WARSAW
Comprehensive Plan

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ACKNOWLEDGMENTS

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COMPREHENSIVE PLAN MANDATE

The State of Indiana, through Indiana Statutes, Title 36, Article 7, as amended, empowers communities to plan with the purpose of improving the health, safety, convenience, and welfare of the citizens and to plan for the future development of their communities to the end:

1. That highway systems [and street systems] be carefully planned;
2. That new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
3. That the needs of agriculture, industry, and business be recognized in future growth;
4. That residential areas provide healthful surroundings for family life; and
5. That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds (IC 36-7-4-201).

Indiana statutes state that communities may establish a Planning Commission to fulfill this purpose (IC 36-7-4-201). The Plan Commission shall be the body responsible for preparing and maintaining the Comprehensive Plan (IC 36-7-4-501), with the legislative body being the entity which legally adopts the document through a resolution.

Indiana Code 36-7-4-502 and 503 state the required and permissible contents of a Comprehensive Plan. The required elements are listed below:

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

Elective content is also listed in State Statutes, and allows a wide variety of subject matter. Essentially, any reasonable content that furthers the future of the community is allowed.

FULFILLMENT OF THE MANDATE

Throughout the planning process and within the *Warsaw Comprehensive Plan*, all of the State of Indiana minimum requirements have been met or exceeded. Some of the highlights include:

- The Warsaw Comprehensive Plan reflects analysis of the community, existing land uses, development trends, land use suitability, and natural land features.
- Extensive public involvement provides guidance for this update. The input exceeded the criteria required by the State by providing several opportunities for people to share their thoughts and provide critique of the document.
- *Part 2: Comprehensive Plan Essence* in the Warsaw Comprehensive Plan fulfills the requirement for establishing objectives for future development and a policy for the development of public places, public land, public structures and public utilities.
- *Part 3: Land Classification Plan* in the Warsaw Comprehensive Plan fulfills the requirement for a land use development policy.
- *Part 4: Transportation Plan* in the Warsaw Comprehensive Plan fulfills the requirement for developing policy for public ways.

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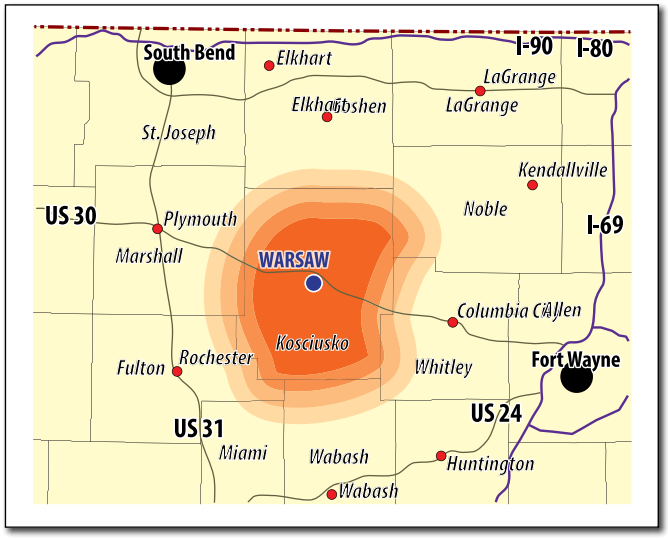
COMMUNITY PROFILE INTRODUCTION

