

**HOBART REDEVELOPMENT COMMISSION  
RESOLUTION NO. 2026-01**

**RESOLUTION OF THE HOBART REDEVELOPMENT COMMISSION  
DECLARING AN AREA IN THE CITY OF HOBART, INDIANA AS AN  
ECONOMIC DEVELOPMENT AREA, APPROVING AN ECONOMIC  
DEVELOPMENT PLAN FOR THE AREA, AND DESIGNATING THE  
AREA AS AN ALLOCATION AREA**

WHEREAS, the City of Hobart Redevelopment Commission ("**Commission**"), governing body of the City of Hobart Department of Redevelopment ("**Department**") and the Redevelopment District of the City of Hobart, Indiana ("**Redevelopment District**"), exists and operates under the provisions of Ind. Code 36-7-14, as amended from time to time ("**Act**");

WHEREAS, the Commission has thoroughly studied that area of the City of Hobart, Indiana ("**City**") which is described on **Exhibit A**, depicted on **Exhibit B** attached hereto, and hereby designated as the I-65 & 37th Avenue Economic Development Area ("**Area**");

WHEREAS, an economic development plan for the Area, entitled "Economic Development Plan for the I-65 & 37th Avenue Economic Development Area" ("**Plan**"), has been presented to the Commission for its consideration and approval;

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

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

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

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

WHEREAS, the Plan and supporting data were reviewed and considered by the Commission at its meeting on the date of this Resolution;

WHEREAS, Section 39 of the Act permits the creation of allocation areas to

provide for the allocation and distribution of property taxes for the purposes and in the manner provided therein;

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

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

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

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

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

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

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

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

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

7. The Commission and the Plan do not propose or contemplate the acquisition of any particular parcel, or interests in any particular parcel, of real estate in the Area as part of the economic development strategy at this time. The Commission may acquire one or more parcels, or interests in parcels, of real estate as otherwise provided in the Act, including, without limitation, under its Section 19. If the Commission otherwise proposes to acquire additional parcels or interests in real property in the Area, the required procedures for amending the Plan under the Act will be followed, including notice by publication and to the affected property owners and a public hearing.

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

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

10. The Area, as described on **Exhibit A**, is hereby designated an "**economic development area**" under Section 41 of the Act.

11. The entire Area is hereby designated as an "**allocation area**" pursuant to Section 39 of the Act for purposes of the allocation and distribution of property taxes on real property for the purposes and in the manner stated in said Section ("**Allocation Area**"). The Allocation Area is hereby designated as the "**I-65 & 37<sup>th</sup> Avenue Economic Development Area Allocation Area**." The base assessment date for the Allocation Area shall be January 1, 2026. Based on its examination of the Allocation Area, information provided to the Commission, and its reasonable expectations as to anticipated growth of assessed value in the Allocation Area with the support of local public improvements contemplated by the Plan, the Commission hereby specifically finds that the adoption of the allocation provision as provided herein will result in new property taxes in the Allocation Area that would not have been generated but for the adoption of this allocation provision. Any property taxes subsequently levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable property in the Allocation Area shall be allocated and distributed as follows:

Except as otherwise provided in Section 39 of the Act, the proceeds of taxes attributable to the lesser of the assessed value of the property located in the Allocation Area for the assessment date with respect to which the allocation and distribution is made, or the base assessed value, shall be allocated to and when collected paid into the funds of the respective taxing units. Except as otherwise provided in said Section 39, property tax proceeds in excess of those described in the previous sentence for the Allocation Area shall be allocated to the redevelopment district and when collected paid into the allocation fund for the Allocation Area ("**Allocation Fund**"), and the Allocation Fund may be used by the

redevelopment district to do one or more of the things specified in Section 39(b)(3) of the Act, as amended. Amounts deposited into the Allocation Funds may not be used for operating expenses of the Commission. This allocation provision with respect to the Allocation Area shall expire on the later of twenty-five (25) years from the date of issuance of debt secured by the allocated property taxes for the Allocation Area, or at such time as no bonds or other obligations payable from allocated property taxes are outstanding for the Allocation Area.

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

13. Except as otherwise provided in the Act, before June 15 of each year, the Commission shall take the actions set forth in Section 39(b)(5) of the Act with respect to the Allocation Area.

14. The officers of the Commission are hereby directed to make any and all required filings with the Indiana Department of Local Government Finance, the Lake County Auditor, and the Lake County Recorder in connection with the creation of the Allocation Area and the Allocation Fund.

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

16. This Resolution, together with the Plan and any supporting data, shall be submitted to the City of Hobart Plan Commission and the City's Common Council. If approved by the Plan Commission and the Common Council, the Plan shall be submitted to a public hearing and remonstrance after public notice, all as provided in and required by the Act.

17. Any member of the Commission is hereby authorized to take such actions as are necessary to implement the purposes of this Resolution, and any such action taken prior to the date hereof is hereby ratified and approved.

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

**ADOPTED AND APPROVED** at a meeting of the City of Hobart Redevelopment  
Commission held on the 12th day of January, 2026.

**CITY OF HOBART  
REDEVELOPMENT COMMISSION**



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Matt Claussen, President

**ATTEST**



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Mark Kara, Secretary

**EXHIBIT A**

**LEGAL DESCRIPTION OF THE I-65 & 37TH AVENUE  
ECONOMIC DEVELOPMENT AREA & ALLOCATION AREA**

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF U.S. HIGHWAY 6 (RIDGE ROAD) AND THE LAKE COUNTY/PORTER COUNTY LINE; (1) THENCE SOUTH 1,205 FEET; (2) THENCE SOUTHWESTERLY 1,501 FEET; (3) THENCE NORTH 1900 FEET; (4) THENCE WEST 1,005 FEET; (5) THENCE SOUTH 105 FEET; (6) THENCE WEST 808 FEET; (7) THENCE SOUTH 109 FEET; (8) THENCE WEST 824 FEET; (9) THENCE SOUTH 223 FEET; (10) THENCE WEST 627 FEET; (11) THENCE NORTH 129 FEET; (12) THENCE WEST 90 FEET; (13) THENCE SOUTH 11 FEET; (14) THENCE WEST 253 FEET; (15) THENCE SOUTH 33 FEET; (16) THENCE WEST 267 FEET; (17) SOUTH 4,212 FEET; (18) THENCE EAST 302 FEET; (19) THENCE SOUTH 1,125 FEET; (20) THENCE WEST 286 FEET; (21) THENCE NORTH 469 FEET; (22) THENCE WEST 1,778 FEET; (23) THENCE SOUTHWESTERLY 526 FEET; (24) THENCE NORTHWESTERLY 1,654 FEET; (25) THENCE EAST 3,300 FEET; (26) THENCE NORTH 4,385 FEET; (27) THENCE WEST 491 FEET; (28) THENCE SOUTH 54 FEET; (29) THENCE WEST 1,622 FEET; (30) THENCE NORTH 323 FEET; (31) THENCE WESTERLY 1,657 FEET; (32) THENCE WESTERLY 474 FEET; (33) THENCE SOUTHWESTERLY 356 FEET; (34) THENCE NORTHWESTERLY 346 FEET; (35) THENCE SOUTHWESTERLY 206 FEET; (36) THENCE NORTH 300 FEET; (37) THENCE WEST 267 FEET; (38) THENCE SOUTH 5 FEET; (39) THENCE WEST 300 FEET; (40) THENCE WESTERLY 256 FEET; (41) THENCE NORTHWESTERLY 165 FEET; (42) THENCE SOUTHWESTERLY 165 FEET; (43) THENCE WESTERLY 164 FEET; (44) THENCE NORTHWESTERLY 57 FEET; (45) THENCE SOUTH 230 FEET; (46) THENCE SOUTHWESTERLY 234 FEET; (47) THENCE SOUTHWESTERLY 463 FEET; (48) THENCE NORTHWESTERLY 105 FEET; (49) THENCE WESTERLY 410 FEET; (50) THENCE NORTHWESTERLY 101 FEET; (51) THENCE NORTH 130 FEET; (52) THENCE WEST 689 FEET; (53) THENCE WESTERLY 1,705 FEET; (54) THENCE NORTH 280 FEET; (55) THENCE WEST 916 FEET; (56) THENCE SOUTH 280 FEET; (57) THENCE WEST 8,738 FEET; (58) THENCE SOUTHEASTERLY 888 FEET; (59) THENCE SOUTH 3,163 FEET; (60) THENCE NORTHWESTERLY 1,375 FEET; (61) THENCE NORTH 3,907 FEET; (62) THENCE EASTERLY 1,168 FEET; (63) THENCE NORTH 707 FEET; (64) THENCE WEST 30 FEET; (65) THENCE NORTH 126 FEET; (66) THENCE EAST 330 FEET; (67) THENCE SOUTH 478 FEET; (68) THENCE SOUTHEASTERLY 127 FEET; (69) THENCE SOUTH 105 FEET; (70) THENCE SOUTHERLY 112 FEET; (71) THENCE SOUTH 379 FEET; (72) THENCE EAST 6,487 FEET; (73) THENCE EASTERLY 1,294 FEET; (74) THENCE EAST 272 FEET; (75) THENCE SOUTH 28 FEET; (76) THENCE EAST 120 FEET; (77) THENCE NORTH 29 FEET; (78) THENCE EAST 96 FEET; (79) THENCE EASTERLY 811 FEET; (80) THENCE SOUTHEASTERLY 81 FEET; (81) THENCE EAST 3,675 FEET; (82) THENCE NORTH 30 FEET; (83) THENCE EAST 359 FEET; (84) THENCE EASTERLY 166 FEET; (85) THENCE EAST 328 FEET; (86) THENCE EASTERLY 84 FEET; (87) THENCE EAST 413 FEET; (88) THENCE SOUTH 85

FEET; (89) THENCE EAST 2,138 FEET; (90) THENCE NORTHWESTERLY 148 FEET; (91) THENCE NORTHERLY 527 FEET; (92) THENCE NORTHEASTERLY 269 FEET; (93) THENCE NORTHEASTERLY 528 FEET; (94) THENCE EAST 287 FEET; (95) THENCE NORTH 1,312 FEET; (96) THENCE EAST 2,551 FEET; (97) THENCE SOUTHERLY 1,454 FEET; (98) THENCE SOUTHERLY 608 FEET; (99) THENCE EAST 382 FEET; (100) THENCE SOUTH 229 FEET; (101) THENCE EAST 838 FEET; (102) THENCE NORTH 180 FEET; (103) THENCE EAST 556 FEET; (104) THENCE NORTHEASTERLY 493 FEET; (105) THENCE NORTH 440 FEET; (106) THENCE WEST 117 FEET; (107) THENCE NORTH 420 FEET; (108) THENCE NORTHWESTERLY 156 FEET; (109) THENCE NORTHERLY 177 FEET; (110) THENCE NORTHWESTERLY 177 FEET; (111) THENCE WEST 168 FEET; (112) THENCE WESTERLY 145 FEET; (113) THENCE WEST 46 FEET; (114) THENCE NORTH 698 FEET; (115) THENCE EAST 3,870 FEET; (116) THENCE SOUTH 2,636 FEET, TO THE POINT OF BEGINNING.

