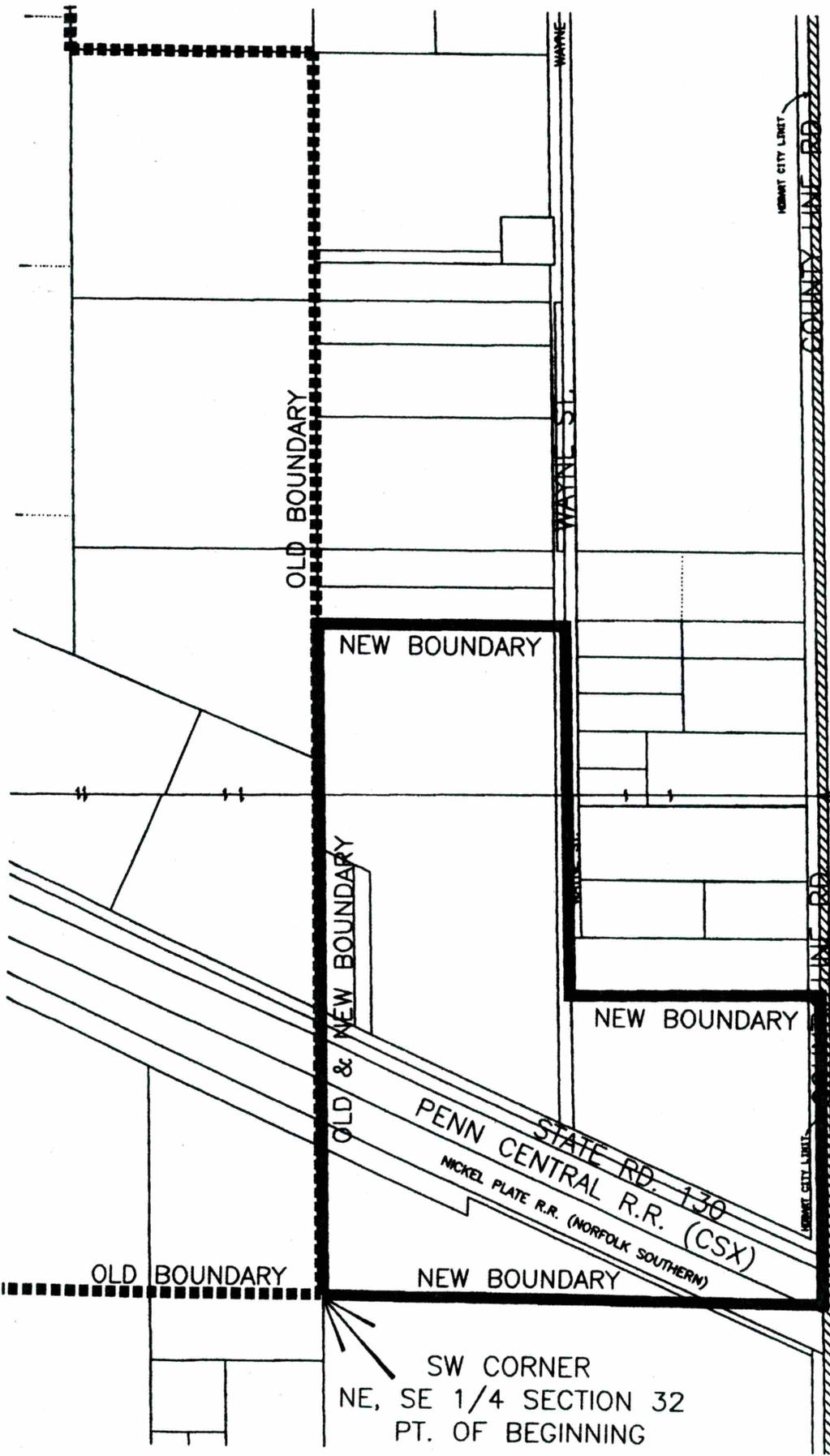
Part of the Northeast Quarter of the Southeast Quarter and part of the Southeast Quarter of the Northeast Quarter of Section 33, Township 36 North, Range 7 West of the Second Principal Meridian, more particularly described as follows:

Beginning at the Southwest Corner of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Easterly to the East Line of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Northerly along the East line of the Northeast Quarter of the Southeast Quarter of said Section 33 to the Northerly line of the Penn Central Railroad (CSX) Right-of-Way; thence Northerly along the East line of the Southeast Quarter of said Section 33 720.5 feet more or less; thence South 89 degrees 56 minutes 30 seconds West to the East line of the West Half of the Northeast Quarter of the Southeast Quarter of said Section 33; thence Northerly along the East line of the West Half of the Northeast Quarter of the Southeast Quarter of said Section 33 and the East line of the West Half of the Southeast Quarter of the Northeast Quarter of said Section 33 to a point 1344.50 feet North of the Northerly Right-of-Way line of State Highway No. 130; thence Westerly to the West line of the Southeast Quarter of the Northeast Quarter of said Section 33; thence Southerly along the West line of the Southeast Quarter of the Northeast Quarter of said Section 33 and the West line of the Northeast Quarter of the Southeast Quarter of said Section 33 to the point of beginning, containing 39.32 acres more or less.

State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area

EXHIBIT F

page 2 of 2



SE CORNER
NE 1/4 SECTION 32
&
NE CORNER
SE 1/4 SECTION 32

SW CORNER
NE, SE 1/4 SECTION 32
PT. OF BEGINNING

RESOLUTION NO. 2008-05

**RESOLUTION OF THE CITY OF HOBART, INDIANA,
REDEVELOPMENT COMMISSION AMENDING AND CONFIRMING A
RESOLUTION OF THE CITY OF HOBART, INDIANA,
REDEVELOPMENT COMMISSION DESIGNATING AND DECLARING
A CERTAIN AREA AS A REDEVELOPMENT AREA TO AMEND THE
BOUNDARIES OF THE HOBART INDUSTRIAL REDEVELOPMENT
AREA AND TO AMEND THE REDEVELOPMENT PLAN
FOR THE HOBART INDUSTRIAL REDEVELOPMENT AREA**

WHEREAS, on April 30, 2008, the City of Hobart, Indiana, Redevelopment Commission (the "Commission") approved and adopted its Resolution No. 2008-02 entitled "Resolution of the City of Hobart, Indiana, Redevelopment Commission Designating and Declaring a Certain Area as a Redevelopment Area to Amend the Boundaries of the Hobart Industrial Redevelopment Area and to Amend the Redevelopment Plan for the Hobart Industrial Redevelopment Area" (the "Declaratory Resolution"); and

WHEREAS, the Declaratory Resolution (i) designated and declares an area within the City of Hobart, Indiana (the "City"), to be a redevelopment area (the "Expansion Area") to expand the Hobart Industrial Redevelopment Area (the "Original Area," and the Original Area, as expanded by the Expansion Area, shall hereafter be known as the "State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area" and shall be collectively referred to herein as the "Area"); (ii) approved an amendment (the "Plan Amendment") to the redevelopment plan (the "Original Plan") for the Original Area, (the Original Plan, as amended by the Plan Amendment, shall hereinafter be referred to as the "Redevelopment Plan"); and (iii) expanded the existing allocation area to include the Expansion Area (the "2008 Expansion Allocation Area") so that the 2008 Expansion Allocation Area shall be included in Allocation Area No. 1 for purposes of tax increment financing pursuant to Section 39 of Indiana Code 36-7-14 (the "Act") and

WHEREAS, on May 8, 2008, pursuant to Section 16(a) of the Act, the City of Hobart Plan Commission (the "Plan Commission") adopted its Resolution No. 2008-01 constituting its written order approving the Declaratory Resolution and the Redevelopment Plan, including the Plan Amendment (the "Plan Commission Order"); and

WHEREAS, on May 21, 2008, pursuant to Section 16(b) of the Act, the Common Council of the City (the "Common Council") adopted its Resolution No. 2008-11, which approved the Plan Commission Order; and

WHEREAS, pursuant to Sections 17 and 17.5(f) of the Act, the Commission (i) caused to be published a notice of public hearing concerning the Declaratory Resolution and the Plan Amendment, including the Expansion Area, on the 30th day of May, 2008, (ii) filed a copy of said notice with departments, bodies or officers of the City having to do with City

planning, variances from zoning ordinances, land use or the issuance of building permits, and (iii) filed a copy of said notice and a statement disclosing the impact of the Expansion Area and the 2008 Expansion Allocation Area with each taxing unit that is wholly or partly located within the Expansion Area and the 2008 Expansion Allocation Area; and