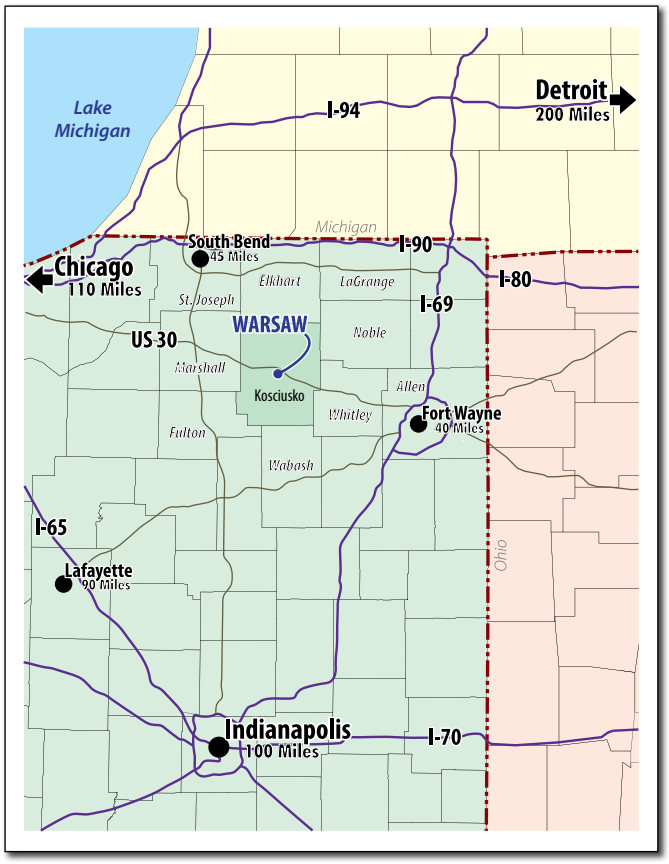
Part 1: Community Profile provides the demographic analysis, physical attributes, community values, and other essential information used as a foundation for the Warsaw Comprehensive Plan's content.

Context

The City of Warsaw is located in Kosciusko County in northeast Indiana. Warsaw is a regional center serving as the economic hub for nearby small towns and the surrounding rural area. A rough depiction of the region served by Warsaw is shown in the map below.



The City of Warsaw is located along US 30, a major route between Fort Wayne and Chicago. Although not located along an interstate, the City gains access to I-69 (via US 30) and I-90 (via SR 15). Therefore, the major metropolitan areas of Chicago, Indianapolis, and Detroit, are easily accessible. Additionally, the minor metropolitan areas of South Bend and Fort Wayne are just a short drive away via limited access and major highways.



MAJOR TRANSPORTATION SYSTEMS

Major Highways

Warsaw is located at the crossroads of US 30 and SR 15. US 30 is a major highway stretching across the United States from Portland, Oregon to Atlantic City, New Jersey. US 30 transects many major cities including Boise, Idaho; Cheyenne Wyoming; Ames, Iowa; south Chicago, Illinois; Fort Wayne, Indiana; Pittsburg, Pennsylvania; and Philadelphia, Pennsylvania. For Warsaw residents and businesses, US 30 is the primary route to Fort Wayne, I-69, South Bend, and Chicago.

SR 15 stretches from Marion, Indiana north to the state line with Michigan near Bristol, Indiana. SR 15 is the primary connection to Wabash to the south and Goshen to the North. It is also the primary route to I-80/I-90.

Major Railroads

The Norfolk Southern Railroad operates a line running north/south through Warsaw. This line runs from Elkhart to Anderson and transects communities like Wabash, Marion, and Alexandria.

CSX operates a line running east/west through Warsaw. Although the line connects to many other CSX lines, this rail is commonly thought to connect Chicago to Columbus, Ohio. This line connects many communities in between, including Valparaiso, Plymouth, Fort Wayne, Lima, OH, and Kenton, OH.

Airports

The Warsaw Municipal Airport is a public general aviation airport located on the north side of the city. The airport has two runways, the main runway being 6,000 feet in length and the crosswind runway being 4,000 feet in length. Instrument approach is also available. Over 40 hanger spaces exist on facility. The airport is run by the Warsaw Board of Aviation Commissioners.