**EXHIBIT B**

**MAP OF THE I-65 & 37TH AVENUE  
ECONOMIC DEVELOPMENT AREA & ALLOCATION AREA**

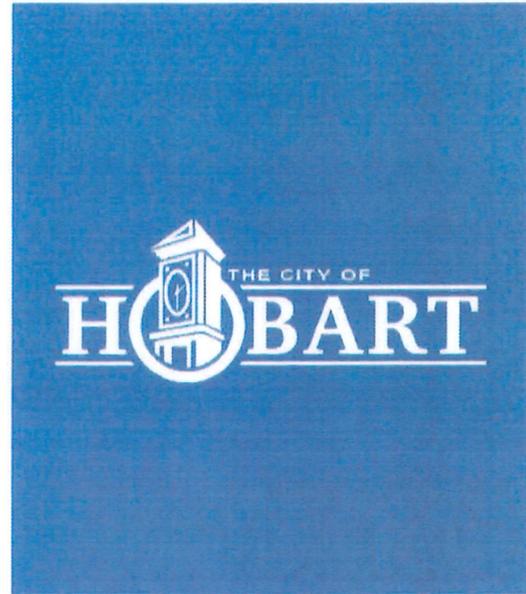


**EXHIBIT C**

**I-65 & 37TH AVENUE ECONOMIC DEVELOPMENT AREA PLAN**



ECONOMIC DEVELOPMENT PLAN  
NOVEMBER 2025



**City of Hobart Redevelopment  
Commission Economic  
Development Plan for the I-65 &  
37th Avenue Economic Development  
Area**

# City of Hobart Redevelopment Commission Economic Development Plan

for the I-65 & 37th Avenue Economic Development Area

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## Acknowledgments

Mayor Josh Huddleston

Current Hobart Redevelopment Commission Members

- Matthew Claussan, President
- Mark Kara Councilman
- Kelly Clemens
- Jeremy Cartagena
- Andrew Thomas
- DeLena Thomas, Merrillville Community School Corporation

Deb Longer, Clerk Treasurer

Alex Metz, City Engineer

Marcos Rodriguez, Development Director

Heather McCarthy, City Attorney

Ryan Cook, Redevelopment Attorney

**City of Hobart Redevelopment Commission**  
**Economic Development Plan**  
**for the**  
**I-65 & 37<sup>th</sup> Avenue Economic Development Area**

November 2025

**Purpose and Introduction**

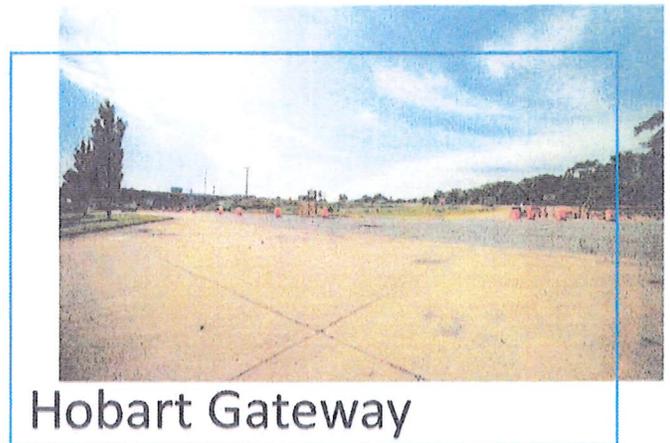
The Redevelopment Commission (the "Commission") of the City of Hobart, Indiana (the "City"), which is the governing body of the City's Department of Redevelopment and the City's Redevelopment District (the "District"), proposes to designate and declare an economic development area and an allocation area for the purposes stated in Ind. Code 36-7-14 (the "Act"), including for the benefit of the public health, safety, morals, and welfare; to increase the economic well-being of the City and the State of Indiana; and to protect and increase property values in the City and State.

The economic development area will be known as the I-65 & 37<sup>th</sup> Avenue Economic Development Area (the "Area"). The Area is currently, blighted by vacant properties and properties with decaying buildings, underserved by utilities, populated by redundant, low wage, struggling businesses, and normal development and occupancy have become undesirable or impossible due to conditions such as lack of development; cessation of growth; deteriorated or deteriorating improvements; possible environmental contamination; character of occupancy; old age of buildings and others improvements; obsolescence; substandard buildings; and all other development need. As such, the Area's development potential cannot be achieved by the ordinary operation of private enterprise without resort to the powers allowed under the Act.

This document is intended to be the plan for the Area that is required by Ind. Code 36-7-14-41(a) (the "Plan"); provided, however, this Plan may be amended from time to time as may be prudent or necessary as provided in the Act. Pursuant to Section 15 and 16 of the Act, the Plan must be approved by the Commission, and the City's Plan Commission and its Common Council. Upon such approvals, the Commission will hold the public hearing on the Plan required by Section 17 of the Act before confirming (or modifying and confirming) the designation of the Area and the approval of the Plan.

**Plan Objectives**

In addition to the purposes stated above, the objectives of the Plan are to promote significant opportunities for the gainful employment of the City's citizens; attract a major new business enterprise to the City; retain or expand a significant business enterprise existing in the boundaries of the City; attract and retain permanent jobs; increase the property tax base; improve the diversity of the Area's economic base; provide for community and

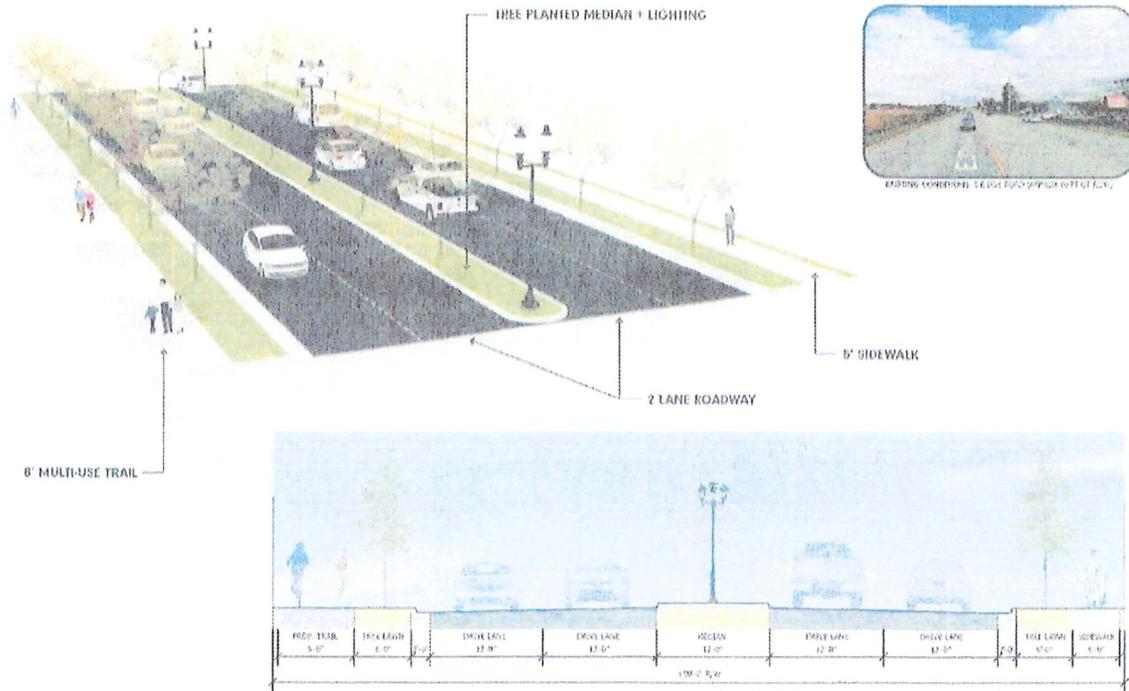


economic development initiatives and programs for economic development and redevelopment; and provide for local public improvements in or serving the Area.

The further goal of the Plan is to address the underutilization of land and the barriers to its economic development and redevelopment. This includes facilitating and encouraging economic development, new investment, and redevelopment in and around the Area by facilitating the expansion of municipal utilities and the provision of financial incentives for redevelopment of the Area.

More specifically, the proposed Plan will accomplish the following:

- Provide local funds, potentially in conjunction with public or private funds or public-private partnerships, in order to match federal or state transportation grants, including those awarded by the Northwestern Indiana Regional Planning Commission ("NIRPC") or the Indiana Department of Transportation ("INDOT"), necessary to make improvements identified in the City's Thoroughfare Plan (as amended) that are in, connected to, or serving the Area or that are otherwise allowed by law. The Thoroughfare Plan is included in the Appendix.



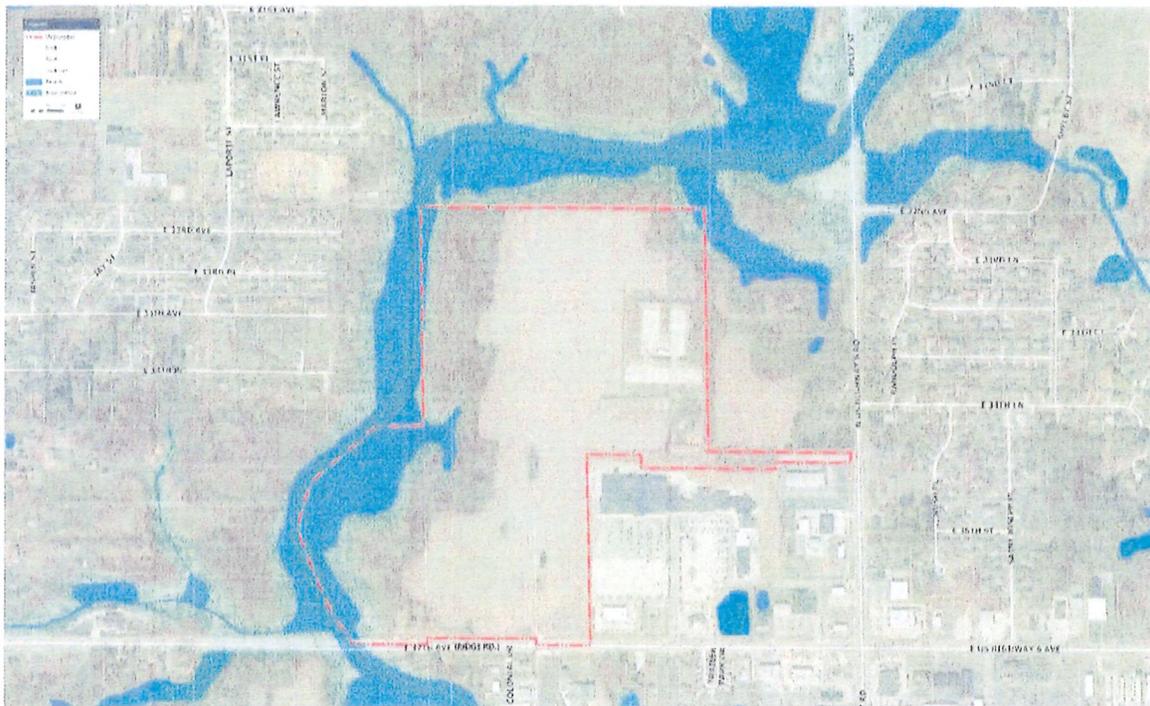
RIDGE ROAD PROPOSED IMPROVEMENTS: TYPICAL SECTION



- Provide local funds, potentially in conjunction with public or private funds or public-private partnerships, to make other transportation, beautification, or public improvements consistent with the City's Thoroughfare Plan (as amended), that are in, connected to, or serving the Area or that are otherwise allowed by law, including, but not limited to,

landscape improvements, wayfinding signage, gateways, and other urban design elements.

