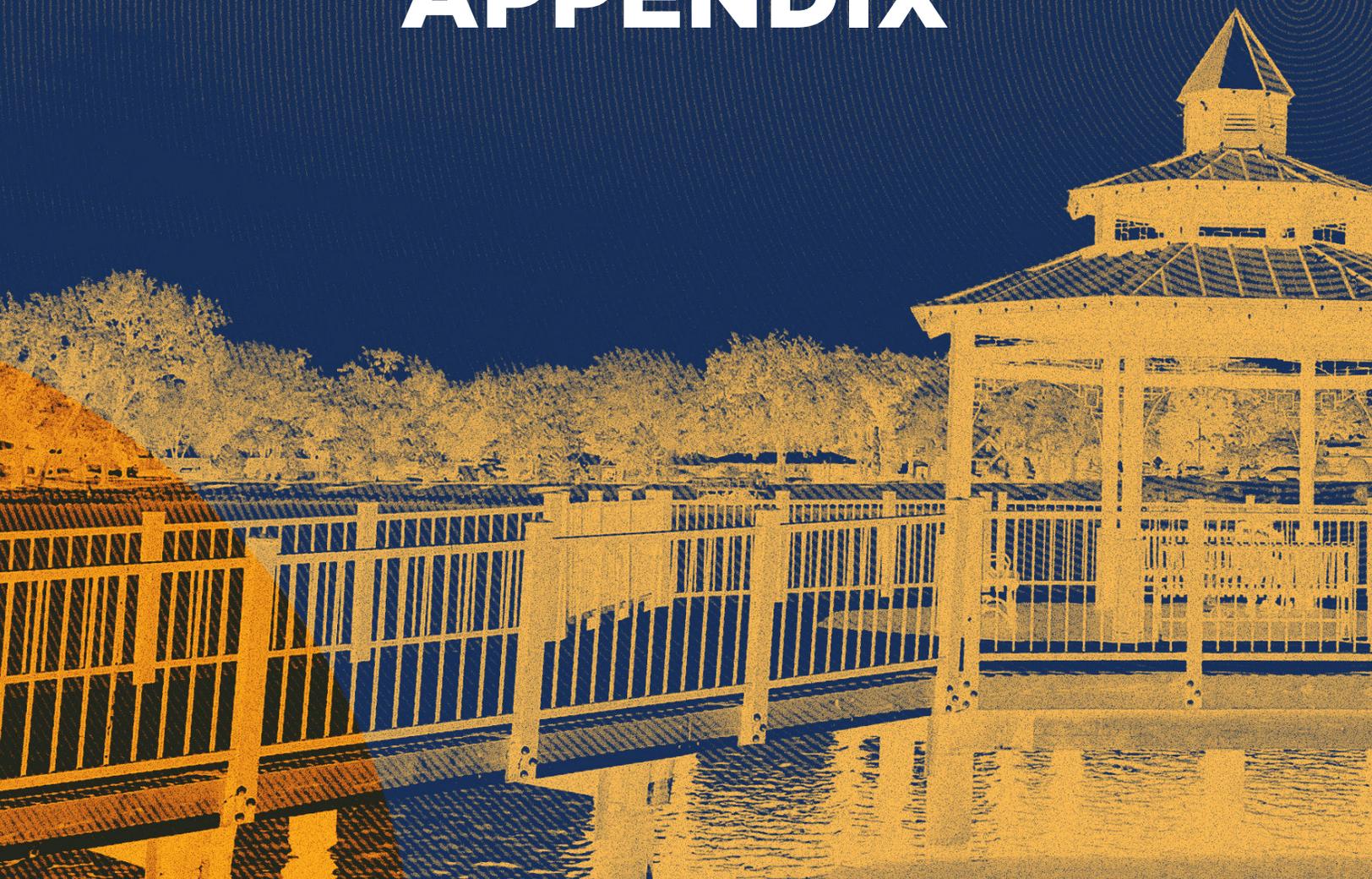


# APPENDIX





# SUMMARY

This chapter includes additional information referenced in the Comprehensive Plan, including:

1. Park and open space inventory matrix
2. Park scorecards
3. Sports Participation MPI in Hobart
4. Leisure & Social Activity MPI in Hobart
5. Sport Participation by Group
6. Hobart 2019 Thoroughfare Plan Amendment

Appendix

Table 1: City of Hobart Park Matrix

CITY OF HOBART PARK MATRIX																															
PARK NAME / PARK TYPE	ACRES	ADA Accessible	Bandshell Pavilion	Baseball / Softball Diamond	Basketball Court	Beach	Bike Trail	Boat Dock	Boat Launch	Canoe / Kayak Launch	Community Center	Fishing	Futsal Court	Football Field	Open Play Area	Parking	Pickleball / Tennis Court	Picnic Shelter / Gazebo	Playground / Swing	Pool	Restrooms	Rugby Field	Scout Cabin	SkatePark	Storage	Sledding Hill	Soccer Field	Track	Volleyball Court	Walking Trail	
<b>MINI PARKS</b>																															
Amber Creek Park	3.42	X													X			1	1												X
Arbor Lane Park	2.00	X																1	1												
Barrington Ridge Park	1.00	X													X			1	1												
Englehart Park	1.59														X				1												
Doughboy Monument	0.25																														
<b>TOTAL ACREAGE</b>	<b>8.25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>NEIGHBORHOODS PARKS</b>																															
Brookview Park	1.50	X		1														1	1												
Brickie Bowl	1.50	X											1								X				X				1		
Deep River Parkway	10.00														X																
Emily Silich Park	1.81			1														1	1												
Glenwood Park	6.80			1															1												
Hillman Heights Park	3.41			1														1	1												
Hobart City Ball Park	5.33	X	1			X											1	1		X											
Hobart Community Pool	5.10	X												X	X		1		2	X			1						1		
Jerry Pavese Park	8.00						1	1		1					X		1	1		X		1									
Lakefront Park	2.00	X					1			1								1													
McAfee Park	2.67			1											X			1	1												
Merrillville Heights Park	2.50																														
Pennsy Park	2.20					X									X		2	1	1		X										
Pleak Park	6.40																														
Soccer & Rugby Field	8.26									1	1				X							1					1	1			
Ted Hansen Park	1.36	X													X			1	1												
<b>TOTAL ACREAGE</b>	<b>68.82</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	
<b>COMMUNITY PARKS</b>																															
Festival Park	8.91	X	1					1	1	1	1			X	X			1		X											
Fred Rose 8th. St. Park	26.08			2							1						1	1	1	X											
Fred Rose Lakeshore																		1	1												X
Hillman Park	33.30		2	1									1					2		X								5			
Robinson Lake Park	32.68				X									X	X			2		X			X								
Veteran's Memorial Park	19.75													X	X			2	1		X			X	1	2					
<b>TOTAL ACREAGE</b>	<b>120.71</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>BIKE / PEDESTRIAN TRAIL</b>																															
Oak Savannah Trail	8 mi	X																													
<b>TOTAL</b>	<b>197.79</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>21</b>	<b>17</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2</b>		

**SAMPLE PARK SCORECARD**

Park Details

**HILLMAN HEIGHTS PARK**

**Location:** 2500 N. Hansen Blvd.  
**Size:** 3.41 acres

**Features and Amenities**

Basketball Court  
 Picnic Shelter  
 Playground / Swings

NEIGHBORHOOD PARK

Park Category

**B**

Score = 3/4

Score

Background & Description

**Site Description**

Located in the Hillman Heights subdivision, Hillman Heights Park offers recreational amenities including two play structures, a swing set, a basketball court, and a picnic shelter with picnic tables. The playground to the east is older and has been recently renovated with painted metal posts. The picnic shelter overall is in poor condition and requires maintenance. Adjacent, yet spatially separated from the old play structure, is a swing set that is showing wear and is rusting. The playground to the west is brand new and features new safety features such as wood chip surfacing and defined edging. A basketball court separates the two play structures and is in fair condition. Features of the park are not well connected and do not cohesively integrate within the context as a whole are not well connected and are positioned against one another in an uncoordinated manner. Overall, Hillman Heights Park has a welcoming feel with mature trees and could potentially promote additional active and passive recreational features and amenities.

**Hillman Heights park received a score of 3/4.**

Recommendations

**Recommendations**

- » Repair/replace dated and rusted play equipment, including the swing set
- » Consider multi-generational passive recreation features
- » Consider basketball court resurfacing and re-striping
- » Consider adding seating pockets, including benches
- » Consider better aligning future site amenities
- » Provide additional wayfinding and signage



**Picnic Shelter**  
Fair condition



**New Play Equipment**  
Excellent condition



Photos

Aerial

# AMBER CREEK PARK

**Location:** 2900 Topaz Dr.

**Size:** 3.42 acres

## Features and Amenities

Picnic Shelter  
Playground / Swings  
Open Play Area  
Walking Trail

*This park is ADA accessible*

MINI PARK

# B+

score = 3.5/4



**Play Structure**  
Fair condition



**Picnic Shelter**  
Good condition

## Site Description

Amber Creek Park is a modest-sized park, enveloped within a newer residential subdivision. Originally, this open space was deeded to the City for storm water retention. Recreational features, including the play structure, swings, and picnic shelter were developed by the Hobart Parks & Recreation department. The site is well-sized and equipped for immediate users, but can benefit from additional features to help serve a broader group of residents group of users. Given its proximity to residential properties, adding a vegetative buffer can increase privacy for immediate residents.