There are five international airports used by residents of Warsaw. In Indiana, the Fort Wayne International Airport, located on the south side of Fort Wayne, is approximately 40 miles from Warsaw. South Bend International Airport is located on the west side of South Bend and is 54 miles from Warsaw. The Indianapolis International Airport is about 130 miles to the south and Midway International Airport in Chicago is approximately 120 miles from Warsaw. The largest airport is the O'Hare International Airport which is about 130 miles away on the west side of Chicago.

RELEVANT CONTEXT

Land Area

The City of Warsaw comprises an area equal to about 13 square miles, approximately 9% of which is water.

Lakes, Streams and Rivers

Warsaw is quite unique in that it has four lakes (fully or partially) within its boundary, those being Center Lake, Pike Lake, Little Pike Lake, and Winona Lake. There too are smaller lakes and ponds throughout the jurisdiction. A summary of the four major lake is as follows:

- **Pike Lake:** 230 acres with a max depth of 35 feet. Water inlets from Beyer Ditch and Deeds Creek. Water outlets to Little Pike Lake and via underground tile to Center Lake. Pike Lake is in the Deeds Creek Watershed.
- **Center Lake:** 120 acres with a max depth of 42 feet. Water inlets from an underground tile from Pike Lake and is also spring fed. Water outlets via a tributary to Walnut Creek and Lones Ditch. Center Lake is in the Tippecanoe River Watershed.
- **Little Pike Lake:** 25 acres with a max depth of 14 feet. Water inlets from Pike Lake. Water outlets to Deeds Creek north to the Tippecanoe River. Little Pike Lake is in the Deeds Creek Watershed.
- **Winona Lake (Partially in the City):** 562 acres with a maximum depth of 75 feet. Water inlets from Wyland Ditch, Keefer-Evans Ditch, and Peterson Ditch. Water outlets to Eagle Creek. Winona Lake is in the Eagle Creek Watershed.

Context Within the County

Warsaw is geographically centered in Kosciusko County and comprises approximately 2.3% of the county's land area. Warsaw is also the largest community in the county with the next largest community being Winona Lake which is contiguous to and integral with the City of Warsaw. Therefore the urban area of Warsaw, including Winona Lake, comprises approximately 24% of Kosciusko County's population.

Similarly to the uniqueness of Warsaw having lakes, so too is the county. The county is home to several very popular lakes for water sports, fishing and on the shoreline, cottages and homes. Lake Wawasse, Syracuse Lake, Dewart Lake, Tippecanoe Lake, Webster Lake, Big Barbee Lake, and Big Chapman Lake are the primary lakes in the county, in addition to the four previously mentioned as being integral to the City of Warsaw. Numerous smaller lakes are spread across the county.

Topography and Environmental Features

Small hills and flat land make up the primary topography throughout Warsaw. The hills are generally associated with water features and glacial movements in the distant past.

Warsaw also has a notable amount of wetlands and woodlands. Many woodlands are also associated with wetlands and slopes. Approximately 15% of the City's jurisdiction is wetland, lake, or floodplain, thus non-buildable. Although non-buildable, these natural features make Warsaw rich with environmental character unlike any other community of its size.

General Distribution of Land Uses

Commercial: US 30 and SR 15 are the primary commercial corridors. The commercial development along US 30 stretches nearly three (3) miles from just east of Pike Lake to well beyond the corporate limits to the east. SR 15 commercial corridor stretches from the northern boundary of the city, south through the downtown and ending just south of Eagle Creek. Additional commercial areas exist along E. Winona Avenue, E. Center Street, and W. Lake Street near Fox Farm Road. A cluster of approximately twenty-two (22) square blocks of historic and non-historic commercial development exists in downtown Warsaw. Additionally, the adjacent Town of Winona has its own commercial district.

Industrial: The primary focus of industrial growth is on the north side of US 30 west of SR 15, and a second district east of SR 15 and south of the Warsaw Municipal Airport. Additional industrial areas are distributed around the city, with significant nodes between W. Winona Avenue and W. Lake Street; the north side of E. Winona Avenue directly north of Winona Lake; and the far east side of Warsaw along the north side of US 30.