- Use special development incentives available under Indiana law within an economic development area to attract new businesses or retain existing ones and encourage redevelopment.
- Use special development incentives available under Indiana law within an economic development area to facilitate redevelopment of the former Hobart Sanitary District property, including site design, infrastructure design, property appraisal and disposition, and potential master development of the parcel.
- Provide local funds, potentially in conjunction with public or private funds or public-private partnerships, in order to provide the necessary public improvements and infrastructure to attract new investments in commercial redevelopment in the Area.
- Encourage the development of the 37<sup>th</sup> Ave./Ridge Road gateway and streetscape as a major east-west commercial and light industrial corridor, including property acquisition, and roadway, signage, and aesthetic improvements along this corridor, which is anchored to the west by I-65 and to the east by the intersection with Countyline Road.
- Provide for the orderly physical and economic growth of the Area through closely monitored economic development projects and programs.
- Provide a safe, efficient, and attractive traffic circulation system for the Area which (i) is sensitive to adjacent land use developments; and (ii) minimizes conflicts among different forms of traffic such as, automobiles, transit, and service vehicles within the Area.
- Stimulate private commercial or light industrial development through other local public improvements, which may include, but are not limited to, the following:
  - Stormwater detention and conveyance systems;
  - Sanitary sewer extensions, lift stations and connections;
  - Water main extensions and fire loop to insure redundancy;
  - Street lighting, including landscaping features in public areas;
  - Monument, street and way finding signage; and
  - Other utility improvements, including advanced telecommunications, electric, etc.



**SITE CONDITIONS: HYDROLOGY**



- Facilitating the connection of properties in the Area to municipal sources of water and sanitary, which would serve the purposes and objectives of this Plan.
- Provide local funds, potentially in conjunction with public or private funds or public-private partnerships, to develop rail spurs in those areas appropriate for such.
- Provide local funds, potentially in conjunction with public or private funds or public-private partnerships, to extend or improve public roads and commercial drives, connected to, or serving the Area or that are otherwise allowed by law.

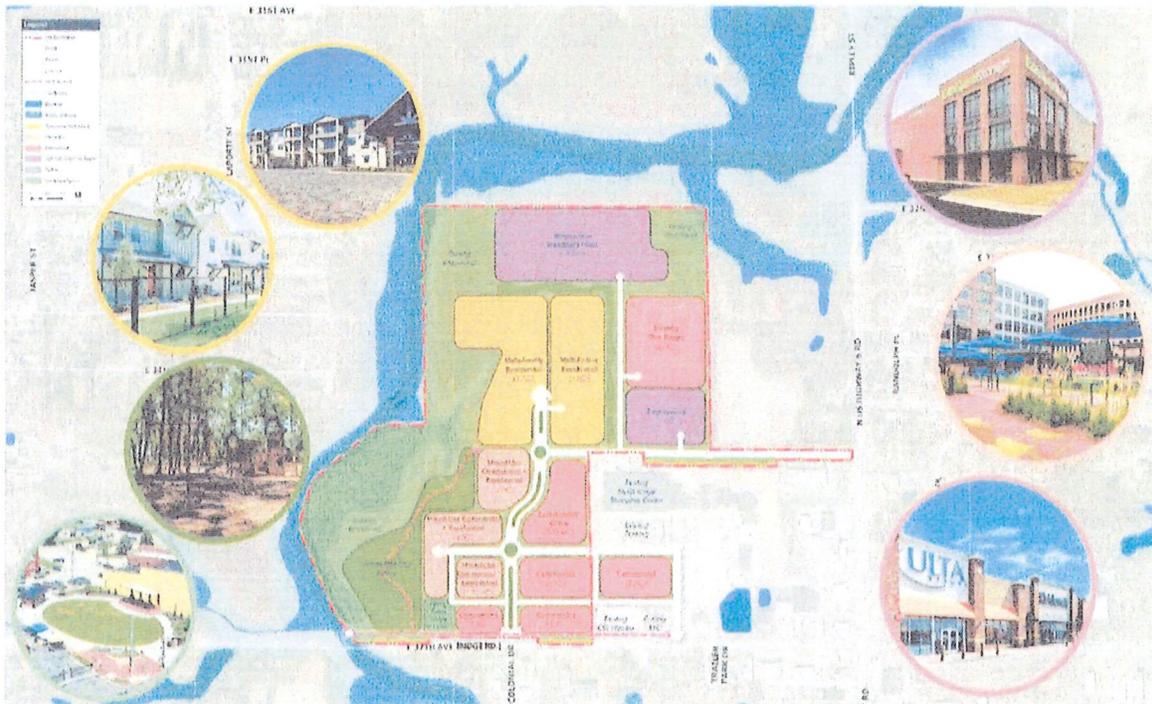
### Description of Area

The Area is generally located in the northwest corner of the City. The western boundary is the corporate limits of the City, and the eastern boundary is the intersection of 37<sup>th</sup> Ave. / Ridge Road with County Line Road. The boundary on the south extends to all commercial and industrial zoned areas south of 37<sup>th</sup> Ave. / Ridge Road for a distance of one municipal block. The northern boundary is 37<sup>th</sup> Ave. / Ridge Road, except for those areas where the City's boundary extends north of 37<sup>th</sup> Ave. / Ridge Road; in which cases the boundary of the Area extends to all commercial and industrial zoned areas north of 37<sup>th</sup> Ave. / Ridge Road, and specifically includes the former Sanitary District property and other parcels east of Deep River, south of the City's northern boundary, and west of U.S. 6, but not including the northernmost parcel that is immediately west of U.S. 6 and south of the City's boundary (commonly known as 3400 S. Randolph Street).

A map of the Area is attached as **Exhibit A-1: Economic Development Area Boundaries**. For specific property identification see **Exhibit A-2: Property Identification Numbers**. A legal description of the area is attached as **Exhibit B**.

### Project Description

The Commission currently contemplates that to accomplish the Plan, it will carry out the development of the Area, including certain local public improvements in, connected to, or serving the Area, including the acquisition of right-of-way and utility easements necessary to implement such improvements or projects related to the Thoroughfare Plan. The Commission also contemplates redevelopment to include infrastructure and other actions and improvements to attract redevelopment of the former Sanitary District property.



AL FEATHERS  
**DEEP RIVER SITE - CONCEPTUAL LAND USE DIAGRAM: ALTERNATE 1**  
DATE: 08/04/14



### Financing

The Commission may issue bonds payable in whole or in part from tax proceeds allocated to an allocation fund for the Area pursuant to Ind. Code 36-7-14-39 or other revenues of the District. The bonds, if issued, would be in an amount sufficient to finance the project, in whole or in part, plus all costs, interest, expenses, and debt service reserve authorized or allowed under the Act.

### Acquisition List

At this time, the Commission is not proposing to acquire any particular parcels of property. However, to accomplish the purposes and objectives of this Plan, the Commission may acquire interests in real property through the procedures outlined in Section 19 of the Act. (Per the Act, the Commission itself may not exercise the power of eminent domain.) The Acquisition List of parcels that may be acquired is attached to this Plan as Exhibit A-2.

### Future Annexation

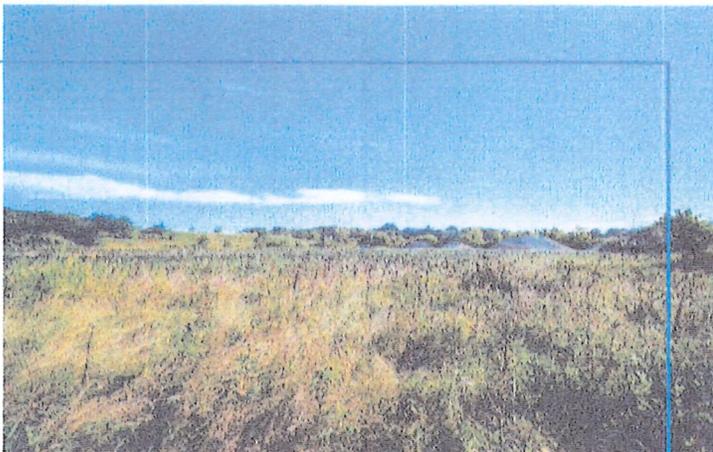
The project team has identified parcels adjacent to the current City boundaries that may be conducive to development and redevelopment under the Statute.

1. Northwest corner of the City-Multiple parcels totaling 30 acres currently in unincorporated Lake County

Should the City proceed with annexation of these parcels, it is recommended that this Plan Area be amended to include the new parcels (Godair Park).

### Estimate of the Cost and Budget Estimate for Property Redevelopment

Because the Commission has not yet determined which, if any, particular parcels of property it may acquire, an estimate for land acquisition is not available to include in this Plan.



**Hobart Sanitary District Property**

The estimated project costs for various capital improvements that will aid in attracting and retaining redevelopment projects is included in **Exhibit C**. The Commission has prepared a budget to implement this Plan, specifically for the projects discussed herein. As with planning and proposed development, this anticipated budget is a snapshot of the funds necessary to provide municipal utilities, allowance for on- and off-site

improvements as well as certain other expenditures allowable under the Act. Commission priorities and market factors will all impact the budget. **Exhibit D: Plan Budget.**

## Disposal of Property

The Commission may dispose of real property (that it has or may acquire) pursuant to the procedures set forth in Section 22 and other sections of the Act.