**Amber Creek Park received a score of 3.5/4.** This open space is in good condition and has the land capacity to offer additional active recreation opportunities.

## Recommendations

- » Consider additional seating areas
- » Plant additional shade trees along paths and near residences to buffer and reinforce park edges
- » Consider planting shrubs and creating vegetated areas
- » Develop additional active recreation features and amenities
- » Upgrade the existing walking path



# ARBOR LANE PARK

**Location:** Barberrry Dr. & Cypress Ln.

**Size:** 2.0 acres

MINI PARK

# B+

score = 3.5/4

## Features and Amenities

Picnic Shelter

Playground / Swings

*This park is ADA accessible*

## Site Description

Located within a residential subdivision, Arbor Lane Park serves the recreational needs of immediate residents. This site features a brand new play structure that is in excellent condition, surrounded by mature maple trees and an abundance of oak trees. Overall, the site could benefit from improved forestry practices to better maintain the mature canopy, as well as removal and replacement of poor or dead trees. A few benches are scattered, the majority of which are in poor condition. A modest-sized picnic shelter sits adjacent to the playground and is in fair condition. Similar to other neighborhood parks in Hobart, Arbor Lane Park has the potential to feature additional active recreation features.

**Arbor Lane Park received a score of 3.5/4**

## Recommendations

- » Formalize site furniture, including trash receptacles and improved benches
- » Consider a walking path with seating areas within the forested area of the site to
- » Consider additional active recreation features/amenities
- » Formalized park entrance with new signage/gateway
- » Plant additional landscaping along the perimeter of the park to better screen the adjacent residential area



### Play Structure

Brand new - excellent condition



### Picnic Shelter

Fair condition



# BARRINGTON RIDGE PARK

**Location:** Capitol & Bracken Pkwy

**Size:** 1.0 acres

## Features and Amenities

Picnic Shelter  
Playground / Swings

MINI PARK

# B+

score = 3.5/4



**New Play Structure**  
Excellent condition



**Picnic shelter**  
Fair condition

## Site Description

Barrington Ridge Park, was originally installed by the developer of the Barrington Ridge subdivision. The site features a brand new play structure that is in excellent condition. The park features little to no vegetation and can benefit from adding shade and ornamental trees throughout, especially around the play elements. The swing set is in poor condition, and the shelter on site is dated and showing wear and tear. There are no benches on site and the only seating areas are two picnic tables under the picnic shelter. A new ADA sidewalk has been recently installed to link the playground and shelter area to the sidewalk along Capitol Drive.

**Barrington Ridge Park received a score of 3.5/4.** The new play structure and ADA path contributed to the overall high score.

## Recommendations

- » Plant shade trees and additional seating areas
- » Provide site fencing for better enclosure provide perimeter ornamental fencing for better enclosure of the park space
- » Address repair or replace damaged or worn equipment, including the swing set
- » Consider additional active recreation features/amenities



# ENGLEHART PARK

**Location:** 4101 Howard St.

**Size:** 1.58 acres

MINI PARK

## Features and Amenities

Playground / Swings  
Open Play Area

## Site Description

Englehart Park is a modest-sized mini park, tucked behind a number of single family homes. The path leading to the park is narrow and the site is only made visible through the park sign. The park features a new playground that is in excellent condition, yet can benefit from shade and more comfortable seating areas. Overall, the site consists primarily of an open lawn area and lacks vegetation, with the exception of neighboring mature trees that define its perimeter. An old baseball/softball backstop is located on the north end of the property, but the size of the park is not large enough for it to be functional as for either of these sports.

**Englehart Park received a score of 2.5/4.** While this site features new equipment, its hidden location remains problematic and raises safety concerns.

## Recommendations

- » Acquire an appraisal for sale
- » If maintained as a park, consider increasing safety measures at this location such as a more open, welcoming entrance and better visibility
- » Consider additional walkways/paths
- » Plant shade trees around the playground
- » Remove old playground equipment off the site
- » Remove obsolete baseball/softball backstop

# C+

score = 2.5/4



**New Play Structure**  
Excellent condition



**Baseball/Softball Backstop**  
Fair condition



# DOUGHBOY PLAZA

**Location:** Lincoln St. & Main St.

**Size:** 0.25 acres

## Features and Amenities

- Monument
- Memorial Plaques
- Flag Poles

MINI PARK

# B

score = 3/4

## Site Description

Doughboy Plaza is a small and charming site, at the intersection of Lincoln and Main Streets. Originally designed in 1925, the monument was erected to memorialize Hobart residents who lost their lives in World War I. Since then, memorial plaques have been added in memory of those who lost their lives in World War II, Korean War, Vietnam War, and more. The site witnessed a major restoration in 2001, where the statue was refurbished, landscaping was restored, memorial paver bricks were added, and a new flag pole was installed. Overall, the site is in good condition, however the brick paving needs to be reset or replaced due to heaving which is created uneven surfaces. The plaza, exposed to adjacent vehicular traffic, can be better enclosed with additional strategically located landscaping.

**Doughboy Plaza received a score of 3/4.**

## Recommendations

- » Increase maintenance and site management
- » Plant additional landscaping along the perimeter of the park to better buffer and screen from surrounding streets
- » Reset/replace brick paving
- » Cover the flag pole base with additional landscaping



**Doughboy Monument**  
Great condition



**Doughboy Plaza**  
Fair condition



# BROOKVIEW PARK

**Location:** 1715 Minnesota St.

**Size:** 1.50 acres

## Features and Amenities

Basketball Court  
Picnic Shelter  
Playground / Swings

NEIGHBORHOOD PARK

# B

score = 3/4



### Picnic Shelter

Good condition



### Playground Equipment

Fair condition



## Site Description

Brookview Park, one of Hobart's neighborhood parks, was developed as part of the 100 lot Brookview Terrace Residential Subdivision in the 1960s. This modest-sized site includes playground equipment that could use an upgrade. Additional elements, such as benches, picnic tables, a picnic shelter, and play equipment, including a swing set and climbing dome, are in fair condition. The Basketball court is in a good condition but could use new surfacing, refreshed paint striping, and new nets. The site could also benefit from additional circulation paths throughout the park. As a whole, the park would be greatly improved with additional landscaping, which would provide shade and buffer from adjacent properties.

**Brookview Park received a score of 3/4.** Overall, the site is in good condition, but it could benefit from general upgrades.

## Recommendations

- » Address minor rust, cracks, and peeling paint issues on site features
- » Consider basketball court resurfacing and re-striping
- » Consider additional walkways and ADA paths, as well as seating pockets
- » Improve spatial definition between park and adjacent land with landscaping

# BRICKIE BOWL

**Location:** 705 East 4th St.

**Size:** 1.50 acres

## Features and Amenities

Football Field  
Walking Track

NEIGHBORHOOD PARK

# B

score = 3/4



**Football Field and Bleachers**  
Good condition

## Site Description

Originally purchased from School City of Hobart, Brickie Bowl is a community staple that has left a strong impression with residents, and particularly with Brickies. This stadium is famous for a series of football games that caught national attention where the Brickies reached state finals a total of 11 times, winning in 1987, 1989, 1991, and 1993. This stadium is more than a field and highly contributes to the community's heritage, history, and culture.

Strategically located in the heart of Downtown Hobart, the site features a football field with a walking track and bleachers. Framing the site to the north is the Hobart Police Department, and the Duck Creek Wetland area to the east and south. Brickie Bowl features a country music concert annually, known as the Hometown Jams.

**Brickie Bowl received a score of 3/4.** This site has holds great potential to increase livability in Downtown Hobart.

## Recommendations

- » Consider major renovations to the site that would increase usability and create a destination location in Downtown Hobart
- » Consider restoring old memorabilia, including the famous Brickie Bowl sign
- » Consider screening off the Hobart Police Department and adding a community open space such as a plaza
- » Improve access to the site from Downtown and consider parking needs for future events
- » Consider funding sources for major improvements



**Brickie Bowl Sign**  
Fair condition, consider renovating



# EMILY SILICH PARK

**Location:** 615 W. 40th Pl.

**Size:** 1.81 acres

## Features and Amenities

Basketball Court  
Picnic Shelter  
Playground  
Swings

NEIGHBORHOOD PARK

# D+

score = 1.5/4

## Site Description

Emily Silich Park, named after a popular City Council member who was a strong supporter of expanding park facilities, is located near a high-density multifamily development and a YMCA facility. The site abuts the parking lot of the multifamily development and gives the impression that the space is privately managed. The park features two play structures, divided by a basketball court and a shelter. The basketball court surface is in fair condition, but the backboards need to be replaced. The shelter appears to be structurally sound, a solid structure, however the roof is showing minor damage. The different amenities are connected through a recently added ADA concrete walk. The overall site landscaping consists primarily of undesirable tree species, such as cottonwoods, Silver Maples, ash trees, and Black Locusts, many of which are in poor condition.