Institutional: Institutional uses are scattered across the City's jurisdiction as they typically are and should be. Being the County Seat, the downtown is a significant center for institutional uses such as City Hall, County Courthouse, County Offices, and the Library. The schools are predominantly located in the southern half of the city, including Washington Elementary School, Eisenhower Elementary School, Edgewood Middle School, Lakeview Middle School and Warsaw High School. Lincoln Elementary School is located east of downtown and Madison Elementary School is located in the far northwest of Warsaw. One other significant institutional land use is the County Fairgrounds which is located on the north shore of Winona Lake.

Residential: Single-family residential areas exist around the city with older neighborhoods east and west of downtown, and newer neighborhoods in the south and northern extremes of the city. Additional single-family residential areas include the far western edge of the city along both sides of W. Lake Street, east and northeast extremes of the city along Husky Trail, E. Lincoln Highway, and 175 E.

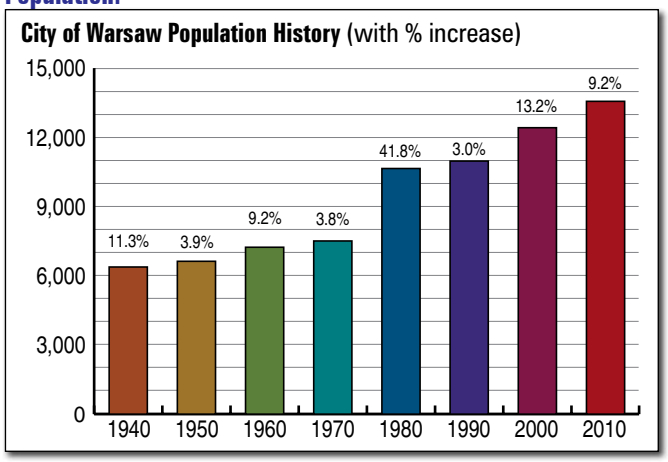
Agriculture: Although there is little agricultural land inside the city that isn't expected to be developed in the next ten years, there is significant farm ground outside the city limits. The most productive agricultural land is located south and west of the city limits. These areas tend to be flatter, are farther from environmentally sensitive lands, and have the best soil qualities. Rural areas to the northwest and east are spotted with residential developments and lake communities, thus they have more conflicts with agricultural practices.

REGIONAL DEMOGRAPHICS

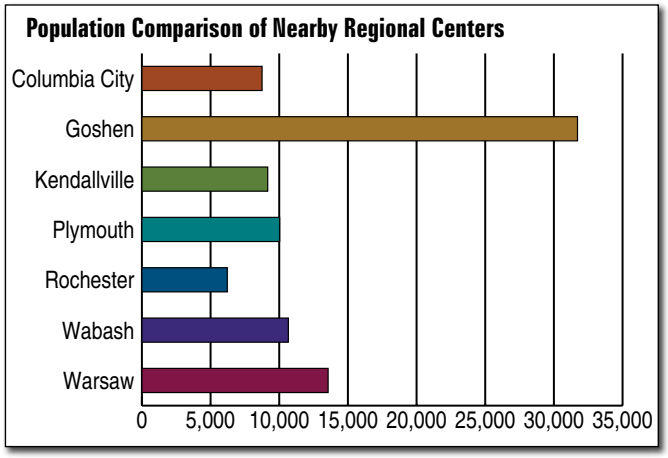
Introduction:

The following demographic information relates to the City of Warsaw. All data was provided by the US Census Bureau unless otherwise indicated otherwise.