## Statutory Findings

The Commission finds that the Area is an economic development area (as defined in Section 41 of the Act), and that the Plan for the Area meets the following required findings under Section 41(b) of the Act:

1. Promotes significant opportunities for the gainful employment of its citizens;
2. Attracts a major new business enterprise to the Area;
3. Retains or expands a significant business enterprise in the boundaries of the Area; and
- Meets other purposes of Sections 2.5, 41, and 43 of the Act, including to benefit the public health, safety, morals, and welfare; increase the economic well-being of the City and the State of Indiana; and to protect and increase property values in the City and State, including by further diversification of the tax base, increasing economic development and private investment opportunities in the Area to enhance the City's light-industrial and warehouse distribution industry market capture, promoting demolition of unsafe structures or structures with excessive repair costs, and improving the quality of life for residents of the City.

Under Section 41(b)(2) of the Act, the Commission also finds that the implementation of this Plan is a public and governmental function that cannot be achieved through regulatory processes or the ordinary operations of private enterprise without resort to the powers allowed under Sections 2.5, 41, and 43 because of the lack of public improvements; existence of improvements or conditions that lower the value of the land below that of nearby land; multiple ownership of land; or other similar conditions, including the following:

- The necessity for facilitating the highest and best use of land to best serve the interests of the City and its citizens;
- The anticipated cost to facilitate new investment in the Area;
- Lack of municipal water service; and
- Lack of municipal sanitary services.

Under Section 41(b)(3) of the Act, the Commission also finds that the public health and welfare will be benefited by the accomplishment of the Plan for the Area.

Under Section 41(b)(4) of the Act, the Commission finds that the accomplishment of the Plan for the Area will be a public utility and benefit as measured by:

- The attraction or retention of new and permanent jobs;
- An increase in the property tax base;
- Improved diversity of the economic base;
- Attract of a major new business enterprise to the City; or
- Redevelopment of the former Sanitary District property.

Under Section 41(b)(5) of the Act, the Commission further finds that the Plan for the Area conforms to other official development and redevelopment plans of the City.

This Plan for the Area has been prepared in compliance with the Act.

### Statutory Compliance

The designation of the Area as an economic development area under Section 41 of the Act and an allocation area under Section 39 of the Act shall be completed in accordance with the applicable provisions of the Act, including its Sections 15 through 17.

### Amendment of the Plan

The Plan may be amended in the Commission's discretion in accordance with the applicable provisions of the Act, including its Sections 15 through 17.5.

#### EXISTING ZONING OF THE AREA

The existing zoning for the entire Area (Map 2) includes the following zoning district and zoning classification as found in the Hobart Plan Commission, Zoning Ordinance. See Map 2: Zoning Map in District Pursuant to the Zoning Ordinance and Map the Various Zoning Classifications within the EDA for are listed as follows:

B-3	Highway Oriented Business District
R-2	Single Family (Small Lot) Residence District
PUD	Planned Unit Development District
R-1	Single Family (Large Lot) Residence District
M-1	Light Manufacturing District

It is suggested that the best method to ensure orderly growth and development is by utilizing existing underlying zoning. ZONING USE GUIDE See SCHEDULE OF LAND USE.

This Plan is the City's opportunity through the Commission to act as a catalyst for economic development in the Area that will develop the Area to meet the anticipated economic development opportunities presented to the City. The Commission intends to initiate, apply, or utilize- individually or in combination -the following economic development actions in order to clear, replan, develop and/or revitalize real property land, and improvements, both private and public, in the Area. Economic development activities include working with City utilities to

extend utilities to the Area allowing for the entities to establish additional customers while providing safe and affordable water and sanitary services.



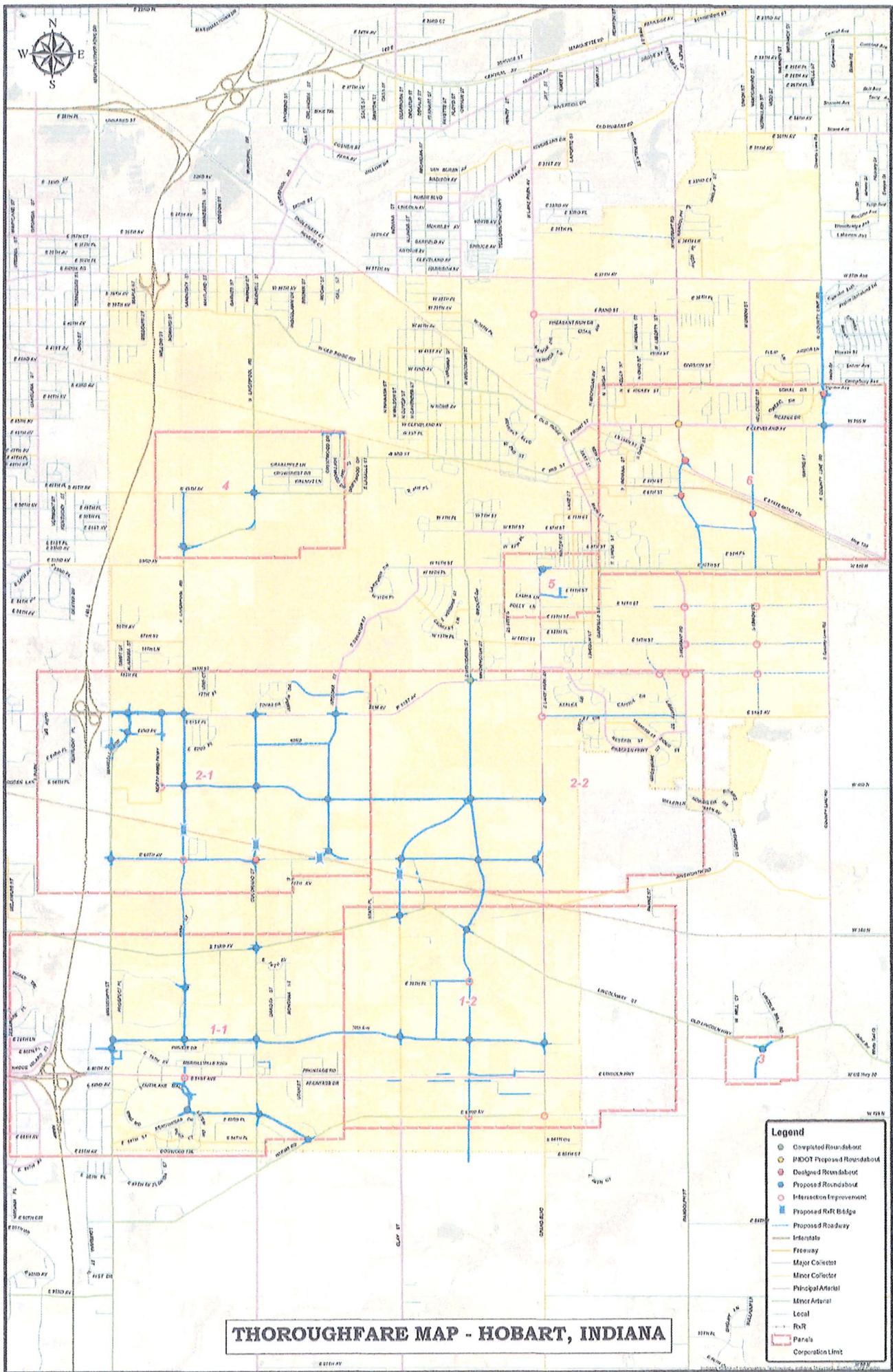
LIST OF MAPS & APPENDICES – I-65 & 37th AVENUE ECONOMIC DEVELOPMENT  
AREA PLAN

1. Thoroughfare Plan;
2. Zoning Map of Area.

EXHIBITS – I-65 & 37TH AVENUE ECONOMIC DEVELOPMENT AREA PLAN

- A-1 Area Boundaries
- A-2 Property Identification Numbers / Acquisition List
- B Legal Description
- C Project List/Budget
- D City of Hobart Commercial Real Estate Analysis
- E Land Analysis and Development Alternatives for “Sanitary District”  
area

# Maps, Appendices and Exhibits



**THOROUGHFARE MAP - HOBART, INDIANA**

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

## EXHIBIT A

### CHAPTER 5

#### THOROUGHFARE PLAN

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

#### THOROUGHFARE CLASSIFICATION

Thoroughfares are typically subdivided into the following classifications:

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

The following roadways are classified as listed:

#### Freeways –

- I-65
- U.S. 30

#### Arterials –

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

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

Collectors –

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

- S. Indiana St. (6<sup>th</sup> St. to Georgiana St.)
- W. 49<sup>th</sup> Ave. (west of Liverpool Rd.)
- Arbor Lane
- Hemlock Dr. (Arbor Ln. to Barberry Dr.)
- Barberry Dr. (Hillcrest Ave. to Hemlock Dr.)
- Hillcrest Ave. (Hickey St. to Barberry Dr.)
- E. Hickey St. (Union St. to Hillcrest Ave.)
- Coral Drive
- Eastin Ave.
- McAfee Dr. (Eastin Ave. to Coral Dr.)
- St. Joseph Pl.
- E. 34<sup>th</sup> Ln. (St. Joseph Pl. to SR51)
- Lake Park Ave. (north of Old Ridge Rd.)

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

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

Roadways not listed previously are considered Local.

## PURPOSE

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

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

## HISTORICAL PERSPECTIVE

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

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

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

## OVERALL PRINCIPLES

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

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

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

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

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

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

## FREEWAYS AND HIGHWAYS

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

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

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

## ARTERIALS

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

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

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

### COLLECTORS AND LOCALS

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

## GREENWAYS, BIKEWAYS, AND PEDESTRIAN WAYS

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

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

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

## THOROUGHFARES AND LAND USE

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

## OFF-STREET PARKING

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

## COSTS FOR LOCAL STREETS

The cost of building local streets in future subdivisions should be the responsibility of the developer. The Hobart Subdivision Control Ordinance should require that all streets, curbs, shoulders, drainage infrastructure, intersection improvements and cul-de-sacs platted for each subdivision be constructed by the developer to the standards set forth in the City of Hobart's Design Standards. The city will accept responsibility for maintaining streets once they are properly installed, inspected, and approved. The financial burden of street construction in residential subdivisions will thus be shared by those benefitting most from these streets, rather than by all of the city's taxpayers. In addition, the assurance that adequate streets will be constructed in all new subdivisions will improve the environment of the subdivision. The city should not have to pay for premature maintenance of inadequately designed or constructed streets.