**Emily Silich Park received a score of 1.5/4.** The site's location is generally unwelcoming.

## Recommendations

- » Consider engaging the nearby community and YMCA leadership to better define the future of this park and envision improvements that meet the needs of its immediate users.
- » Consider partnering with YMCA/SHLT for programming, events, or selling of property
- » Consider adding signage and wayfinding to better define the park perimeters and entrance point
- » Consider basketball court resurfacing and re-striping
- » Consider adding paths with seating pockets and more cohesively integrating park elements



**Basketball Court**  
Fair condition



**New Playground Equipment**  
Excellent condition



# GLENWOOD PARK

**Location:** 4625 W. 15th Pl.

**Size:** 6.8 acres

## Features and Amenities

Basketball Court  
Playground / Swings

NEIGHBORHOOD PARK

# C+

score = 2.5/4

## Site Description

Glenwood Park, tucked behind two residential homes, is a large neighborhood park with 1 acre of active park use. Locating and accessing the park is a challenge to many, as the path leading to the park is narrow and sandwiched between two single family homes. The site features new play structures and a basketball court that is in fair condition. The rest of this site is heavily wooded and majorly located in a wetland area.

**Glenwood park received a score of 2.5/4.** The site's challenging location is the main reason the park scored low.

## Recommendations

- » Consider placemaking initiatives to help bring attention to the park's entrance
- » Consider basketball court resurfacing and re-stripping
- » Consider adding seating pockets, including benches
- » Consider adding a boardwalk that extends into the wetland area



**New Playground**  
Great condition



**Basketball Court**  
Fair condition



# HILLMAN HEIGHTS PARK

**Location:** 2500 N. Hansen Blvd.

**Size:** 3.41 acres

## Features and Amenities

Basketball Court  
Picnic Shelter  
Playground / Swings

NEIGHBORHOOD PARK

# B

score = 3/4



**Picnic Shelter**  
Fair condition



**New Play Equipment**  
Excellent condition

## Site Description

Located in the Hillman Heights subdivision, Hillman Heights Park offers recreational amenities including two play structures, a swing set, a basketball court, and a picnic shelter with picnic tables. The playground to the east is older and has been recently renovated with painted metal posts. The picnic shelter overall is in poor condition and requires maintenance. Adjacent, yet spatially separated from the old play structure, is a swing set that is showing wear and is rusting. The playground to the west is brand new and features new safety features such as wood chip surfacing and defined edging. A basketball court separates the two play structures and is in fair condition. Features of the park are not well connected and do not cohesively integrate within the context as a whole are not well connected and are positioned against one another in an uncoordinated manner. Overall, Hillman Heights Park has a welcoming feel with mature trees and could potentially promote additional active and passive recreational features and amenities.

**Hillman Heights park received a score of 3/4.**

## Recommendations

- » Repair/replace dated and rusted play equipment, including the swing set
- » Consider multi-generational passive recreation features
- » Consider basketball court resurfacing and re-stripping
- » Consider adding seating pockets, including benches
- » Consider better aligning future site amenities
- » Provide additional wayfinding and signage



# HOBART CITY BALL PARK

**Location:** 400 E. 8th St.

**Size:** 5.33 acres

## Features and Amenities

Baseball / Softball Diamond      Playground / Swings  
Bike Trail                              Concessions/bathroom  
Picnic Shelter                        Building

*This park is ADA accessible*

NEIGHBORHOOD PARK

# B+

score = 3.5/4



**Baseball/Softball Field**  
Well maintained

## Site Description

Utilized by local league players and the School City of Hobart, Hobart City Ball Park offers access to a multi-purpose baseball/softball field. The field is generally well maintained, however, there are no formal enclosed dugouts and it does not appear that there is an irrigation system, so the turf seems dry. The bleachers adjacent to the field have been moderately damaged and could be repaired or replaced. The park also provides active recreation to a wider user group through playground equipment, a swing set, a picnic shelter, and bike trail. Although the play equipment is in good condition, the area could benefit from updated amenities that enhance the overall experience, including a landscape buffer and renewed seating areas. The site is surrounded by mature oak trees, along with a variety of complementary tree species.

**Hobart City Ball Park received a score of 3.5/4.**

## Recommendations

- » Consider implementing an irrigation system for the field
- » Repair/replace the bathroom and concession building. Consider a fresh coat of paint and overall maintenance
- » Consider a landscape buffer to screen the adjacent hardware store, and around the playground equipment
- » Consider memorial plaques for the older oak trees
- » Enhance/replace the picnic shelter to encourage community gatherings and accommodate larger groups
- » Update and include themed play structures/amenities
- » Consider a stand alone water fountain



**Play Structure**  
Good condition, yet dated



# HOBART COMMUNITY POOL

**Location:** 825 W. 10th St.

**Size:** 510 acres

## Features and Amenities

Picnic Shelter  
Pool (2)  
Restrooms  
Sand Volleyball

Splash pad  
Skate Park  
Parking

*This park is ADA accessible*

NEIGHBORHOOD PARK

# A-

score = 3.9/4



**Community Pool**  
Excellent condition



**Skate Park**  
Good condition

## Site Description

Built in 1962, The Hobart Community Pool was owned and operated by a private association which sold memberships and rented pool facilities for special events. During the 2005 season, and after the pool was deeded to the City of Hobart, this facility attracted 6,000 visitors in the 46 days it was open. Attendance in recent years has doubled and is upward of 12,000, and continues to increase. In addition to aquatics, the park offers a skate park, play equipment and a swing set, and a picnic pavilion. Visitors are also able to participate in other activities on site, including skateboarding, as well as utilizing the picnic pavilion. The community pool facility is in excellent condition and carries the water theme onto the different facades through a wave mural. The splash pad has been under repair since 2020 and is currently out of service. The Parks Department is considering replacing the skate park with an expanded playground featuring modern play equipment.

**Hobart Community Pool received a score of 3.9/4.** This site provides recreational amenities to all community members.

## Recommendations

- » Continue the water/sand theme into revived or renewed features and amenities
- » Consider funding sources to finalize the splash pad repair
- » Consider additional shade structures along the perimeter of the pool
- » Consider replacing the seating areas with modern furniture



# JERRY PAVESE PARK

**Location:** 500 S. Lake Park Ave.

**Size:** 8 acres

## Features and Amenities

- |                |                    |
|----------------|--------------------|
| Boat Launch    | Playground / Swing |
| Boat Dock      | Restrooms          |
| Fishing        | Scout Cabin        |
| Open Play Area | Parking            |
| Picnic Shelter |                    |

NEIGHBORHOOD PARK

# A-

score = 3.8/4



### Scout Cabin

Rustic Architecture  
Excellent condition



### Play Equipment

Fair condition



## Site Description

Located on the north shore of Lake George, Jerry Pavese Park is a linear, expansive park that offers a multitude of features and amenities. In more recent years, the Parks Department received a Land and Water Conservation Fund grant from IDNR to acquire approximately 6.4 acres of wooded land west of the existing portion of Jerry Pavese Park. This park has a unique natural area including the threatened veiny pea species. The lake is tucked away behind the forested bluff and cannot be easily accessed, but the site offers filtered views in many locations. While the boy scout cabin is in excellent condition, the pavilion, play equipment, and bathroom facility are in fair to poor condition. This park provides a great natural setting for a variety of activities, but has the potential for more passive and active recreation.

**Jerry Pavese Park received a score of 3.8/4.**

## Recommendations

- » Repair/replace play equipment as needed
- » Selectively clear vegetation to open up views and integrate overlook points to Lake George
- » Provide a more consistent trail along the lake with formalized paths leading down to the trail from the park
- » Replace bathroom facility with a similar-sized structure
- » Consider a bridge to link the site to Pleak Park parcel
- » Repurpose tennis court slab with complementary amenities/features
- » Consider bluff stabilization and restoration
- » Provide wayfinding and signage throughout the site

# LAKEFRONT PARK

**Location:** 400 E. 2nd St.

**Size:** 2 acres

## Features and Amenities

Boat Dock  
Fishing  
Gazebo

NEIGHBORHOOD PARK

# A

score = 4/4



### Lake Gazebo

Recent addition - Excellent condition

## Site Description

Lakefront Park is located in downtown Hobart along Lake George and provides residents and visitors alike a variety of active and passive recreational opportunities, from walking and jogging to festivals and events. In 1996 Lakefront Park underwent major construction, leading to the addition of a fishing pier, clock tower, a walking path, landscaping, park benches, and decorative lighting. In 2019, more recent improvements resulted in decorative wall bank stabilization and a lake gazebo, among other improvements. Most importantly, Lakefront Park is walking distance from downtown Hobart, drawing activity and increasing sales for local businesses.