Population:

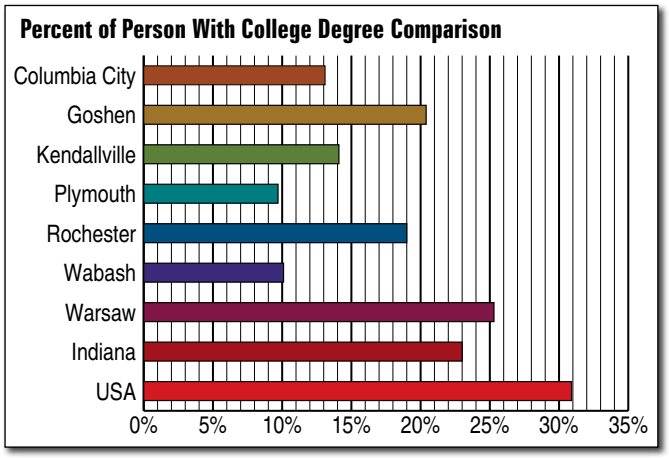


The City of Warsaw's population has steadily increased over the last seven decades. The city's population in 2010 was approximately 13,600 and expected to grow by at least 6% by the end of 2020. This would translate to about 800 new residents and 210 new owner occupied homes and 150 new apartments or rental homes.



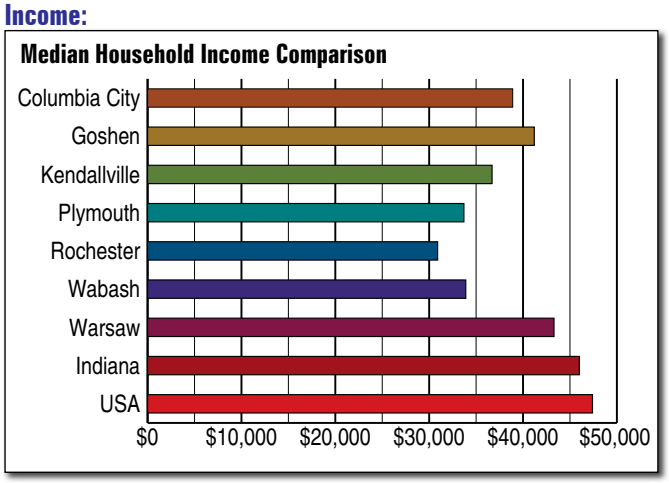
Compared to surrounding regional centers (those communities that Warsaw competes with) the City of Warsaw has the second highest population, second only to Goshen.

Education:

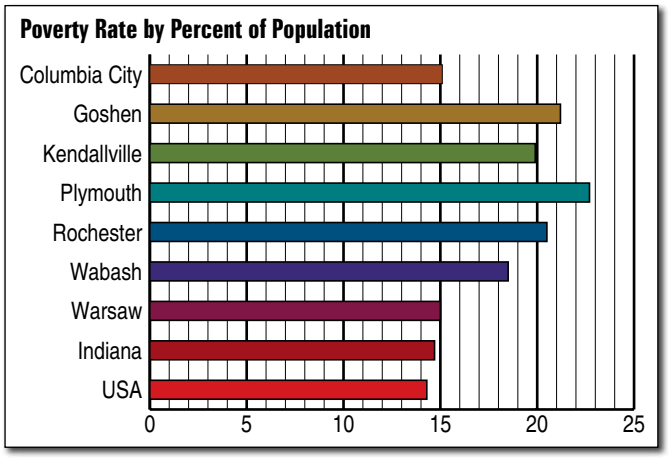


Compared to nearby regional centers, Warsaw's citizens with a Bachelors Degree or greater education is significantly higher. Warsaw even exceeds the State of Indiana's education attainment, but falls short of the national averages.