WHEREAS, at the hearing held by the Commission on the 16th day of June, 2008, at 8:30 a.m. (local time), at the City Council Chambers located on the second floor at City Hall, 414 South Main Street, Hobart, Indiana, the Commission heard all persons interested in the proceedings and considered written remonstrances and objections filed, if any, and such other evidence presented; and

WHEREAS, the Commission now desires to take final action determining the public utility and benefit of the proposed acquisition and redevelopment of the Area, including the Expansion Area, and confirming the Declaratory Resolution and the Plan Amendment, in accordance with Section 17(d) of the Act;

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

1. After considering the evidence presented at the hearing on the 16th day of June, 2008, the Commission hereby confirms the findings and determinations of the designation of the Area, including the Expansion Area, and all other findings and determinations, designations and approving and adopting actions contained in the Declaratory Resolution and the Plan Amendment, subject to the modification described in Section 4. below.

2. The Commission adopts and confirms the Findings of Fact for the Area, a copy of which is attached hereto as Exhibit A.

3. The Commission hereby finds and determines that it will be of public utility and benefit to proceed with the Redevelopment Plan, including the Plan Amendment, in the form approved by the Commission in the Declaratory Resolution, subject to the modification described in Section 4. below.

4. The Declaratory Resolution and the Plan Amendment, are hereby modified and amended for the purpose of amending the Plan Amendment attached as Exhibit D to the Declaratory Resolution, and the Declaratory Resolution and the Plan Amendment, as hereby modified and amended, are hereby confirmed.

(a) The Plan Amendment attached as Exhibit D to the Declaratory Resolution is hereby modified and amended as follows (and with the maps with the revised references attached as Exhibit B attached hereto and incorporated herein):

The map found in Exhibit E, page 3 of 3, of the Plan Amendment shall be amended as follows:

(i) The reference to SW CORNER NW ¼ SECTION 29 shall be changed to SW CORNER NW ¼ SECTION 32; and

(ii) The reference to CENTER OF SECTION 29 shall be changed to CENTER OF SECTION 32.

The map found in Exhibit F, page 2 of 2, of the Plan Amendment shall be amended as follows:

(i) The reference to SE CORNER NE ¼ SECTION 32 shall be changed to SE CORNER NE ¼ SECTION 33;

(ii) The reference to NE CORNER SE ¼ SECTION 32 shall be changed to NE CORNER SE ¼ SECTION 33; AND

(iii) The reference to SW CORNER NE, SE ¼ SECTION 32 PT. OF BEGINNING shall be changed to SW CORNER NE, SE ¼ SECTION 33 PT. OF BEGINNING.

Exhibit C, page 10, Section E. Types of Proposed Redevelopment Activities, numbered paragraph 1. of the Plan Amendment shall be amended to read as follows:

"1. Identifying infrastructure needs. (to include rail spurs and fiber optic/telecommunications systems as well as traditional infrastructure typically identified)"

Exhibit C, page 13, Section D. Public Improvements for the Redevelopment Area of the Plan Amendment shall be amended to add the following numbered paragraphs 9. and 10. after numbered paragraph 8.:

"9. Installation of rail spurs in the redevelopment area

10. Installation of fiber optic/telecommunications systems and infrastructure in the redevelopment area"

(b) The Declaratory Resolution is hereby modified and amended as follows:

The phrase "State Road 130 Industrial Area and Downtown Hobart Redevelopment Area" shall be amended to read "State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area" in all exhibits in the Declaratory Resolution.

5. This Resolution constitutes final action, pursuant to Indiana Code 36-7-14-17(d), by the Commission determining the public utility and benefit of the proposed project and confirming the Declaratory Resolution and the Redevelopment Plan, including the Plan Amendment, pertaining to the Area, including the Expansion Area.

6. The Secretary of the Commission is directed to file and record the final action taken by the Commission pursuant to the requirements of Indiana Code 36-7-14-17(d).