## SOUTHWEST AREA OF DEVELOPMENT

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

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

Using the Southwest Areas Development Area Traffic Study as the basis, the City

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

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

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

## CONCLUSION

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

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

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

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

PRIORITY THOROUGHFARE FROM-TO

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

### Reconstructed Thoroughfares

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

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

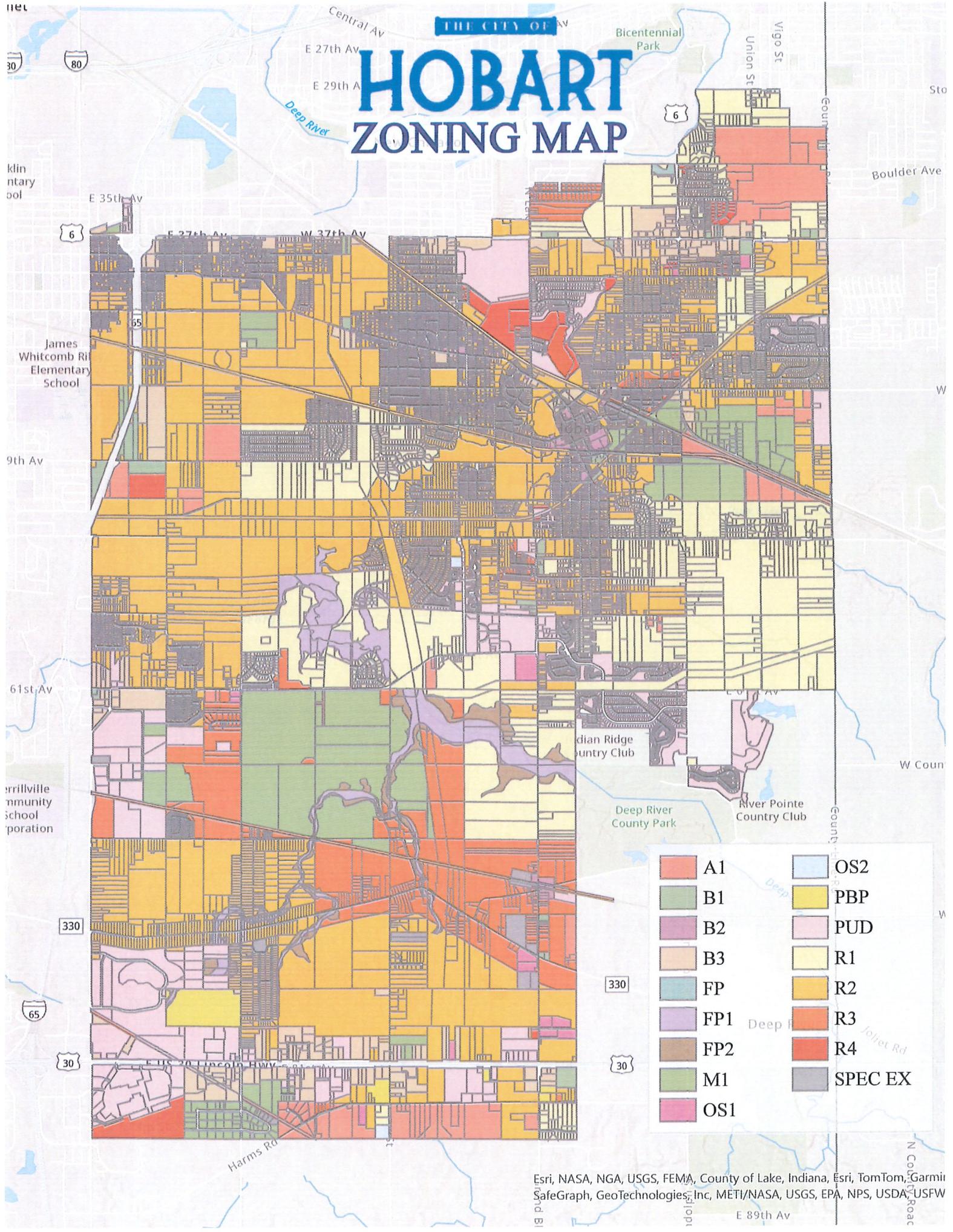
The City of Hobart maintains an asset management plan which is updated annually. This Asset Management Plan includes all road segments in the City with associated PASER Ratings for use in determining condition of the pavement surfaces and what associated repairs are needed to cost effectively improve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

## Intersections

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

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

# THE CITY OF HOBART ZONING MAP

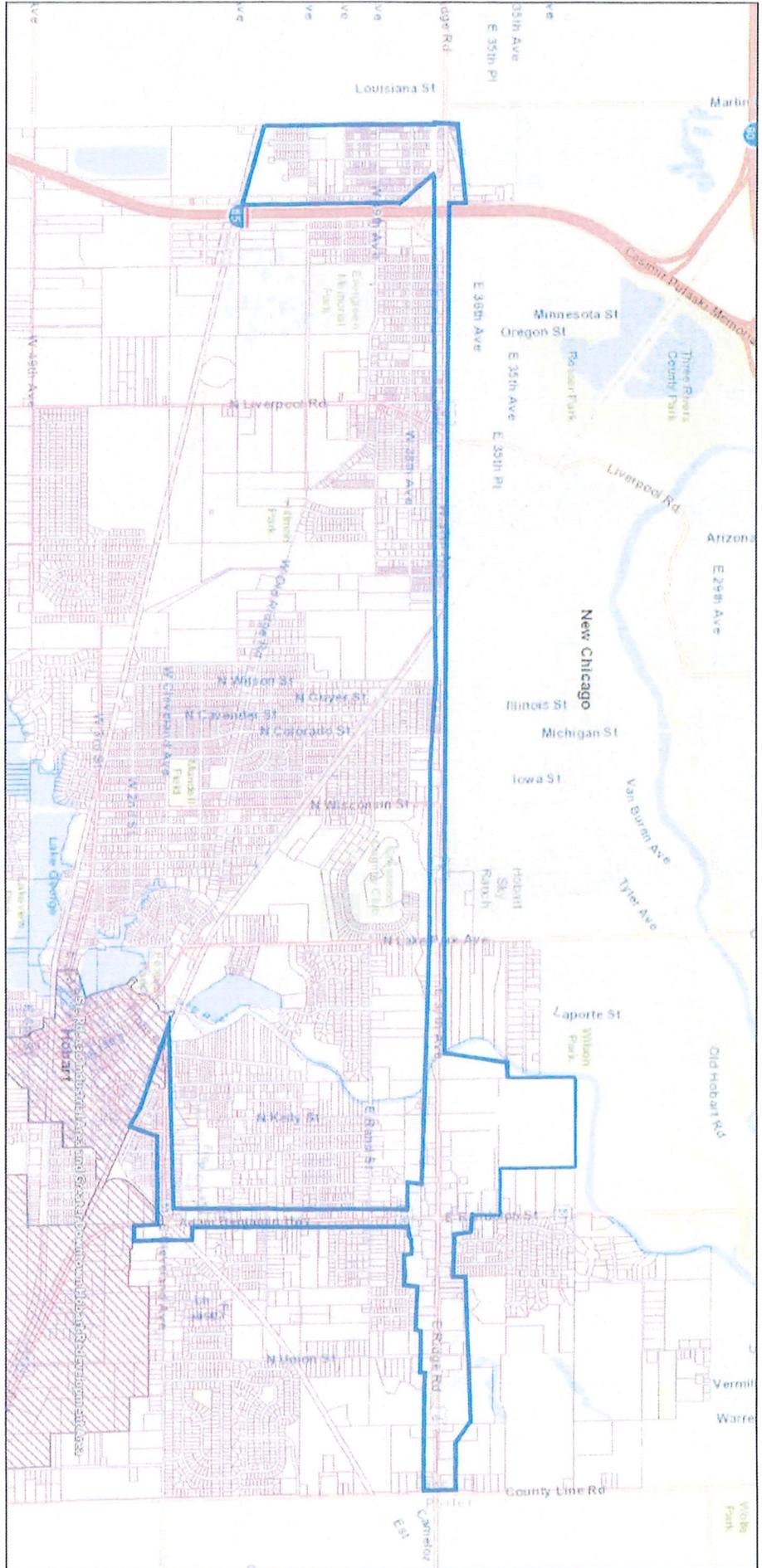


	A1		OS2
	B1		PBP
	B2		PUD
	B3		R1
	FP		R2
	FP1		R3
	FP2		R4
	M1		SPEC EX
	OS1		

# Exhibits-I-65 & 37<sup>th</sup> Avenue Economic Development Area Plan

- A-1 Area Boundaries
- A-2 Property Identification Numbers/Acquisition list
- B Legal Description
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- D City of Hobart Commercial Real Estate Analysis
- E Land Analysis, Development Alternatives and Tax Impact