**Lakefront Park received a score of 3.5/4.** Lakefront Park has dramatically increased vibrancy in downtown Hobart.

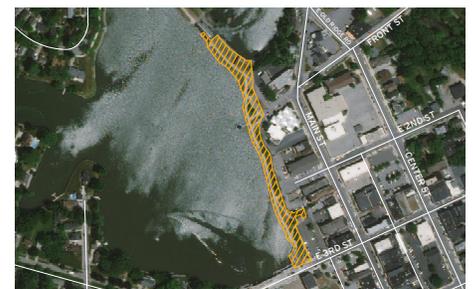
## Recommendations

- » Consider branding park amenities, furniture, and overall features with Hobart's brand and colors
- » Consider developing pop-up stores that allow local businesses to have waterfront access for short periods of time, through a rotational program (1 - 2 months duration)
- » Consider additional temporary and permanent placemaking activations, including public art, murals, and interactive art features
- » Consider lakefront character zones with varying themes, including a nature-based zone, kid's zone, and meditation zone, among others.
- » Continue overall maintenance and overall management



### Lakefront Trail

Features a multitude of amenities and connects to Festival Park



# MCAFEE PARK

**Location:** 2632 Drexel Dr.

**Size:** 2.61 acres

## Features and Amenities

Basketball Court  
Open Play Area  
Picnic Shelter  
Playground / Swings

NEIGHBORHOOD PARK

# C

score = 2/4



**New Play Equipment**  
Excellent condition

## Site Description

Hidden behind a large subdivision on Hobart's East side, McAfee Park features a playground, basketball court, swing set, picnic shelter, and a bike trail. While the brand new playground equipment is in excellent condition, it is not ADA accessible, due to the raised plastic curb. The rest of the site amenities are in poor condition and pose a safety concern. This includes a swing set with no fall zone and a leaning basketball hoop. The predominant feature of this park is the open play area, which can benefit from turf re-grading for a flatter surface. The entrance to the park is marked by a small rustic sign, situated between two residential parcels, which is easily overlooked. Formalizing this entrance with a larger sign and landscape/hardscape treatments create a more noticeable and welcoming gateway.

**McAfee park received a score of 3.5/4.** Significant open space can provide additional recreational activities.



**Basketball Court**  
Poor condition and unsafe

## Recommendations

- » Resurface and re-stripe the basketball court and install new hoops
- » Reduce turf area and provide additional active recreational amenities, including a small t-ball field
- » Formalize park entrance and overall signage/wayfinding
- » Consider additional shade trees and seating areas
- » Consider repairs/replacement of any damage or worn equipment and amenities
- » Consider replacing the chain link fence



# PENNSY PARK

**Location:** 925 Lillian St.

**Size:** 2.2 acres

## Features and Amenities

- 2 Pickleball Courts
- Picnic Shelter
- Playground / Swings
- Bike Trail
- Restrooms
- Open Play Area

NEIGHBORHOOD PARK

# C+

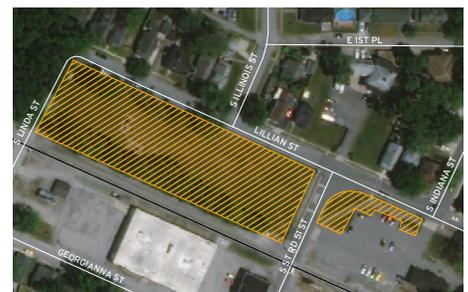
score = 2.5/4



**New Masonry Pavilion**  
Excellent condition



**Play Structure**  
Good condition, yet dated



## Site Description

Pennsy Park, located in a relatively dense neighborhood near downtown, is divided into two portions, east and west of Road 51. The east side of the park contains the old Pennsylvania Rail Road Station, originally built in 1914 which currently houses the Chamber of Commerce. This portion of the site also features a new masonry pavilion, utilized as a bathroom facility, with access to three picnic tables, along the Oak Savannah Trail. Additionally, the east side includes two tennis/pickleball courts that are in poor condition with cracked surfacing and faded striping. The west side of the park features a dated small play structure that is in fair condition, a swing set, and a small-sized baseball backstop. The open play field is uneven, patchy, and lacks an irrigation system. All amenities could benefit from overall repair or replacement to address signs of decay, including the few benches in the park. The two sides of the park can be better integrated by providing a more visible crossing for pedestrians.

**Pennsy park received a score of 2.5/4.**

## Recommendations

- » Provide a clear pedestrian connection between the east and west sides of the park
- » Repair tennis/pickleball courts with new surfacing and re-striping
- » Consider integrating a community garden space in unused tennis court space
- » Consider an new ADA-compliant play equipment and replace dated and rusted play equipment (swing set)
- » Consider implementing a water/irrigation system
- » Consider a larger backstop and formalized baseball field

# SOCCER & RUGBY FIELD

**Location:** 112 E. Old Ridge Rd.

**Size:** 8.26 acres

## Features and Amenities

Rugby Field  
Walking Track  
Fishing  
Kayak Launch  
Parking

NEIGHBORHOOD PARK

# B

score = 3/4



### Goal Posts

Fair condition



### River / Fishing Area

Can be more formalized

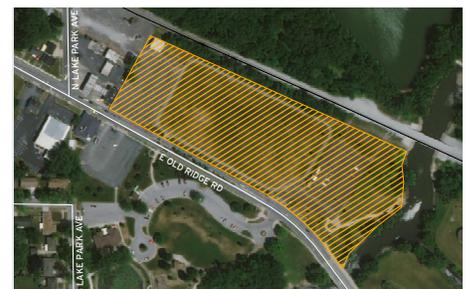
## Site Description

Home to the Northwest Indiana Exiles Rugby Football Club for several years, the Soccer and Rugby Field is a simple, open turf area that is located close to the downtown area and sits across from Festival Park. The park is bordered by two parking lots. The western parking lot contains a storage building. The walking track asphalt could use resurfacing and overall maintenance. Overall, an irrigation system and regrading of the field would provide a better turf playing surface and the goal posts could be painted or replaced. The natural area to the east of the property features native grasses and wild flowers with an informal path that meanders down to the river, where visitors can fish or enjoy the setting. It is evident that the City is working on shoreline stabilization around the river.

**Soccer and Rugby Field received a score of 3/4.**

## Recommendations

- » Consider repairs/replacement of any damage or worn equipment and amenities, particularly the goal posts
- » Consider implementing an irrigation system
- » Repair/resurface the parking lot pavement
- » Consider additional shade trees and seating areas for more comfortable viewing of sporting events
- » Consider adding seating areas near the river and formalizing the path leading to it



# TED HANSEN PARK

**Location:** 3854 Maxwell St.

**Size:** 1.36 acres

## Features and Amenities

Picnic Shelter  
Playground / Swings  
Parking

NEIGHBORHOOD PARK

# C+

score = 2.5/4

## Site Description

Ted Hansen Park is a tucked away, modest-sized park that offers recreation opportunities to the northwest side of Hobart. With a handicapped accessible playground, this site invites inclusivity, though the play structure itself is outdated. The site also features a picnic shelter that is in good condition, but not well connected to other amenities in the park. While there are plenty of benches throughout the site, placement should be more intentional. At the intersection of pathways, and in the center of the site, is a large trash bin. Which is the optimal location for vegetation or public art. The landscape is a combination of poor tree species, including a number of that have storm/wind damage. Overall there is little shade in the park and the landscape does not reinforce the site's geometry and structure. Ted Hansen Park could be upgraded by revitalizing the equipment, introducing park history signage, and better maintaining the landscape.

**Ted Hansen park received a score of 3.5/4.**

## Recommendations

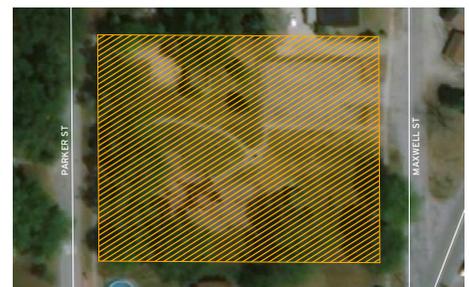
- » Formalize park pathway system
- » Consider additional shade trees and seating areas
- » Consider an ADA-compliant new play structure
- » Consider temporary and permanent placemaking activations, including public art elements in the center of the park



**Picnic Shelter**  
Good condition



**Play Equipment**  
Fair condition yet out dated



# FESTIVAL PARK

**Location:** 111 E. Old Ridge Rd.

**Size:** 8.90 acres

## Features and Amenities

Bandshell Pavilion  
Boat Dock  
Kayak Launch  
Community Center  
Fishing / Fishing Pier

Open Play Area  
Playground / Swings  
Restrooms  
Parking

COMMUNITY PARK

# B+

score = 3.5/4



**Bandshell Pavilion**  
Fair condition

## Site Description

Festival Park features a bandshell pavilion, boat dock, community center, open play area, picnic area, and a playground with swings. Lake George is the highlight of this park due to the plethora of water access available. There is opportunity for programming such as fishing, canoing, and other temporary activities. Various activities and special events are hosted on the site and serve as a driver for increased community interaction. The park is well maintained while providing a variety of large shade, evergreen, and ornamental trees. Overall, the park is in good condition, however, could benefit from more tables, chairs, and umbrellas for shade.