* * * * *

ADOPTED AND APPROVED at a meeting of the City of Hobart, Indiana, Redevelopment Commission held on the 16th day of June, 2008.

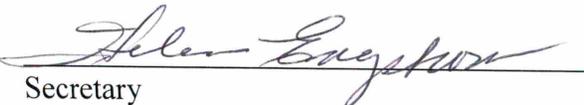
CITY OF HOBART, INDIANA,
REDEVELOPMENT COMMISSION

By:



President

ATTEST:



Secretary

EXHIBIT A

FINDINGS OF FACT

In accordance with IC 36-7-14 et. seq. (the "Act") and in support of the Declaratory Resolution, as amended, and the Redevelopment Plan (the "Plan"), as amended by a Plan Amendment (the "Plan Amendment") for the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area (the "Redevelopment Area"), the City of Hobart, Indiana, Redevelopment Commission finds as follows:

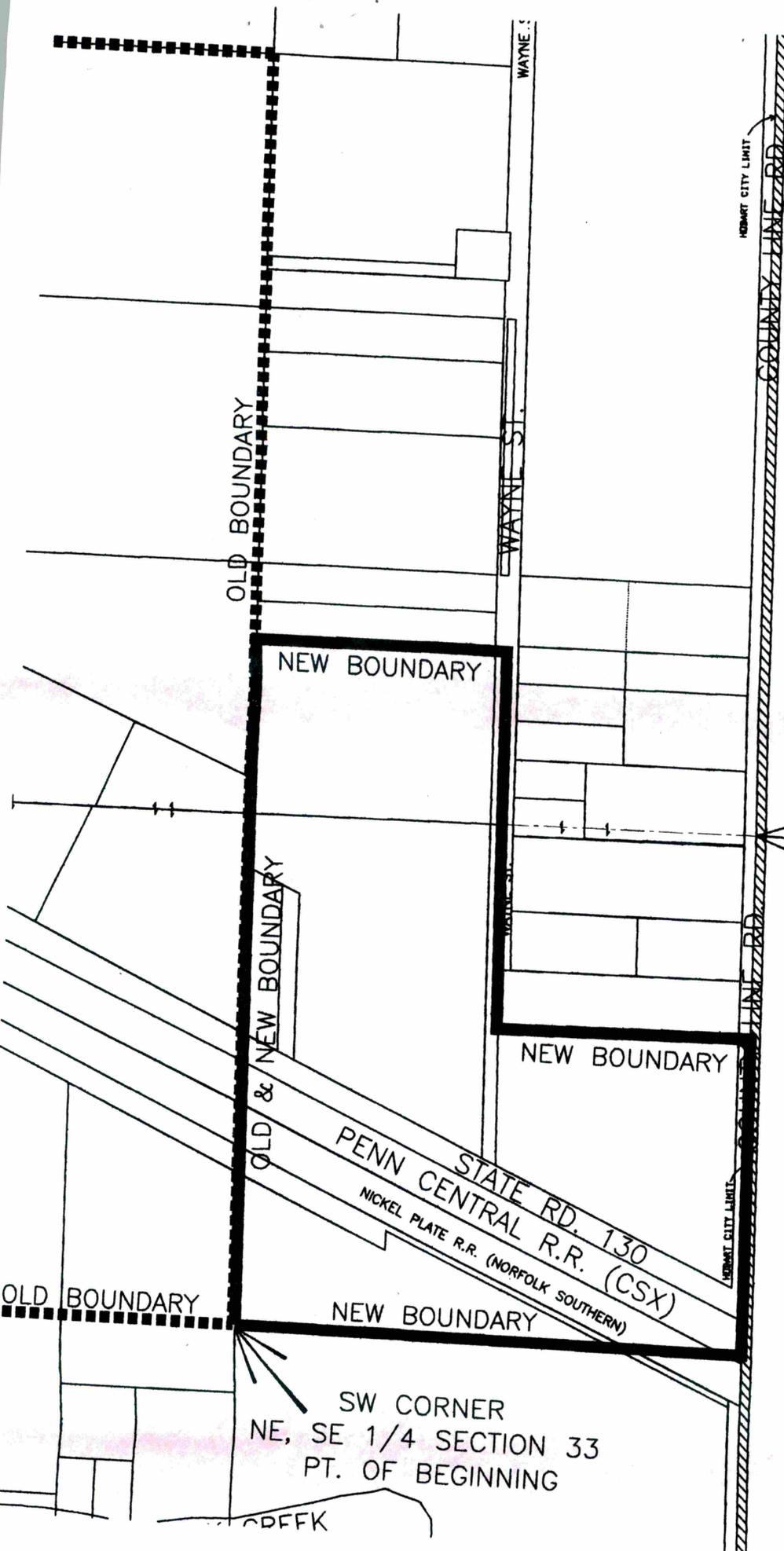
1. The Redevelopment Area, including the 2008 Expansion Area, has become an area in need of redevelopment to an extent that cannot be corrected by the regulatory processes or the ordinary operations of private enterprise without resort to the Act. The Redevelopment Area, including the 2008 Expansion Area, is an area in which normal development and occupancy are undesirable or impossible because of the presence of the following factors: lack of development, cessation of growth, deterioration of improvements, character of occupancy, age, obsolescence, substandard buildings, and other factors that impair the values or prevent a normal use or development of property.
2. The public health and welfare will be substantially benefited by the planning, replanning, development, and redevelopment of the Redevelopment Area, including the 2008 Expansion Area and accomplishment of the Plan Amendment.
3. The Plan Amendment for the Redevelopment Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise because of lack of public improvements, or other similar conditions without resort to the Act.
4. The Redevelopment Area, including the 2008 Expansion Area, is a menace to the social and economic interest of the City of Hobart and its inhabitants, and it will be of public utility and benefit to acquire the Redevelopment Area, including the 2008 Expansion Area, and develop it under Section 3 of the Act.
5. The Plan Amendment for the Redevelopment Area conforms to other development and redevelopment plans for the City of Hobart. The Plan conforms to the Comprehensive Master Plan for the City of Hobart.
6. The Plan Amendment is reasonable and appropriate when considered in relation to the original Declaratory Resolution, as amended, the Redevelopment Plan and the purposes of the Act.