# 165 & 37th - TIF District Map

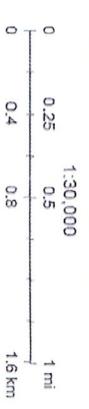


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Hobart Parcels

TIF Districts

St. Rd. 130 Industrial Area and Greater Downtown Hobart Redevelopment Area



County of Lake, Indiana, Est. HERE GARRIN, INCREMENT P  
 NGA, USGS

## NORTH HOBART – TIFF DISTRICT MAP – LEGAL DESCRIPTION (25-2009.250)

December 11, 2025

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF U.S. HIGHWAY 6 (RIDGE ROAD) AND THE LAKE COUNTY/PORTER COUNTY LINE; (1) THENCE SOUTH 1,205 FEET; (2) THENCE SOUTHWESTERLY 1,501 FEET; (3) THENCE NORTH 1900 FEET; (4) THENCE WEST 1,005 FEET; (5) THENCE SOUTH 105 FEET; (6) THENCE WEST 808 FEET; (7) THENCE SOUTH 109 FEET; (8) THENCE WEST 824 FEET; (9) THENCE SOUTH 223 FEET; (10) THENCE WEST 627 FEET; (11) THENCE NORTH 129 FEET; (12) THENCE WEST 90 FEET; (13) THENCE SOUTH 11 FEET; (14) THENCE WEST 253 FEET; (15) THENCE SOUTH 33 FEET; (16) THENCE WEST 267 FEET; (17) SOUTH 4,212 FEET; (18) THENCE EAST 302 FEET; (19) THENCE SOUTH 1,125 FEET; (20) THENCE WEST 286 FEET; (21) THENCE NORTH 469 FEET; (22) THENCE WEST 1,778 FEET; (23) THENCE SOUTHWESTERLY 526 FEET; (24) THENCE NORTHWESTERLY 1,654 FEET; (25) THENCE EAST 3,300 FEET; (26) THENCE NORTH 4,385 FEET; (27) THENCE WEST 491 FEET; (28) THENCE SOUTH 54 FEET; (29) THENCE WEST 1,622 FEET; (30) THENCE NORTH 323 FEET; (31) THENCE WESTERLY 1,657 FEET; (32) THENCE WESTERLY 474 FEET; (33) THENCE SOUTHWESTERLY 356 FEET; (34) THENCE NORTHWESTERLY 346 FEET; (35) THENCE SOUTHWESTERLY 206 FEET; (36) THENCE NORTH 300 FEET; (37) THENCE WEST 267 FEET; (38) THENCE SOUTH 5 FEET; (39) THENCE WEST 300 FEET; (40) THENCE WESTERLY 256 FEET; (41) THENCE NORTHWESTERLY 165 FEET; (42) THENCE SOUTHWESTERLY 165 FEET; (43) THENCE WESTERLY 164 FEET; (44) THENCE NORTHWESTERLY 57 FEET; (45) THENCE SOUTH 230 FEET; (46) THENCE SOUTHWESTERLY 234 FEET; (47) THENCE SOUTHWESTERLY 463 FEET; (48) THENCE NORTHWESTERLY 105 FEET; (49) THENCE WESTERLY 410 FEET; (50) THENCE NORTHWESTERLY 101 FEET; (51) THENCE NORTH 130 FEET; (52) THENCE WEST 689 FEET; (53) THENCE WESTERLY 1,705 FEET; (54) THENCE NORTH 280 FEET; (55) THENCE WEST 916 FEET; (56) THENCE SOUTH 280 FEET; (57) THENCE WEST 8,738 FEET; (58) THENCE SOUTHEASTERLY 888 FEET; (59) THENCE SOUTH 3,163 FEET; (60) THENCE NORTHWESTERLY 1,375 FEET; (61) THENCE NORTH 3,907 FEET; (62) THENCE EASTERLY 1,168 FEET; (63) THENCE NORTH 707 FEET; (64) THENCE WEST 30 FEET; (65) THENCE NORTH 126 FEET; (66) THENCE EAST 330 FEET; (67) THENCE SOUTH 478 FEET; (68) THENCE SOUTHEASTERLY 127 FEET; (69) THENCE SOUTH 105 FEET; (70) THENCE SOUTHERLY 112 FEET; (71) THENCE SOUTH 379 FEET; (72) THENCE EAST 6,487 FEET; (73) THENCE EASTERLY 1,294 FEET; (74) THENCE EAST 272 FEET; (75) THENCE SOUTH 28 FEET; (76) THENCE EAST 120 FEET; (77) THENCE NORTH 29 FEET; (78) THENCE EAST 96 FEET; (79) THENCE EASTERLY 811 FEET; (80) THENCE SOUTHEASTERLY 81 FEET; (81) THENCE EAST 3,675 FEET; (82) THENCE NORTH 30 FEET; (83) THENCE EAST 359 FEET; (84) THENCE EASTERLY 166 FEET; (85) THENCE EAST 328 FEET; (86) THENCE EASTERLY 84 FEET; (87) THENCE EAST 413 FEET; (88) THENCE SOUTH 85 FEET; (89) THENCE EAST 2,138 FEET; (90) THENCE NORTHWESTERLY 148 FEET; (91) THENCE NORTHERLY 527 FEET; (92) THENCE NORTHEASTERLY 269 FEET; (93) THENCE NORTHEASTERLY 528 FEET; (94) THENCE EAST 287 FEET; (95) THENCE NORTH 1,312 FEET; (96) THENCE EAST 2,551 FEET; (97) THENCE SOUTHERLY 1,454 FEET; (98) THENCE SOUTHERLY 608 FEET; (99) THENCE EAST 382 FEET; (100) THENCE SOUTH 229 FEET; (101) THENCE EAST 838 FEET; (102) THENCE NORTH 180 FEET; (103) THENCE EAST 556 FEET; (104) THENCE NORTHEASTERLY 493 FEET; (105) THENCE NORTH 440 FEET; (106) THENCE WEST 117 FEET; (107) THENCE NORTH 420 FEET; (108) THENCE NORTHWESTERLY 156 FEET; (109) THENCE NORTHERLY 177 FEET; (110) THENCE NORTHWESTERLY 177 FEET; (111) THENCE WEST 168 FEET; (112) THENCE WESTERLY 145 FEET; (113) THENCE WEST 46 FEET; (114) THENCE NORTH 698 FEET; (115) THENCE EAST 3,870 FEET; (116) THENCE SOUTH 2,636 FEET, TO THE POINT OF BEGINNING.











Economic Development Area Plan I-65 & 37th Avenue Hobart  
Hobart Sanitary District Property

Property Identification	Address	Zoning	Acreage	Use	Assessed Value
45-09-20-451-001.000-045	RR 1 E 37TH AVE	R-1	16.027	Vacant	29,600
45-09-20-451-002.000-045	7410 E RIDGE RD	R-1	8.344	Vacant	45,500
45-09-20-401-001.000-045	3400 MONTGOMERY ST	R-1	59.536	Vacant	160,800
<b>Totals</b>			<b>83.907</b>		<b>235,900</b>

Economic Development Area Plan I-65 & 37th Avenue Hobart  
Plan Area Budget

Identified Improvements	
Roadway	\$ 4,130,800
Sanitary	1,937,300
Water	1,100,000
Stormwater	1,170,000
Other Utilities Costs	1,900,000
Totals	\$ 10,238,100

Note: This budget estimate is based on similar projects and actual cost will be determined by final engineering design, town and private utility requirements and bids.

Economic Development Area Plan I-65 & 37th Avenue Hobart  
Sanitary District-Deep River Development Area Alternative 1

Property Identification	Project Land Area	Value/Price	Units/Sqft	Cost	Assessed Value (1)	New Tax Increment (2)
Town Homes (3)	16	\$ 325,000	200	\$ 65,000,000	\$ 58,500,000	\$ 585,000
Apartments (4)	6	\$ 239,896	102	24,469,392	22,022,453	440,449
Mixed Use (5)	5.5	\$ 230	40,000	9,200,000	8,280,000	248,400
Commercial	6	\$ 171	40,000	6,840,000	6,156,000	184,680
Employment (6)	12	\$ 126	200,000	25,200,000	12,600,000	378,000
<b>Totals</b>				<b>\$ 130,709,392</b>	<b>\$ 107,558,453</b>	<b>\$ 1,836,529</b>

Note: Cost estimates are generate by RS Means data and include labor rates and material cost specific to Northwest Indiana.

- (1) Assessed value is estimated on cost with a 10% reduction with the exception of Employment.
- (2) New Tax Increment is based on tax caps for related vertical development.
- (3) Town home and Apartment density as based on industry standards for units per acre and reflect local zoning requirements.
- (4) Apartments are estimated to be 2-4 story units.
- (5) Mixed Use based on first floor retail and 3 story apartments.
- (6) Employment is based on precast concrete as assessment is based on recent product in market.

Economic Development Area Plan I-65 & 37th Avenue Hobart  
Sanitary District-Deep River Development Area Alternative 2

Property Identification	Project Land Area	Value/Price	Units/Sqft	Cost	Assessed Value (1)	New Tax Increment (2)
Town Homes (3)	7.5	\$ 325,000	100	\$ 32,500,000	\$ 29,250,000	\$ 292,500
Apartments (4)	6	\$ 239,896	102	24,469,392	22,022,453	440,449
Mixed Use (5)	5.5	\$ 230	40,000	9,200,000	8,280,000	248,400
Commercial	6	\$ 171	40,000	6,840,000	6,156,000	184,680
Employment (6)	12	\$ 126	200,000	25,200,000	12,600,000	378,000
<b>Totals</b>				\$ 98,209,392	\$ 78,308,453	\$ 1,544,029

Note: Cost estimates are generated by RS Means data and include labor rates and material cost specific to Northwest Indiana.

- (1) Assessed value is estimated on cost with a 10% reduction with the exception of Employment.
- (2) New Tax Increment is based on tax caps for related vertical development.
- (3) Town home and Apartment density as based on industry standards for units per acre and reflect local zoning requirements.
- (4) Apartments are estimated to be 2-4 story units.
- (5) Mixed Use based on first floor retail and 3 story apartments.
- (6) Employment is based on precast concrete as assessment is based on recent product in market.

Economic Development Area Plan I-65 & 37th Avenue Hobart  
Sanitary District-Deep River Development Area Alternative 3

Property Identification	Project Land Area	Value/Price	Units/Sqft	Cost	Assessed Value (1)	New Tax Increment (2)
Town Homes	0	\$ -	-	\$ -	\$ -	\$ -
Apartments	0	\$ -	-	-	-	-
Mixed Use	0	\$ -	-	-	-	-
Commercial	9.75	\$ 171	40,000	6,840,000	6,156,000	184,680
Employment (3)	29.5	\$ 126	500,000	63,000,000	31,500,000	945,000
<b>Totals</b>				\$ 69,840,000	\$ 37,656,000	\$ 1,129,680

Note: Cost estimates are generated by RS Means data and include labor rates and material cost specific to Northwest Indiana.

(1) Assessed value is estimated on cost with a 10% reduction with the exception of Employment.

(2) New Tax Increment is based on tax caps for related vertical development.

(3) Employment is based on precast concrete as assessment is based on recent product in market.

# City of Hobart 2023-2025 Sales, Lease Report

PREPARED BY

**MR**

Matt Reardon  
IN RB1600138  
219.741.9511



This report was created using [crexi.com \(https://crexi.com\)](https://crexi.com) the leading CRE industry tool.

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# Sales Comp Insights

Data based on 25 properties

## Sold Price

**\$1.6M**

Median Price

**\$65.7M**

Total



## Acreage

**1**

20

Median Acres

**61**

Total Acres



## Sold Price / Acre

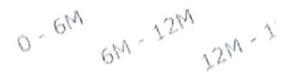
**\$7.8M**

7

Median Price

/ Acres

0



## Square Footage

**8,100**

0 - 18k

Median SqFt

**668k**

Total SqFt

18k - 36k

36k - 54k

54k - 72k

## Sold Price / SqFt

**\$101**

\$0 - 130

Median Price

/ SqFt

\$130 - 260

\$260 - 390

\$390 - 520

## Cap Rate

**6.2%**

Median Asking Cap  
Rate

**6.2%**

Median Sold Cap  
Rate

## Year Built

**1983.5**

Median Year Built

2021

High

1912

Low

### Days On Market

**234**  
Median DOM

1,474 High

68 Low

### Units

**10**  
Median Units

14 High

6 Low

### Sold Price / Unit

**\$446.7k**  
Median Sold Price / Unit

\$500k High

\$393.3k Low

## Lease Data Insights

Data based on 79 properties

### Rate / SqFt

Monthly Annual

**\$1/SF**

Median Rate

20

0

\$0.00

\$1

\$2

\$3

\$4

### Days On Market

**303**  
Median DOM

1,644 High

0 Low

### Lease Term Yearly

**4**  
Median LTY

0 - 5 

5 - 10

10 - 15

15 - 20

# City of Hobart, IN Current Available Properties

PREPARED BY

**MR**

Matt Reardon  
IN RB1600138  
219.741.9511



This report was created using [crexi.com \(https://crexi.com\)](https://crexi.com) the leading CRE industry tool.