**Festival park received a score of 3.5/4.**

## Recommendations

- » Consider additional shade trees and/or other shade structures
- » Consider themed and branded site furnishings, including tables and chairs
- » Consider revitalizing or constructing new bandshell pavilion
- » Consider replacing pavers that have shifted for a more level surface



**Lake George**  
Programming opportunities



# FRED ROSE 8TH ST. PARK

COMMUNITY PARK

**Location:** 200 W. 8th St.

**Size:** 26.07 acres (combined with Fred Rose Lakeshore Park)

## Features and Amenities

2 Basketball Court      Tennis Court  
Picnic Shelter          Futsal Court  
Playgrounds / Swings

# C+

score = 2.5/4

## Site Description

Fred Rose 8th St. Park, located along the shores of Lake George, was previously connected to Fred Rose Lakeshore through a bridge. Due to age of the bridge and unsafe conditions, it was later removed. The space feels confined, lacks an overlook to the water, and has a sense of disconnection. The picnic shelter is in poor condition, with a deteriorating roof. The sites offer two basketball courts, an underutilized tennis court with cracked concrete surfaces, as well as a brand new play structure. To make the most of these areas, improvements to the parking lots, basketball courts, tennis court, and various surfaces are recommended. Adding elements such seating, paths, picnic tables, benches, and overlooks along the lake would greatly benefit the area. Important to note that Fred Rose 8th features high-quality silt loam oak savanna natural areas that shall be considered.

**Fred Rose 8th St./ Lakeshore Park received a score of 2.5/4.**

## Recommendations

- » Consider an ADA-compliant walkway to playground and shelter, additional ADA play equipment, and ADA-compliant fishing pier
- » Manage and preserve high-quality natural areas
- » Provide additional seating options
- » Consider installation of ADA-compliant pedestrian bridge to reconnect Lakeshore Park to Fred Rose 8th St. Park
- » Selectively clear vegetation to open views to the water, and provide better access and signage



**New Play Structure**  
Excellent condition



**Tennis Court**  
Poor condition



# FRED ROSE LAKESHORE

COMMUNITY PARK

**Location:** 400 Lakeshore Dr.  
**Size:** 26.07 acres (combined with Fred Rose 8th St. Park)

## Features and Amenities

- Picnic Shelter
- Playgrounds / Swings
- Fishing
- Walking Trail

## Site Description

Fred Rose Lakeshore, located along the shores of Lake George, was previously connected to Fred Rose 8th St. Park through a bridge. Due to age of the bridge and unsafe conditions, it was later removed. Amenities at this site are generally in good condition, including a play structure and benches, as well as a picnic shelter. This site is in close proximity to Lake George and is separated from the lake by a bluff. The side slopes to the lake have historic silt loam oak savanna, typical of the area before the European settlers arrived. Enhancing this connection to the lake would be a great opportunity to support existing passive programming, such as picnicking and recreational walking. Important to note that Fred Rose Lakeshore, similar to Fred Rose 8th, features high-quality silt loam oak savanna natural areas that shall be considered.

**Fred Rose 8th Lakeshore Park received a score of 3.5/4.**

## Recommendations

- » Consider installation of ADA-compliant pedestrian bridge to reconnect Lakeshore Park to Fred Rose 8th St. Park
- » Manage and preserve high-quality natural areas
- » Selectively clear vegetation to open views to the water, and provide better access and signage
- » Provide ADA benches
- » Upgrade the current playground

# B

score = 3/4



**Playground**  
Poor condition



**Lake George**



# HILLMAN PARK

**Location:** 2557 W. Old Ridge Rd.

**Size:** 33.29 acres

## Features and Amenities

2 Baseball / Softball Fields	2 Picnic Shelters
5 Soccer Fields	Restrooms
Basketball Court	Parking
Football Field	

COMMUNITY PARK

# B

score = 3/4

## Site Description

At 33 acres and with a multitude of field options, Hillman Park is home to many sporting activities. The site includes soccer fields, basketball courts, youth football, baseball/ softball, and volleyball areas. There are five soccer fields, three of which are smaller in size, that are well maintained. By the soccer fields are two new shelters with picnic tables, a gravel parking lot, and a new concession/storage building. The youth football field is well kept with a large concessions storage facility that is in good condition. However, the bleachers and press box are in poor condition and could benefit from improvements or replacement. There are two lit baseball/softball fields that are in good condition, but they could benefit from improved dugouts, additional benches, and new bleachers. The concession building near the baseball/softball fields is in poor condition. Overall, the site features basketball and volleyball courts that are in poor condition, as well as a bathroom facility that needs substantive improvements.

**Hillman park received a score of 3/4.**

## Recommendations

- » Repair/replace concession building, press box, bathroom facility, bleachers, and other amenities
- » Create one storage facility on site to replace and house all storage needed; provided fenced screening for any outdoor storage items
- » Provide dugouts on baseball/softball fields
- » Consider developing a circulation plan for the overall site and consider a more intentional landscape plan



**Diamond Field**  
Good condition



**Bleachers and Press Box**  
Fair condition



# VETERAN'S MEMORIAL PARK

**Location:** 5899 E. 73rd Ave.

**Size:** 19.74 acres

## Features and Amenities

Open Play Area  
Basketball Court  
2 Picnic Shelters  
Restrooms

Storage  
2 Soccer Fields  
Splash Pad  
Parking

COMMUNITY PARK

# B+

score = 3.5/4



**Picnic Shelter**  
Good condition

## Site Description

Veteran's Memorial Park is a community park built in the 1990s, and features a Veterans Memorial that was added in 1996, marking the gateway to this site. Improvements to the park include a playground structure that was installed in 2007, followed by a sledding hill that was developed in 2014. The play structure is small but in fair to good condition. Considering the site's age, it continues to be in overall good condition. The site features two soccer fields and two picnic shelters that are in good condition. There are old wood benches in poor shape that could benefit from replacement. The access wood bridge from the parking is in poor condition and is recommended to be replaced. Near the playground and benches, the site features a large concrete pad with no clear use. The bathroom facility is in fair to poor condition and could use overall improvements. Although manged, the site could benefit from renewing the existing path, plaza, and picnic tables.

**Veteran's Memorial park received a score of 3.5/4.**



**Play Equipment**  
Fair condition

## Recommendations

- » Repair/replace dated play equipment
- » Repair/replace cracked concrete path
- » Consider updating the bathroom facility
- » Provide additional features, including a dog park and other active recreational amenities
- » Consider replacing the wooden benches



# ROBINSON LAKE PARK

COMMUNITY PARK

**Location:** 5240 S. Liverpool Rd.

**Size:** 32.68 acres

## Features and Amenities

Beach	Restrooms
Open Play Area	Storage
2 Picnic Shelters	Parking
Playground / Swings	

# B+

score = 3.5/4

## Site Description

Located on the West side of Hobart bordering I-65, Robinson Lake Park's main asset is the 17-acre lake. Robinson Lake's native woodland is a bur oak savanna remnant, and the east end of the lake has a native wetland remnant natural area. Native prairie is found on the south side of the lake's upper shoreline. This park is open for public use, including fishing, swimming, and other non-motorized activities. The park has two large shelters, many picnic tables, playground equipment, walking trails, and an old swing set. The walking trail around the lake has eroded and is difficult to traverse, which should be considered from a maintenance standpoint. Robinson Lake Park holds a great deal of potential due to its size and the presence of the water feature, which is not found in other parks. This site is used by a large number of Hobart residents during the summer and can be better programmed to attract more people.

**Robinson Lake Park received a score of 3.5/4.**

## Recommendations

- » Provide overall maintenance and management
- » Address tripping hazards on all surfaces
- » Continue to implement shoreline erosion control measures
- » Consider additional amenities, including gazebo, overlook, and fishing dock
- » Consider formalized features and amenities that support programming and events, such as weddings, and birthday parties.



Robinson Lake



Picnic Shelter  
Fair condition



# OAK SAVANNAH TRAIL

**Location:** 4 North Hobart Rd.

**Size:** Add Address Here

## Features and Amenities

Bike Trail  
Fishing  
Walking Track

WALKING / BIKING TRAIL

# A

score = 4/4



**Biking/Walking Trail**  
Excellent condition



**View of Robinson Lake**



## Site Description

The Oak Savannah Trail connects the City of Hobart to Griffith in north Indiana, and passes through a multitude of natural area typologies, including prairie groves, forests, and two lakes. This trail is comprised of a 12-foot wide asphalt walking and biking surface, which links a number of green spaces, natural areas, and recreational opportunities within Hobart. Eight out of the 18 miles of trail are found within the Hobart City limits. Overall, this trail is popular for walking, biking, hiking, and running, as well as other passive recreation opportunities offered by the variety of natural areas surrounding the trail.