Income:

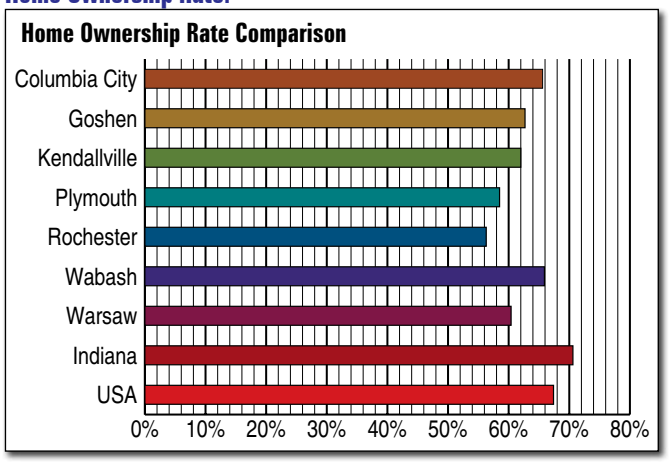


The City of Warsaw exceeds the median household income of all nearby regional centers. In comparison to the State of Indiana, Warsaw falls short by about $5,000 and the United States by about $8,000.



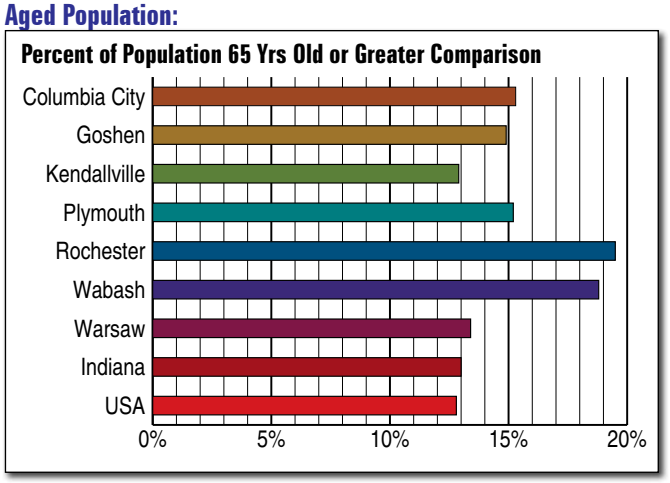
Warsaw's poverty rate is the lowest amongst the nearby regional centers, albeit only by 0.1% when compared to Columbia City.

Home Ownership Rate:



The City of Warsaw's home ownership rate was 60.4% in 2010. This is significantly lower than the State of Indiana's which was 70.6%. In comparison to nearby regional centers, Warsaw had the 5th highest only edging out Rochester and Plymouth.

Aged Population:



The City of Warsaw has a younger population than many of the neighboring regional centers. Only Kendallville has a smaller percentage of residents 65 years old or older. This is a sign that the city's youth are not leaving the community at as great of a rate as other communities.

COMMUNITY FACILITY INVENTORY

The following is a summary of the community facilities within the City of Warsaw.

Primary Schools:

- Eisenhower Elementary School,
- Harrison Elementary School,
- Lincoln Elementary School,
- Madison Elementary School
- Washington Elementary School,
- Edgewood Middle School,
- Lakeview Middle School,
- Warsaw High School,
- Alternative Learning Center,
- Lakeland Christian Academy,
- Lighthouse Christian Academy,
- Living Stone's Preparatory School,
- Monarch Christian Academy,
- Sacred Heart School, and
- Warsaw Christian School.

Higher Education

- Indiana Tech,
- Ivy Tech Community College, and
- Grace College (in the Town of Winona Lake)

Warsaw Park and Recreation Facilities:

- Beyer Park,
- Bixler Park,
- Boggs Building,
- Central Park,
- City County Athletic Complex (CCAC),
- Funk Park,
- Hire Park,
- Kelly Park,
- Ker Park,
- Kiddieland Park,
- Kiwanis Park,
- Lake City Greenways and Trailheads,
- Lucern Park,
- Mantis Skate Park,
- McKinley Park,
- Municipal Park,
- Nye Park,
- Pike Lake Park,
- Pike Lake Campground,
- Rarick Park,
- Richardson-DuBois Park, and
- Warsaw Racquet and Tennis Club.

Additional parks, open space, and mountain bike trails exist in the adjacent Town of Winona Lake.