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## Overview

Data based on 36 properties

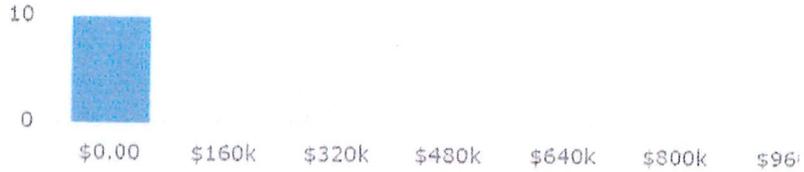
### Asking Price

**\$315k**

Median Price

**\$17.3M**

Total



### Acreage

---

Median Acres

---

Total Acres

No data to display

### Price / Acres

---

Median Price

/ Acres

No data to display

### Square Footage

**17k**

Median SqFt

**344.3k**

Total SqFt

0 - 50k

50k - 100k

100k - 150k

150k - 200k



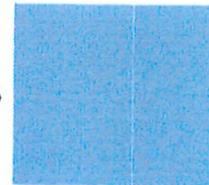
### Price / SqFt

**\$126**

Median Price

/ SqFt

126 - 126



### Cap Rate

**0%**

Median Asking Cap  
Rate

**6.7%**

Median Sold Cap  
Rate

### Year Built

**1963**

Median Year Built

**2002**

High

**1905**

Low

## Days On Market

**207**

Median DOM

**1,523**

High

**7**

Low

## Units

**3**

Median Units

**35**

High

**2**

Low

## Price / Unit

--

Median Price / Unit

--

High

--

Low

## Demographic Insights



Showing results based on current map view

### Population

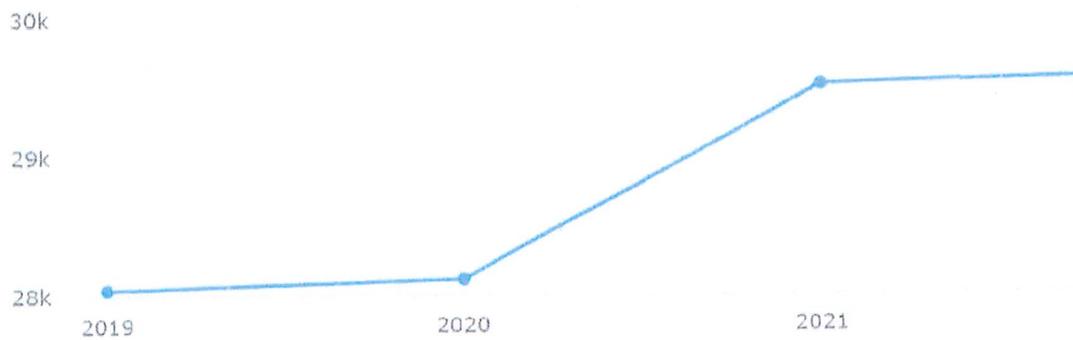
**29.6k**

↑ 5%

Compared to 28k in 2019

0%

Compared to 29.6k in 2022





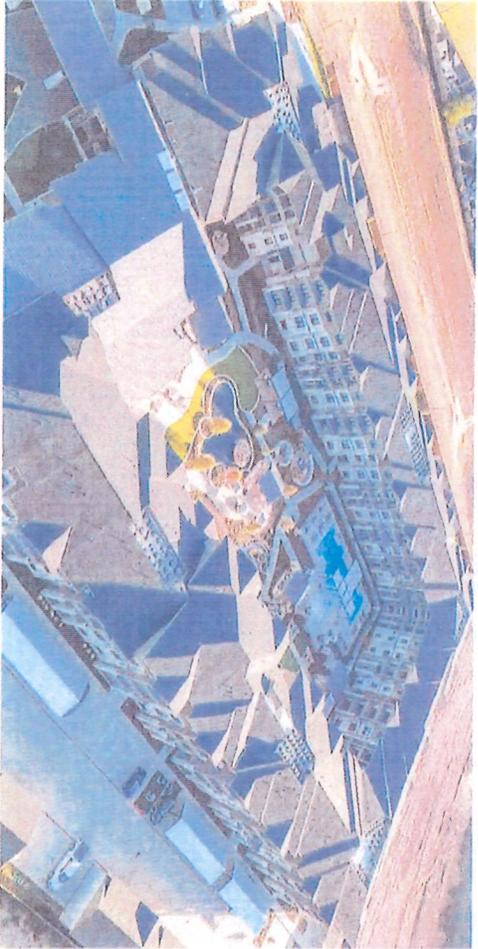
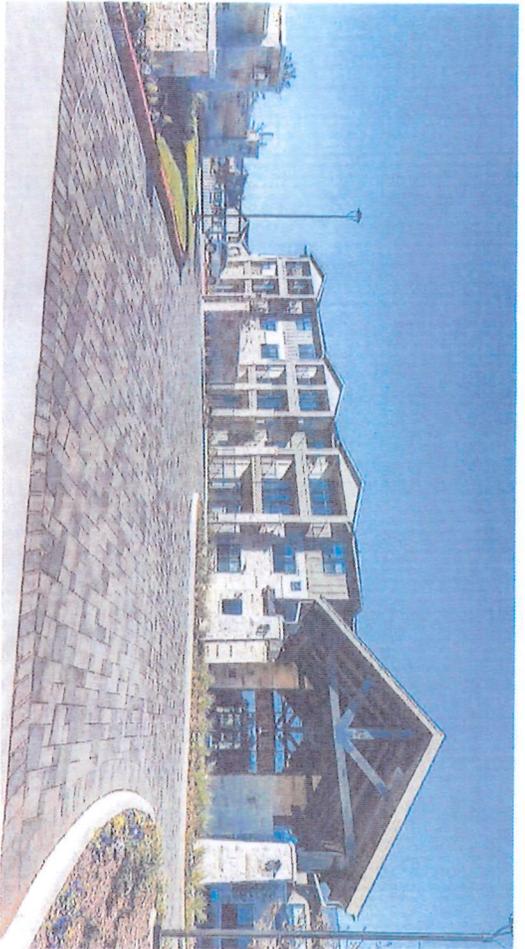
MCS PARTNERS  
**DEEP RIVER SITE - CONCEPTUAL LAND USE DIAGRAM: ALTERNATE 1**

HOOSIERS INDIANA

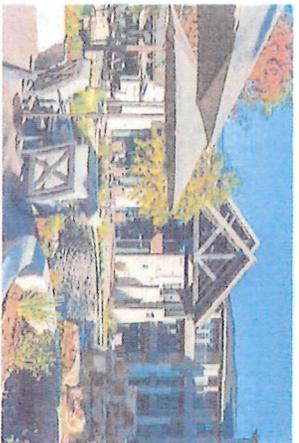
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**CADENCE CREEK SENIOR LIVING APARTMENTS**  
Houston, TX



**PUBLIC AMENITY SPACE**  
Central Courtyard



**PUBLIC AMENITY SPACE**  
Central Courtyard, Activity Zone



**PUBLIC AMENITY SPACE**  
Central Courtyard, Activity Zone



**PUBLIC AMENITY SPACE**  
Central Courtyard, Fitness Center



**PUBLIC AMENITY SPACE**  
Central Courtyard



**PRIVATE AMENITY SPACE**  
Balcony overlooking Central Courtyard

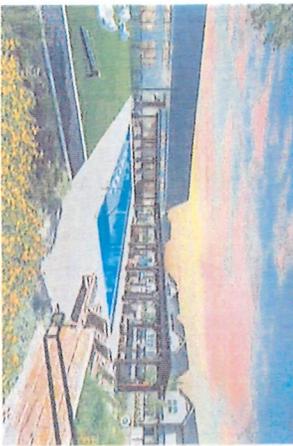
MORE PARTNERS

**PRECEDENT IMAGERY: SENIOR LIVING**

HOUSTON, TEXAS

© 2018 HWC

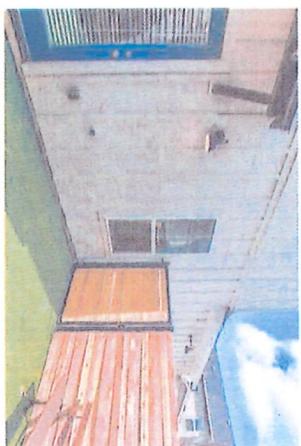




**PUBLIC AMENITY SPACE**  
Amenity Center



**Private Amenity Space**  
Fenced front yard



**Private Amenity Space**  
Fenced back yard



**PUBLIC AMENITY SPACE**  
Playground



**PUBLIC AMENITY SPACE**  
Dog Park



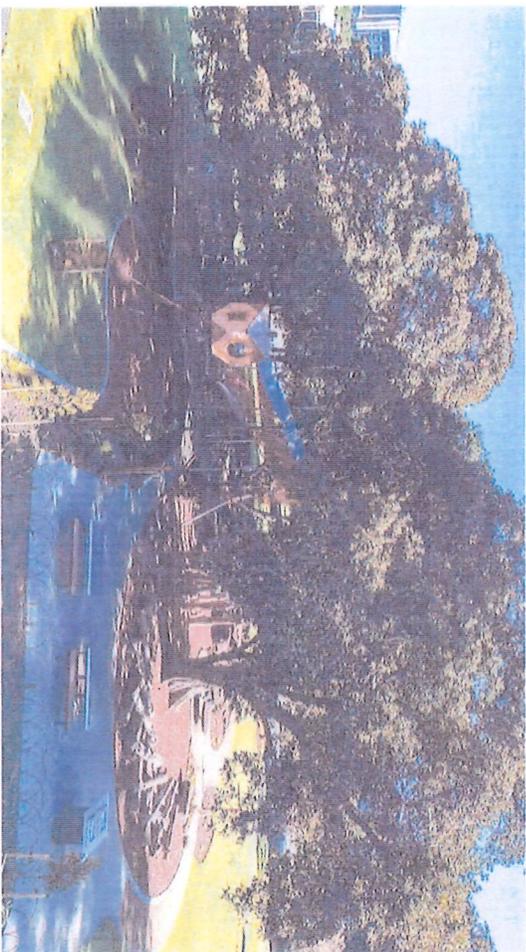
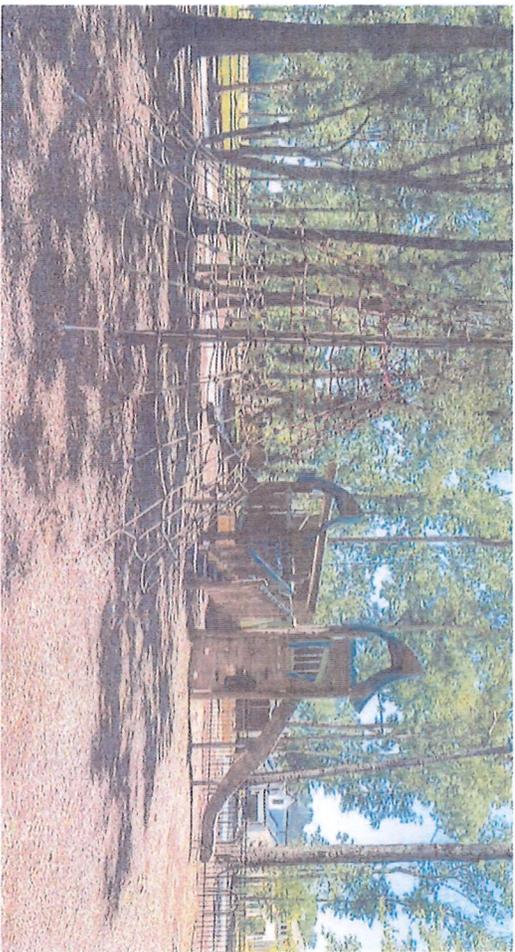
**PUBLIC AMENITY SPACE**  
Walking Trails