**Oak Savannah trail received a score of 4/4.**

## Recommendations

- » Selectively clear vegetation to open views to Robinson Lake, the restored prairies, Hobart Prairie Grove, Lake George, and Lake County Park's prairie/oak savanna natural area east of the bridge
- » Consider seating pockets and benches at key locations along the trail
- » Consider signage and wayfinding to guide users to downtown Hobart and nearby businesses
- » Provide improved access and signage
- » Consider educational signage and wayfinding
- » Continued maintenance and management of the trail

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## Park, Recreation, and Natural Area Assessment

Table 2: Sports Participation MPI in Hobart

Sport Participation	Number of Adults (Households)	Percentage Total	MPI
Aerobics	1,568	6.8%	<b>81</b>
Archery	651	2.8%	<b>115</b>
Baseball	579	2.5%	<b>85</b>
Basketball	1,474	6.4%	<b>94</b>
Bicycling (Mountain)	710	3.1%	<b>81</b>
Bicycling (Road)	2,330	10.1%	<b>89</b>
Boating (Power)	1,391	6.0%	<b>119</b>
Bowling	1,859	8.0%	<b>99</b>
Canoeing / Kayaking	2,134	9.2%	<b>126</b>
Fishing	3,394	14.7%	<b>137</b>
Football	653	2.8%	<b>91</b>
Frisbee	784	3.4%	<b>93</b>
Golf	1,717	7.4%	<b>94</b>
Hiking	3,224	13.9%	<b>87</b>
Horseback Riding	499	2.2%	<b>104</b>
Ice Skating	467	2.0%	<b>86</b>
Jogging / Running	2,260	9.8%	<b>88</b>
Pilates	634	2.7%	<b>87</b>
Ping Pong	775	3.3%	<b>96</b>
Rock Climbing	328	1.4%	<b>80</b>
Roller Skating	324	1.4%	<b>90</b>
Soccer	606	2.6%	<b>67</b>
Softball	421	1.8%	<b>96</b>
Swimming	3,544	15.3%	<b>98</b>
Tennis	642	2.8%	<b>74</b>
Volleyball	690	3.0%	<b>113</b>
Walking for Exercise	6,943	30.0%	<b>96</b>
Weight-lifting	2,606	11.3%	<b>89</b>
Yoga	2,192	9.5%	<b>91</b>
Zumba	590	2.5%	<b>78</b>

Table 3: Leisure & Social Activity MPI in Hobart

Leisure & Social Activity	Number of Adults (Households)	Percentage Total	MPI
Attended Sports Events	2,824	12.2%	<b>96</b>
Attended Baseball Game (College)	285	1.2%	<b>76</b>
Attended Football Game (College)	537	2.3%	<b>85</b>
Attended high school sports	709	3.1%	<b>123</b>
Attended adult education course	1,924	8.3%	<b>84</b>
Visited an aquarium	1,092	4.7%	<b>88</b>
Went to art gallery	1,110	4.8%	<b>71</b>
Attended auto show	1,237	5.3%	<b>109</b>
Played billiards/pool	1,131	4.9%	<b>97</b>
Played bingo	935	4.0%	<b>98</b>
Did birdwatching	1,697	7.3%	<b>125</b>
Attended dance performance	536	2.3%	<b>74</b>
Dined out	11,910	51.4%	<b>102</b>
Flew a drone	569	2.5%	<b>92</b>
Attended state/county fair	2,674	11.5%	<b>113</b>
Went to the movies	9,921	42.8%	<b>89</b>
Went to museum	2,324	10.0%	<b>80</b>
Attended classical music/opera performance	535	2.3%	<b>69</b>
Attended country music performance	1,313	5.7%	<b>116</b>
Attended rock music performance	1,700	7.3%	<b>93</b>
Went to live theater	1,954	8.4%	<b>84</b>
Visited a theme park	2,764	11.9%	<b>83</b>
Visited an indoor water park	557	2.4%	<b>100</b>
Went to a zoo	2,762	11.9%	<b>105</b>

## SPORTS PARTICIPATION BY AGE GROUP

The National Sporting Goods Association (NSGA) and the Sports & Fitness Industry Association (SFIA) publish annual surveys on sports participation in the United States. Participation rates for selected activities are available by region, age group (age 7+), frequency, gender, and other variables. These rates have been applied to the local market area demographics to estimate the demand potential for Hobart’s Parks and Recreation facilities.

The following table shows participation by age group for sports/activities. The three age groups with the highest participation in percentage are highlighted.

Table 4: Sports Participation by Age Group

Sports	7-11	12-17	18-24	25-34	35-44	45-54	55-64	65-74	75+
Aerobic Exercising	2.5%	4.9%	8.4%	16.4%	18.6%	17.0%	14.7%	14.2%	3.5%
Baseball	24.1%	21.7%	12.0%	16.3%	15.1%	5.7%	3.3%	1.6%	0.0%
Basketball	14.1%	21.6%	17.6%	18.9%	15.8%	8.0%	3.8%	0.8%	0.0%
Bicycle Riding	13.4%	12.0%	7.7%	12.0%	12.0%	15.9%	16.8%	8.3%	1.8%
Boating (Motor)	8.6%	7.3%	9.4%	13.1%	15.4%	14.0%	17.4%	12.4%	2.4%
Bowling	7.6%	9.4%	14.1%	20.8%	14.9%	13.3%	12.3%	6.6%	1.0%
Canoeing	10.2%	12.3%	14.9%	17.8%	14.4%	12.7%	12.0%	5.8%	0.0%
Exercise Walking	2.3%	3.7%	6.1%	13.1%	12.9%	17.7%	20.4%	18.8%	4.9%
Fishing	7.7%	7.2%	7.1%	13.5%	12.6%	17.4%	20.4%	11.3%	2.8%
Football (Flag)	25.4%	22.4%	14.3%	18.9%	9.4%	7.0%	2.6%	0.0%	0.0%
Football (Tackle)	15.4%	39.6%	16.4%	13.5%	11.3%	3.0%	0.7%	0.0%	0.0%
Football (Touch)	19.4%	23.8%	13.2%	21.1%	12.1%	7.3%	2.5%	0.6%	0.0%
Golf	4.7%	4.9%	6.7%	14.7%	13.6%	15.4%	19.5%	15.5%	5.0%
Kayaking	6.4%	11.0%	12.1%	18.0%	15.3%	15.1%	13.7%	7.3%	1.1%
Lacrosse	17.7%	36.2%	16.5%	13.4%	6.4%	6.1%	1.8%	0.0%	0.0%
Martial Arts	19.2%	14.5%	13.6%	20.6%	16.0%	8.0%	6.3%	1.8%	0.0%
Mountain Biking	7.6%	13.1%	8.4%	22.2%	21.4%	15.5%	6.3%	5.4%	0.0%
Paintball	9.0%	30.1%	16.2%	22.6%	10.5%	7.4%	3.1%	1.1%	0.0%
Pickleball	6.8%	14.7%	12.8%	15.0%	12.5%	6.7%	11.7%	14.7%	5.0%
Pilates	0.9%	3.8%	10.5%	25.4%	18.2%	15.0%	14.4%	9.4%	2.4%
Running / Jogging	5.4%	10.7%	13.7%	24.6%	17.7%	14.1%	9.0%	4.0%	0.7%
Skateboarding	19.3%	30.0%	31.1%	18.7%	6.8%	2.9%	1.3%	0.0%	0.0%
Soccer	27.0%	24.4%	15.4%	19.3%	9.0%	3.1%	1.5%	0.3%	0.0%
Softball	16.0%	22.0%	8.6%	14.7%	13.9%	12.5%	9.2%	3.1%	0.0%
Swimming	13.1%	13.6%	8.7%	10.9%	12.1%	12.9%	14.5%	11.6%	2.6%
Table Tennis	8.2%	12.6%	17.2%	19.2%	12.9%	12.6%	8.9%	6.6%	1.9%

Target Shooting	3.7%	5.8%	7.0%	8.0%	6.5%	8.3%	7.6%	4.9%	2.4%
Tennis	7.3%	13.6%	12.3%	19.8%	15.2%	13.5%	9.7%	6.8%	1.8%
Volleyball	13.0%	25.6%	16.8%	20.5%	10.8%	8.1%	4.9%	0.3%	0.0%
Weightlifting	0.8%	5.7%	10.4%	19.8%	18.0%	18.4%	13.4%	11.0%	2.5%
Workout at a Studio	1.0%	5.2%	11.6%	20.8%	15.8%	15.6%	13.3%	13.2%	3.4%
Wrestling	18.3%	28.7%	17.6%	20.0%	8.1%	5.0%	2.2%	0.0%	0.0%
Yoga	3.1%	9.1%	10.1%	11.6%	12.3%	15.0%	15.0%	13.5%	5.5%

Pickleball and swimming have almost consistent participation rates throughout each age group.

The following table shows participation numbers for 2022 and 2027. By column, the first column lists the activity, the next set of columns represent the frequent, occasional, and infrequent participants for the years 2022 and 2027. The participants are then totaled for both years and the change, growth (decline) for every activity, noted.