Area Golf Courses:

- Little Bighorn Golf Club (public; Pierceton)
- Rozella Ford Golf Club (public; Warsaw), and
- Stonehenge Golf and Country Club (private, east of Warsaw's city limits), and
- Tippecanoe Lake Country Cub (private; Leesburg).

Warsaw Comprehensive Plan

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COMPREHENSIVE PLAN ESSENCE INTRODUCTION

Part 2: Comprehensive Plan Essence contains five (5) Planning Principles which provide the organization and intent for specific policies, projects and programs identified to benefit the City of Warsaw. When implemented these planning principles and objectives will directly improve:

1. Quality of life for residents,
2. Opportunity for business and industry to thrive,
3. City services,
4. Transportation systems,
5. Natural environment,
6. Community aesthetics, and
7. Housing opportunities.

Planning Principles

The Planning Principles listed below are intended to be broad themes used to guide good decision making and to implement the city's vision for the future. Each Planning Principle has objectives that describe specific means for the City to implement the Planning Principle. The Planning Principles are not site specific or project specific, and cannot anticipate all special circumstances that may apply to a particular situation. Therefore, as a collection, they should be used as a guide for public, private and non-profit entities to make good decisions for the betterment of the City of Warsaw.

The Planning Principles are as follows:

1. Manage Community Growth and Form (pg 14);
2. Foster Effective and Safe Transportation (pg 16);
3. Stimulate Economic Growth (pg 18);
4. Nurture Environmental Quality (pg 20); and
5. Inspire Community Character (pg 22).

USING THIS DOCUMENT

Flexibility

Although some objectives may seem prescriptive, it is the intent that they be interpreted as being flexible allowing budgets, external limitations, public input, and other factors to determine specific actions. Essentially, the means for achieving the objective can be modified, but the purpose for the objective shouldn't be lost.

Not Site Specific

The Planning Principles are not intended to be site specific, nor do they anticipate all the special circumstances that may apply to each parcel of land, or to a particular project on that land. However, some objectives may be site specific when indicated.

Evaluating Projects for Comprehensive Plan Compliance

When evaluating a particular project for compliance or consistency with the Comprehensive Plan, decision-makers should recognize that the determination periodically will not be black and white. It is feasible that a project will comply with some principles and objectives while contradicting others. In those instances, the City officials should sort out the highest priority or more important principles and objectives, thus clarifying whether the proposed project meets the intent of the Comprehensive Plan.

Two-page Layout

Each Planning Principle has a two-page layout dedicated to its content. On those two pages the following describes the content's organization:

- In the left column of the left page is an introduction to and description of the Planning Principle.
- The box on the bottom of the left page identifies the "foundation" for the Planning Principle. Included are facts, studies, findings, trends, and other material used to support the Planning Principle and its objectives.
- The box on the bottom of the right page identifies the "benefits" of implementing the Planning Principle and its objectives.
- The remainder of the two-page layout contains a series of objectives that relate to implementing the Planning Principle.
- Icons are used for each objective to communicate the type, priority, and cost associated with each objective. See the next page for more information about the icons.

ICONS

The descriptions below apply to the icons following each objective.

Priority Icons

To illustrate the level of priority, the following icons are used.

1st Star Icon (High Priority): The 1st star icon represents the highest priority objectives. These projects will either have the greatest impact on achieving a Planning Principle, are essential to good planning practice, or are necessary to precede another objective.

2nd Star Icon (Moderate Priority): The 2nd star icon represents moderate priority. These projects will have a significant impact on achieving the Planning Principle, but have less importance compared to 1st priority objectives.

3rd Star Icon (Low Priority): The 3rd star icon represents lower priority. Although these projects are the lowest priority, they are still important for achieving the Planning Principle. Often these objectives are simply not as time sensitive as higher priority objectives. Also keep in mind that many ideas for projects, policies or programs were considered for this document, but didn't get included because they were even lower of a priority.