MCB PARTNERS  
**PRECEDENT IMAGERY: TOWN HOMES**

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**AMENITY SPACE**  
Nature Based Play Equipment



**Amenity Space**  
Fishing/ Storm Water Catchment



**Amenity Space**  
Walking Trails



**AMENITY SPACE**  
Nature Based Play Equipment



**AMENITY SPACE**  
Recreation Wording

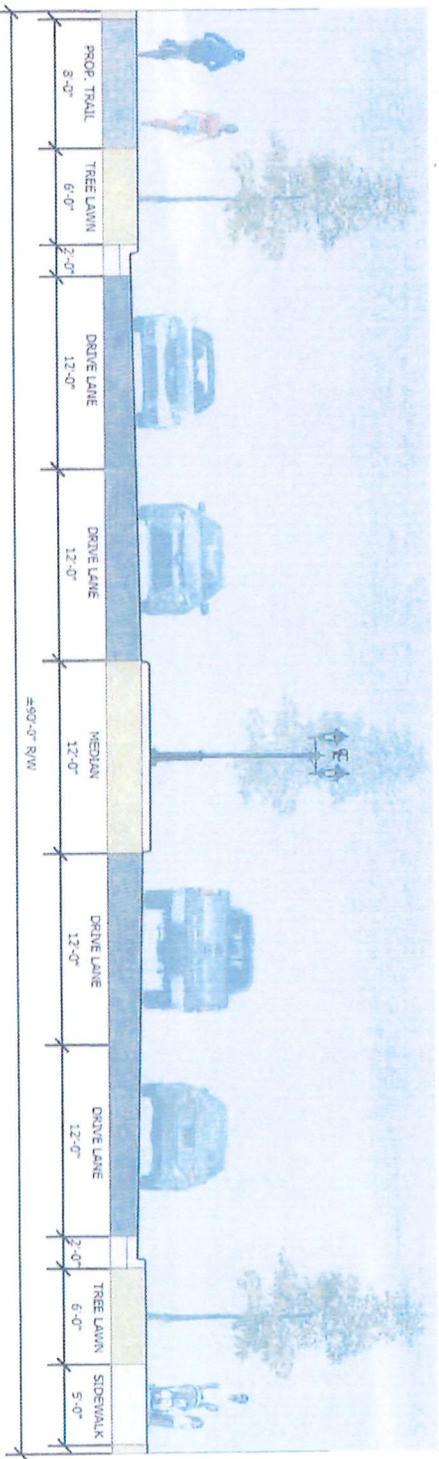
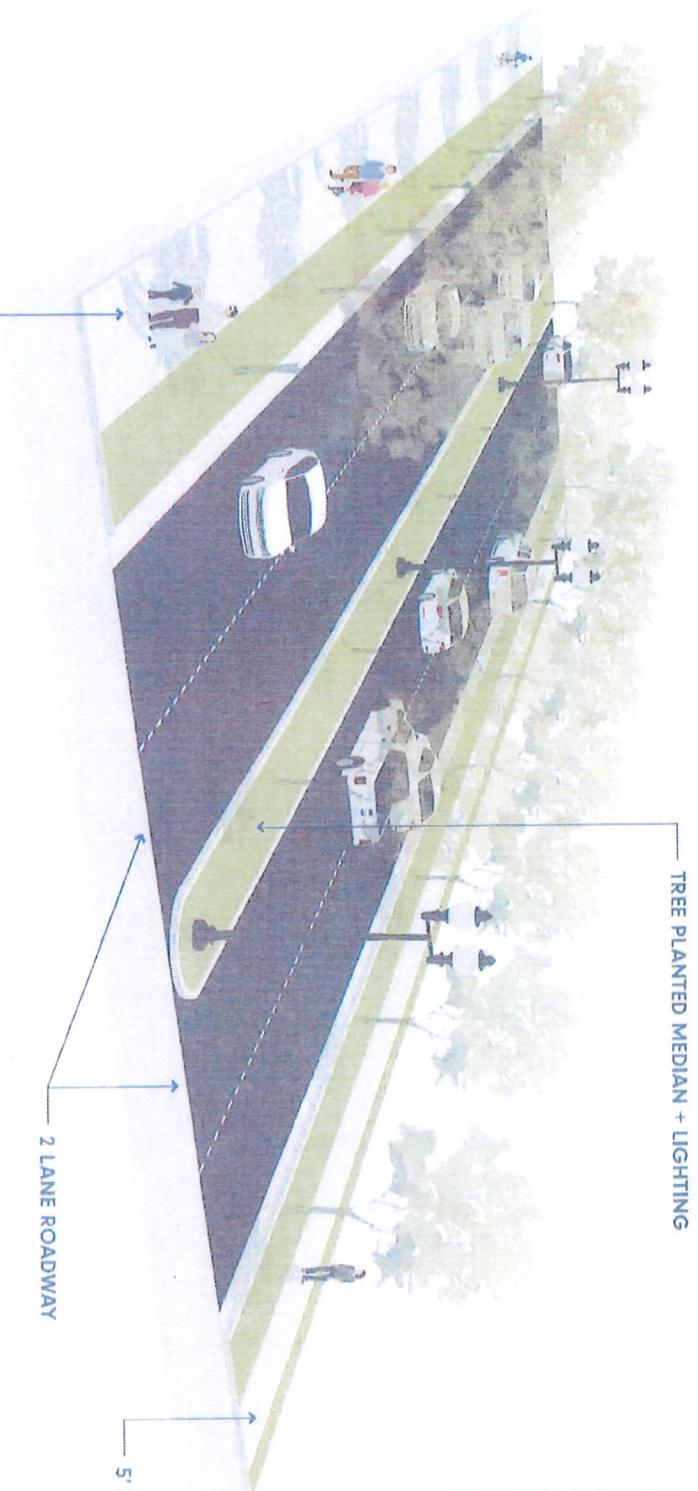


**AMENITY SPACE**  
Walking Trails

VCC PARTNERS  
**PRECEDENT IMAGERY: NATURE PARK**

—GRANT INDIANA

—OCTOBER 2017

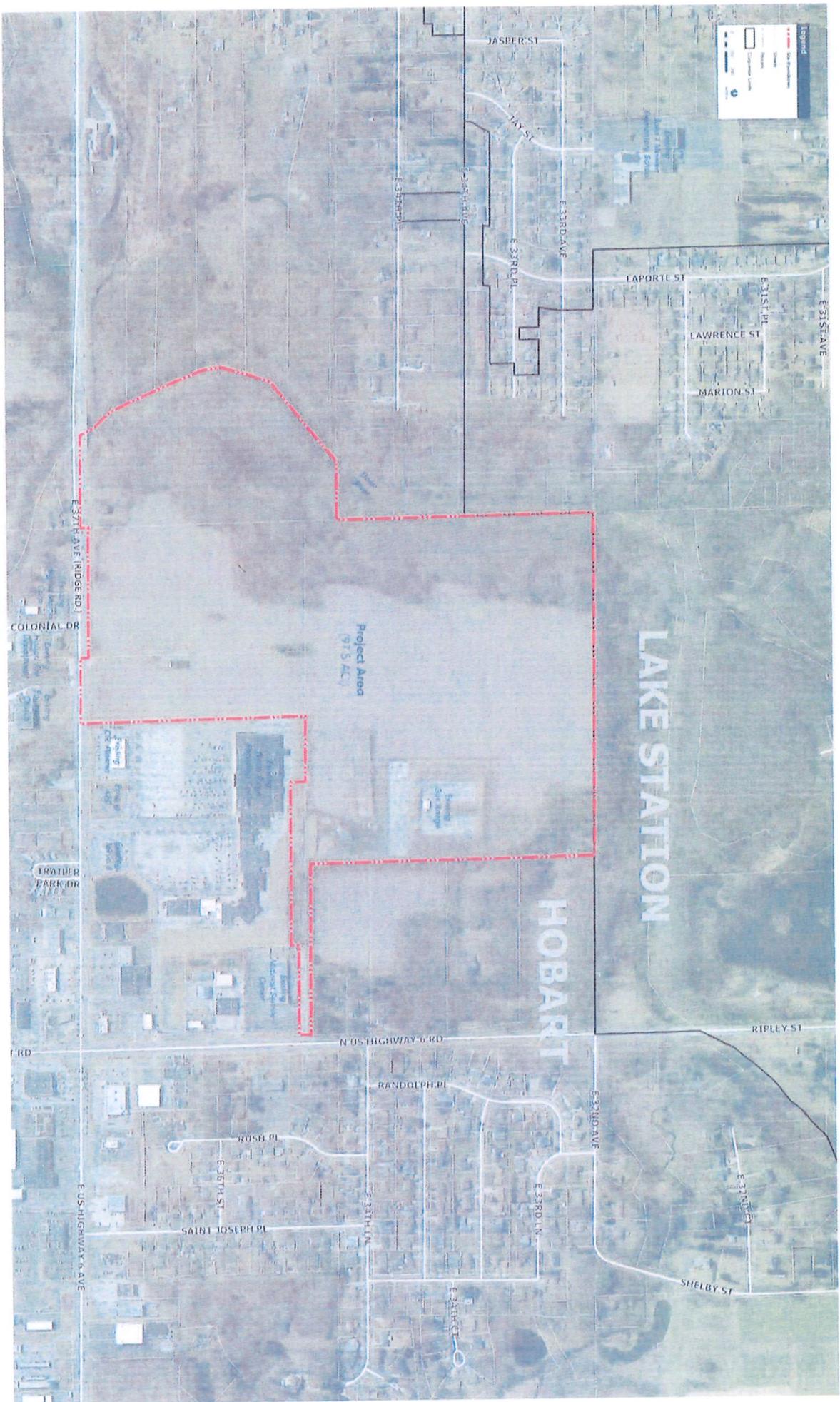


NICE PARTNERS  
**RIDGE ROAD PROPOSED IMPROVEMENTS: TYPICAL SECTION**

HOESLIT, INDIANA

DATE: 05/24/2017





WCS PARTNERS  
**BASE MAP**

HOBART, INDIANA

DATE: 08/19/2024











WCS PARTNERS  
**SITE CONDITIONS: UTILITIES**

RICHAET, INDIANA

02/20/2019, 10:25