EXHIBIT B

(Maps with Revised References)

EXHIBIT B

page 1 of 2

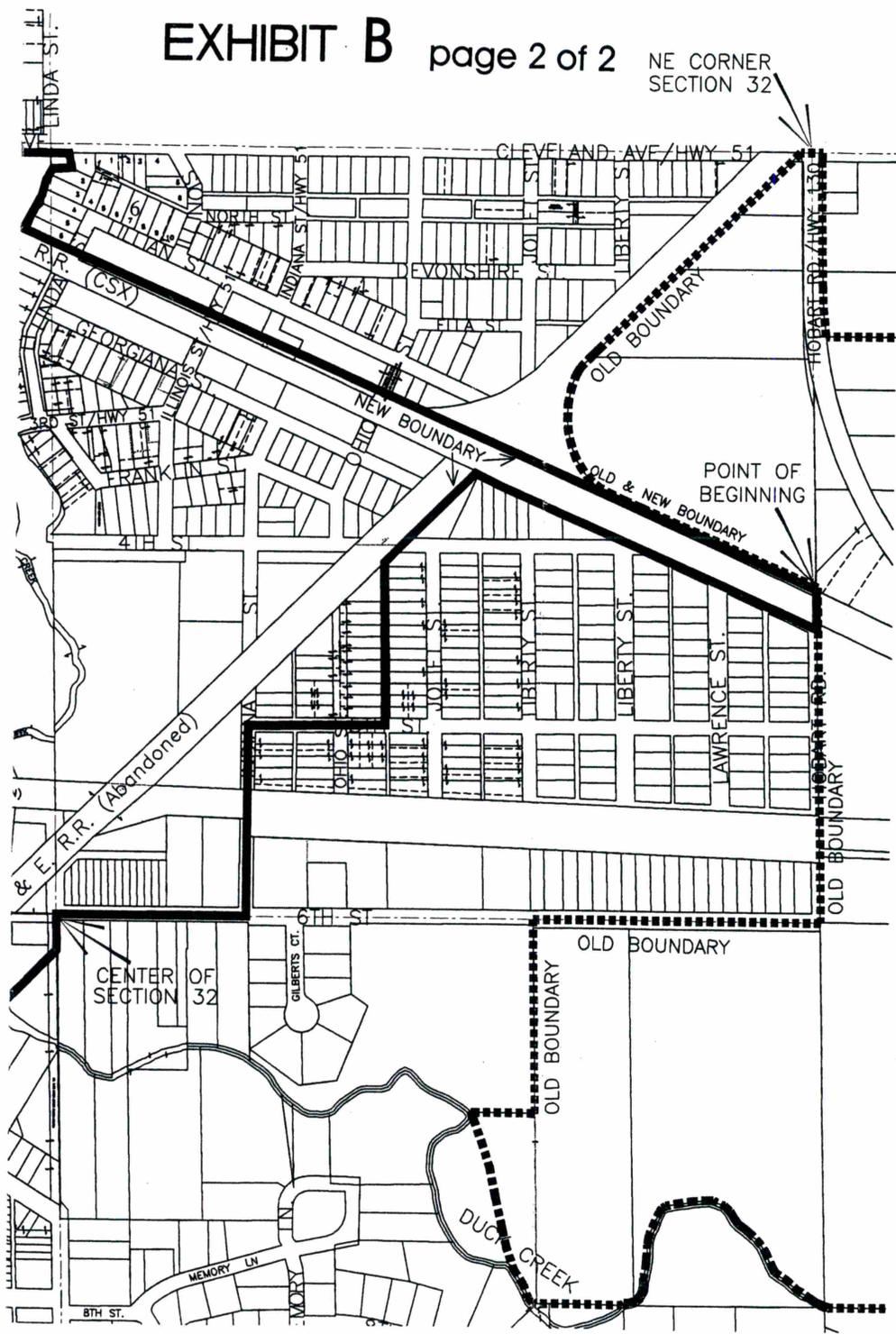


SE CORNER
NE 1/4 SECTION 33
&
NE CORNER
SE 1/4 SECTION 33

SW CORNER
NE, SE 1/4 SECTION 33
PT. OF BEGINNING

EXHIBIT B page 2 of 2

NE CORNER SECTION 32



REDEVELOPMENT COMMISSION OF THE CITY OF HOBART, INDIANA

Resolution Number 2009- 09

A Resolution to Amend the Property Acquisition List in the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Plan

WHEREAS, the Redevelopment Commission (RDC) of the City of Hobart, Indiana (City) previously designated and confirmed the establishment of the State Road 130 Industrial Area and Greater Downtown Redevelopment Area by and through Resolution Numbers 2008-02 and 2008-05, respectively; and

WHEREAS, through said Resolutions, the RDC also amended and restated the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Plan (Plan), including a list of properties proposed for possible acquisition in furtherance of the goals of the Plan which was made a part thereof as Plan Exhibit "D;" and

WHEREAS, the RDC has determined that said Exhibit "D" to the Plan should be amended by adding the acquisition of a certain undeveloped parcel of real estate located in Downtown Hobart at the corner of Second and Center Streets to the list of properties for possible acquisition; and