Participation	Frequent		Occasional		Infrequent		Total			Annual Participation Days			
	2022	2027	2022	2027	2022	2027	2022	2027	Change	Median	Average	Total	
Activity/ Sport	2022	2027	2022	2027	2022	2027	2022	2027	Change	Days	Days	2022	2027
Aerobic Exercising	911	896	1,683	1,657	855	842	3,449	3,395	-54	50	82.26	283,718	279,262
Baseball	533	521	1,344	1,314	883	863	2,760	2,697	-63	15	23.99	66,219	64,707
Basketball	539	525	1,559	1,518	816	794	2,914	2,836	-77	20	27.02	78,727	76,641
Bicycle Riding	349	343	1,172	1,151	1,622	1,592	3,143	3,086	-57	23	47.4	148,963	146,261
Boating (Motor)	957	939	1,239	1,216	1,082	1,062	3,279	3,217	-62	8	14.23	46,661	45,781
Bowling	305	297	1,398	1,360	1,540	1,499	3,243	3,156	-87	5	10.13	32,848	31,970
Canoeing	403	392	831	809	1,913	1,863	3,147	3,065	-82	2	4.1	12,902	12,565
Exercise Walking	1,173	1,161	1,362	1,348	895	886	3,431	3,395	-35	60	94.81	325,286	321,921
Fishing	729	715	1,537	1,508	1,061	1,041	3,327	3,264	-63	8	12.41	41,291	40,503
Football (Flag)	448	438	1,587	1,551	646	632	2,680	2,620	-60	10	20.98	56,235	54,977

## Park, Recreation, and Natural Area Assessment

Football (Touch)	168	164	1,059	1,034	1,575	1,537	2,802	2,735	<b>-67</b>	5	12.97	36,345	35,477
Golf	426	419	1,521	1,498	1,433	1,412	3,380	3,329	<b>-51</b>	12	20.09	67,898	66,881
Kayaking	983	959	1,104	1,077	1,176	1,147	3,262	3,184	<b>-78</b>	4	7.88	25,705	25,090
Lacrosse	94	93	1,336	1,317	1,044	1,029	2,473	2,439	<b>-34</b>	10	13.22	32,699	32,247
Martial Arts	321	312	1,888	1,832	761	739	2,971	2,883	<b>-88</b>	30	40.65	120,758	117,189
Mountain Biking	162	158	1,401	1,369	1,738	1,698	3,302	3,225	<b>-77</b>	3	8.6	28,396	27,734
Paintball	399	389	1,187	1,159	1,261	1,231	2,847	2,778	<b>-68</b>	5	8.15	23,200	22,644
Pickleball	144	142	1,914	1,892	1,008	996	3,066	3,030	<b>-36</b>	10	13.05	40,013	39,538
Pilates	1,306	1,270	860	836	1,345	1,307	3,511	3,413	<b>-98</b>	10	41.44	145,498	141,441
Running/ Jogging	663	643	1,477	1,434	1,157	1,123	3,297	3,201	<b>-96</b>	40	68.39	225,475	218,894
Skate-boarding	586	572	788	769	1,402	1,368	2,775	2,709	<b>-67</b>	6	14.82	41,133	40,146
Soccer	472	461	1,320	1,289	801	783	2,594	2,533	<b>-61</b>	20	23.31	60,458	59,035
Softball	525	514	1,418	1,389	1,024	1,003	2,967	2,907	<b>-61</b>	12	20.14	59,762	58,538
Swimming	228	225	1,027	1,014	1,820	1,797	3,075	3,036	<b>-38</b>	20	37.16	114,255	112,824
Table Tennis	484	474	1,657	1,622	962	942	3,104	3,038	<b>-66</b>	5	9.49	29,455	28,830
Target Shooting	470	462	655	644	611	601	1,735	1,707	<b>-28</b>	10	18.26	31,687	31,179
Tennis	517	505	2,257	2,209	414	406	3,188	3,120	<b>-68</b>	10	16.55	52,768	51,635
Volleyball	1,279	1,245	952	927	611	595	2,842	2,768	<b>-74</b>	15	23.44	66,611	64,875
Weight-lifting	980	961	1,773	1,738	710	696	3,463	3,394	<b>-68</b>	80	86.96	301,102	295,158
Work Out	1,088	1,068	1,494	1,466	825	810	3,407	3,345	<b>-63</b>	60	89.62	305,346	299,738
Wrestling	385	376	1,011	988	1,258	1,229	2,654	2,592	<b>-62</b>	10	15.49	41,110	40,151
Yoga	858	850	1,335	1,322	477	472	2,670	2,644	<b>-26</b>	15	32.26	86,143	85,305

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COMMON COUNCIL OF THE CITY OF HOBART, INDIANA

RESOLUTION NO. 2019-01

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

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

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

WHEREAS, the Plan Commission commenced a duly advertised Public Hearing on January 3, 2019 to hear public comment from interested persons on the proposed amendment to Chapter 5 Thoroughfare Plan of the Comprehensive Plan of the City of Hobart; and

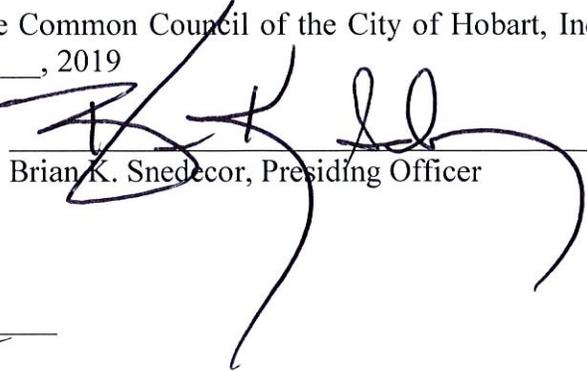
WHEREAS, the Council concurs in the recommendation of the Plan Commission as to the proposed amendment and now desires to approve and add such provisions to the Comprehensive Plan through this resolution pursuant to the authority granted to the Council by I.C. §§36-7-4-509 and 511.

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

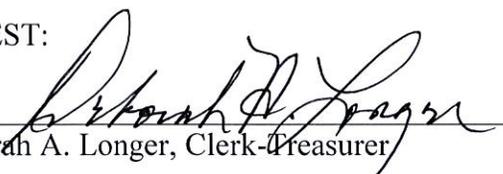
*SECTION ONE.* The Comprehensive Plan of the City of Hobart, Indiana (“Plan”) Future Land Use Map entitled “Chapter 5 Thoroughfare Plan,” is hereby amended, by striking out in its entirety the current Chapter 5 Thoroughfare Plan, and inserting in lieu thereof, the following new Chapter 5 Thoroughfare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

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

ADOPTED and APPROVED by the Common Council of the City of Hobart, Indiana on this 7<sup>th</sup> day of JANUARY, 2019

  
\_\_\_\_\_  
Brian K. Snedecor, Presiding Officer

ATTEST:

  
\_\_\_\_\_  
Deborah A. Longer, Clerk-Treasurer

## 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, stores, 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:

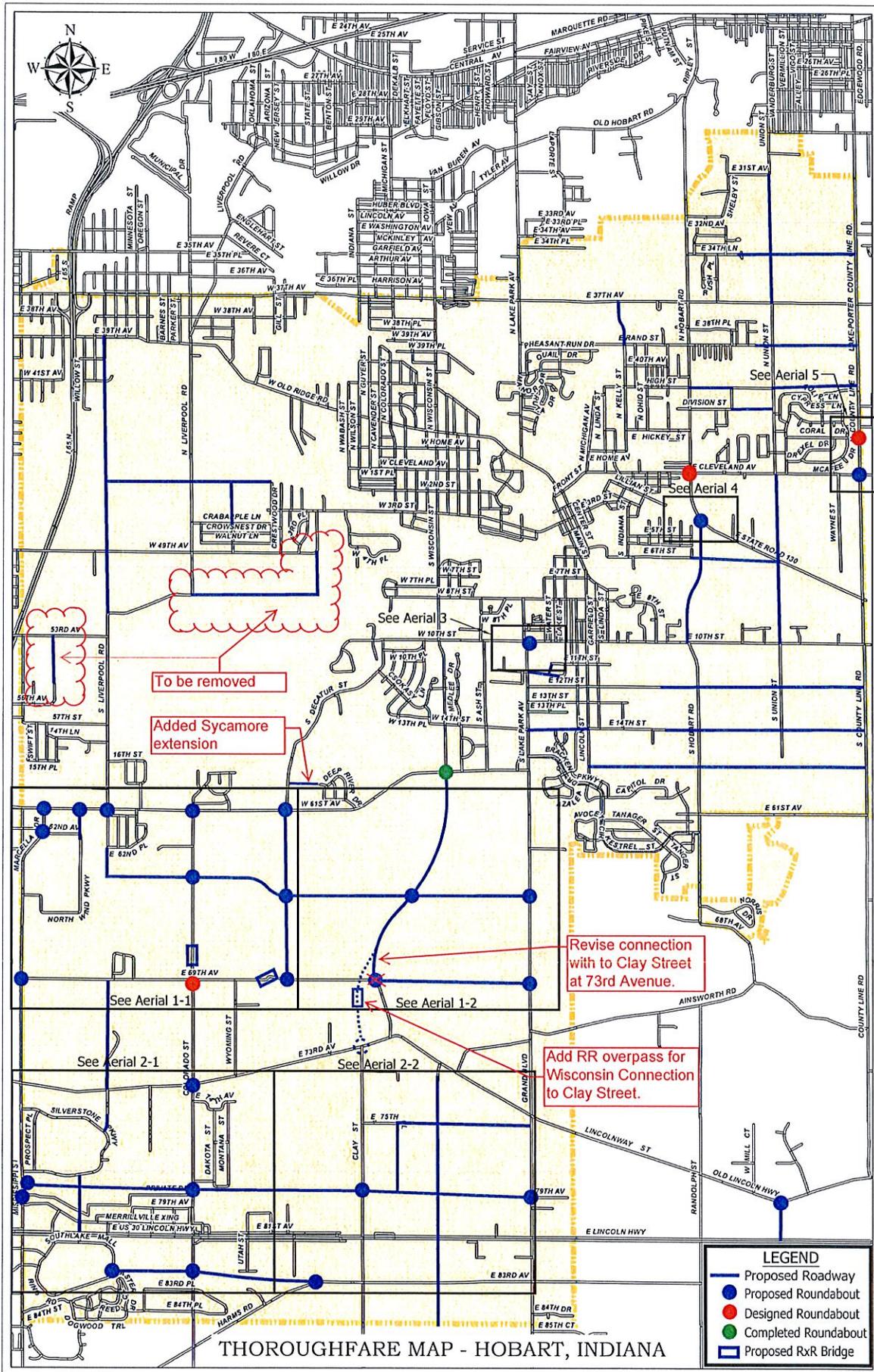
<u>Priority</u>	<u>Roadway</u>	<u>Segment</u>
1	County Line Road	North Boundary to South Boundary
1	69th Avenue	Mississippi to Colorado
1	Colorado Street	61st Avenue to U.S. 30
2	73rd Avenue	Mississippi to Eastern Boundary
2	Old Ridge Road	Guyer to Dearborne
2	10th Street	Lincoln to Linda
2	Lake Park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