WHEREAS, the RDC has concluded that the acquisition of said property by the RDC on behalf of the City would contribute to the redevelopment of the Downtown area and address and remedy the need for adequate parking facilities to support and spur economic development and eliminate blight;

THEREFORE, BE IT RESOLVED by the Redevelopment Commission of the City of Hobart, Indiana that:

1. Exhibit "D" to the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Plan, as previously adopted, amended and restated by the RDC is further

amended by adding the vacant and unimproved parcel of real estate located at the corner of Second and Center Streets of the City of Hobart to the list of properties described therein for possible acquisition. Said parcel is legally described as follows:

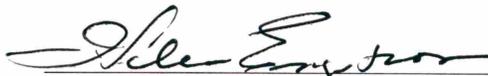
Part of Lot 57 in the Original Town (now City) of Hobart, as per plat thereof, recorded in Deed Record "D," page 423, in the Office of the Recorder of Lake County, Indiana, described as follows: Beginning at the Southwesterly corner of said Lot 57, thence Northerly along the Westerly line of said Lot 57 66.00 feet to the Northerly line of said Lot 57; thence Easterly along said Northerly line 122.00 feet; thence Southerly parallel to the Westerly line of said Lot 57, 66.00 feet to the Southerly line of said Lot 57; thence Westerly along said Southerly line, 122.00 feet to the point of beginning.