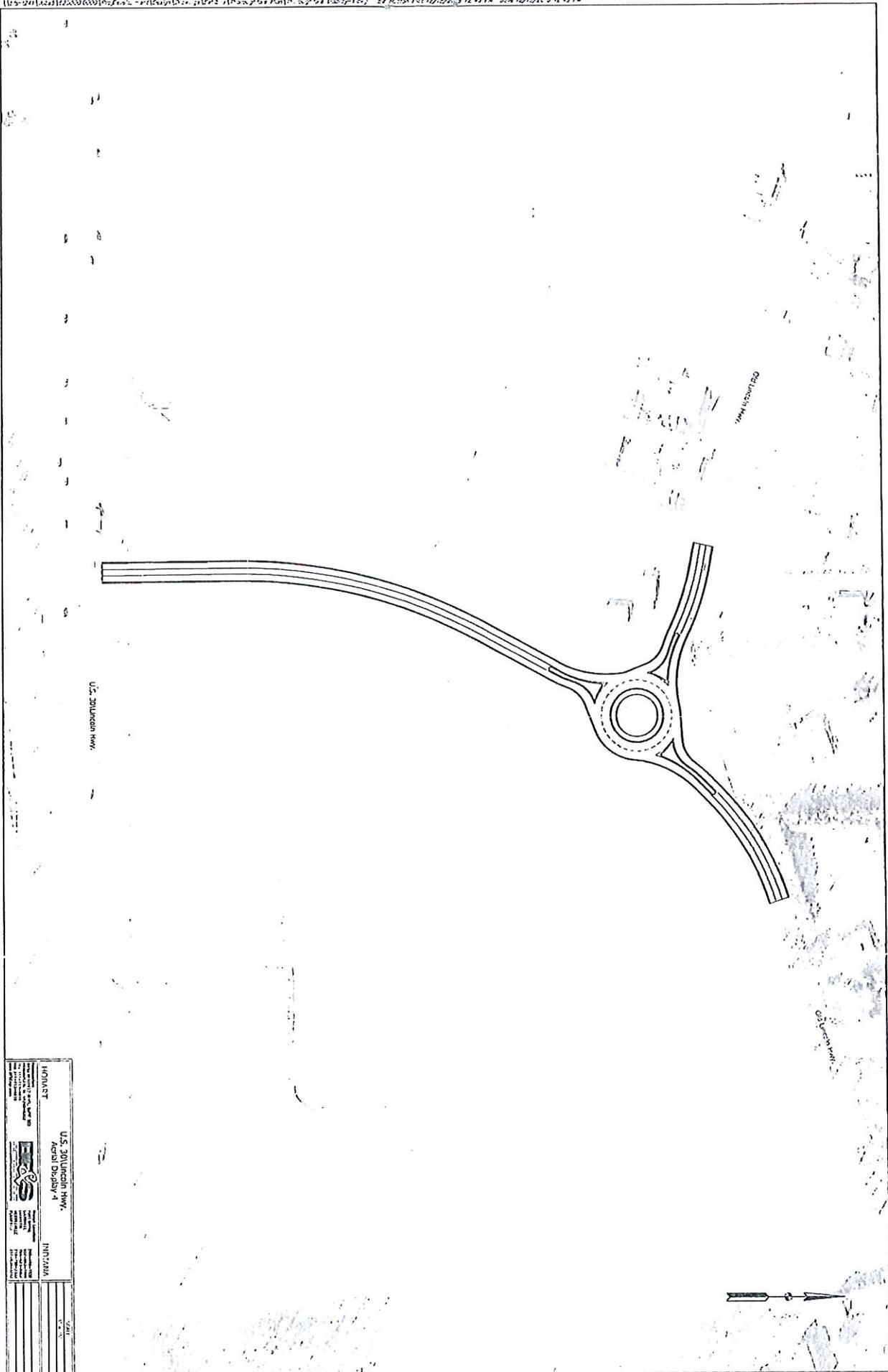












<b>U.S. 20 Lincoln Hwy.</b> Aerial Display 4	
PROJECT NO. 11/27/2014	DATE 11/27/2014
DRAWN BY [Name]	CHECKED BY [Name]
SCALE 1" = 100'	SHEET NO. 1



A 4 9

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

CERTIFICATION TO: Common Council of the City of Hobart

FROM: Ross Pietrzak, Zoning Administrator/Planner I

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

DATE: January 4, 2019

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

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

PLAN COMMISSION PETITION NO.: PC 19-03

DATE OF PLAN COMMISSION ACTION: January 3, 2019

DEADLINE FOR COMMON COUNCIL ACTION: April 3, 2019

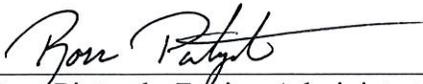
CERTIFICATION

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

CONDITIONS: None

VOTE: 9-0

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

  
\_\_\_\_\_  
Ross Pietrzak, Zoning Administrator/Planner I  
CITY OF HOBART

MEMORANDUM

**DATE:** JANUARY 4, 2019

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

**FROM:** ROSS PIETRZAK, Zoning Administrator/Planner I

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

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

DRAFT PUBLIC HEARING MINUTES OF THE PLAN COMMISSION MEETING OF JANUARY 3, 2019:

Mr. Pietrzak noted that this is the first amendment to the Thoroughfare Plan with another, more substantial amendment coming soon. The purpose of this amendment is to update the Thoroughfare Map and priorities listed in the Comprehensive Plan in order to meet a January 11<sup>th</sup> deadline to make certain projects eligible for federal funding.

Mr. Gralik provided a background on the updates, maps and the projects that the City holds as its highest priorities.

Ms. Galka opened the Public Hearing for Petition PC 19-03.

Sandy O'Brien voiced concern over thoroughfares being shown to cross through protected lands and wetlands. Mr. Allen stated that the plan is conceptual and that protected areas and wetlands would be considered with any thoroughfare shown on the plan and in general practice. The plan is meant to show the general vicinity of thoroughfares and the desired linkages between two areas, but not to show the actual physical layout or location of roads.

Ms. Galka closed the Public Hearing for Petition PC 19-03 after receiving no further comments.

Mr. Allen made a Favorable Recommendation to the Common Council for Petition PC 19-03 including all discussion, seconded by Mr. Gralik. All ayes, motion carried. (9-0)

Regular meetings are held on the 1<sup>st</sup> and 3<sup>rd</sup> Wednesdays of each month in the Council Chambers, 2<sup>nd</sup> floor, Hobart City Hall

**CITY OF HOBART**  
**AGENDA ITEM REQUEST FORM**

(PLEASE PRINT)

*Resolution*  
*2019-01*

MEETING DATE: January 4, 2019

BOARD OF PUBLIC WORKS (3:30 p.m.)

COMMON COUNCIL (6:00 p.m.)

*(5:15 PM)*

ITEM TO BE ADDED TO AGENDA PC 19-03

Amend Chapter 5 Thoroughfare Plan of the Comprehensive Plan for  
future land use

SUPPORTING DOCUMENTATION ATTACHED Draft Thoroughfare Plan, Resolution & minutes

REQUEST SUBMITTED BY Ross

ADDRESS (DEPARTMENT) Planning/Zoning

PHONE NUMBER (EXT) \_\_\_\_\_

DATE SUBMITTED January 4, 2019

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*it's* **HOBART'S** *time*  
2040 COMPREHENSIVE PLAN