2. The RDC requests the Clerk Treasurer of the City to note this amendment on all official copies of the Plan kept on file in the City, forthwith.

ALL OF WHICH, is adopted as the Resolution of the Redevelopment Commission of the City of Hobart on this 24th day of July, 2009.


MARGARET J. KUCHTA, President

ATTEST:


HELEN ENGSTROM, Secretary

REDEVELOPMENT COMMISSION OF THE CITY OF HOBART, INDIANA
Resolution No. 2010-03

**A Resolution Approving Amendment to the State Road 130 Industrial Area and
Greater Downtown Hobart Redevelopment Area Plan**

WHEREAS, the Redevelopment Commission of the City of Hobart, Indiana (“RDC”) previously adopted the State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area Plan by the adoption of Resolution No. 2008-02 on April 30, 2008, and subsequently amended said Plan by the adoption of Resolution No. 2009-09, said Plan as amended being referred to herein as “the Plan;” and

WHEREAS, the RDC, pursuant to the provisions of I.C. §36-7-14-41(c), is empowered to amend an Economic Development Area Plan without further action by other local government bodies where no change to the Area’s boundaries is made by the amendment; and

WHEREAS, the RDC has determined that it is necessary and desirable to amend the Plan in order to permit the acquisition of all or a portion of a number of parcels of real estate in connection with the RDC’s project to improve parking and access to parking in Downtown Hobart; and

WHEREAS, other amendments to the Plan concerning its amendment and method of acquisition of property are likewise necessary and desirable; and

WHEREAS, the RDC desires to enact such amendments through this resolution, and to memorialize same upon the public record.

THEREFORE, BE IT RESOLVED by the Redevelopment Commission of the City of Hobart, Indiana that:

A. The City of Hobart Redevelopment Commission State Road 130 Industrial Area and Greater Downtown Hobart Redevelopment Area Plan, as adopted by Resolution No. 2008-03 and previously amended by Resolution 2009-09 is hereby further amended as follows:

1. Said Plan, which was attached as Exhibit “C” to such Resolution No. 2008-02, is amended by striking out the two sentences appearing under the heading “VIII. PLAN AMENDMENT PROCEDURE,” and inserting in lieu thereof the following new sentences:

“Any change affecting any property or contractual right can be effectuated only in accordance with applicable state and local law. Pursuant to I.C. §36-7-14-41(c), the Plan may be amended by the Redevelopment Commission of the City of Hobart by following the procedure prescribed in I.C. 36-7-14.”

2. Exhibit "D" to said Plan entitled "Property Acquisition List," the Plan being attached as Exhibit "C" to such Resolution No. 2008-02, which was subsequently amended by Resolution No. 2009-09, is further amended by striking out the following sentence appearing after the heading "EXHIBIT D:"

"The Hobart Redevelopment Commission does not have the power of condemnation to utilize in the possible acquisition of the below listed parcels."

3. Exhibit "D" to said Plan entitled "Property Acquisition List," the Plan being attached as Exhibit "C" to such Resolution No. 2008-02, which was subsequently amended by Resolution No. 2009-09, is further amended by adding the following parcels of real estate located in Hobart, Indiana, to the list of parcels contained in Exhibit "D:"

<u>Property Number</u>	<u>Owner</u>	<u>Property Address</u>	<u>Zoning</u>
45-09-32-178-004.000-018	Edmund and Laura Mech	321 East Street	B-2
45-09-32-178-005.000-018	Edward and Eddie Cavazos	324 New Street	B-2
45-09-32-178-002.000-018	Russell J. Madson	711 East Third Street	B-2
45-09-32-178-003.000-018	David P. Heuring	713 East Third Street	B-2

B. The professional staff of the Commission is requested to produce a new version of the Plan, incorporating the above-stated amendments, and to deliver same to the Clerk-Treasurer of the City for filing and public access, and to provide copies for the use of the Plan Commission and Common Council of the City.

ALL OF WHICH is adopted and approved as the Resolution of the Redevelopment Commission of the City of Hobart, Indiana on this 29th day of March, 2010.



SHEILA M. DeBONIS, President

ATTEST:



MARGARET KUCHTA, Secretary