Degree of Cost

To illustrate the level of resources necessary to implement the objective, the following icons are used.

1 Dollar Sign (Minimal Resources): The single dollar sign icon represents minimal financial and/or personnel resources are necessary to complete the objective. For example, a minimal amount of staff time and/or a nominal amount of funding is necessary.

2 Dollar Signs (Moderate Resources): The double dollar sign icon represents moderate financial and personnel resources are necessary to complete the objective. For example, a moderate amount of staff time and/or a notable amount of funding is necessary.

3 Dollar Signs (High Resources): The triple dollar sign icon represents significant financial and personnel resources are necessary to complete the objective. For example, a lot of staff time and/or funding, typically in excess of normal staffing ability or budgets is necessary.

Objective Type Icons

To illustrate the means for implementing the objective the following icons are used.

Policy: This icon indicates the objective is a policy to be implemented by resolution, ordinance, department policy, or directive to City staff.

Program: This icon indicates the objective is a program offered to the general public or a target group which would be implemented by City staff, other governmental staff, community leaders, or local organizations.

Project: This icon indicates the objective is a construction project, major maintenance project, installation, or clean-up undertaking.

PRINCIPLE 1: MANAGE COMMUNITY GROWTH AND FORM

The first principle; Manage Community Growth and Form includes striving to do the following:

- Manage land use;
- Discourage detrimental development patterns;
- Provide adequate public services and facilities;
- Enhancing public safety;
- Protect property values;
- Improve quality-of-life; and
- Adjusting to the economy and trends.

The objectives relevant to and necessary to achieve this principle are as follows:

Objective 1.1: Promote compact form throughout the City.

Additional Information: Compact form does not necessarily suggest high density development unfitting of the City. However, it can mean to allow more density than currently exists in select areas. It can also mean to "infill" vacant lots and encourage redevelopment of under-utilized areas. This policy also speaks to the universally known negative impacts of "urban sprawl" and the trend of younger generations preferring a walkable community.

Objective 1.2: Utilize *Part 3: Land Classification Plan* and its Land Classification Plan Map as the foundation for zoning and development decisions.

Additional Information: Recognize that small deviations from the Land Classification Map often accumulate over time, and eventually negate its value to the City. It can also deteriorate the Quality of Life and economic vitality of the community.

Objective 1.3: Minimize land use conflicts through thoughtful site design, quality architectural design, vegetative buffering and/or the use of transitional land uses. Also avoid land use conflicts by discouraging deviations from the Land Classification Plan's intent.

Objective 1.4: Strongly encourage redevelopment of under-utilized, vacant, or abandoned structures and lots.

Additional Information: Currently the Gatke Building and the Little Crow Building are a high priority for reuse. Over time other areas or buildings will also become priorities for the City to get involved in their re-utilization.

Objective 1.5: Always require development within the corporate limits to connect to public sanitary sewers and water utility.

Objective 1.6: Maintain a five-year capital improvements plan that informs, coordinates, and prioritizes all drainage, and utility improvements necessary to support growth.

Objective 1.7: Promote new residential development and subdivision in areas outside the corporate limits when it is contiguous, desires voluntary annexation, is of a density that is sustainable, and can be serviced by the City's sanitary sewers and water utility.

Manage Community Growth and Form - Foundation

- Land use conflicts were observed in the City resulting in disinvestment
- Abundant land already exist for commercial development within the established commercial corridors and districts
- Warsaw residents support protecting residential areas from the potential impacts of incompatible development and facilities
- The citizens are supportive of a more compact community based on desires to be able to walk or ride a bike to destinations
- Portions of the City's older commercial corridors e.g. N. Detroit St., Winona Ave., and S. Buffalo St.) have become under-utilized or obsolete providing opportunity for redevelopment
- Nationally, the trend toward online shopping is resulting in smaller bricks and mortar stores and less overall need for commercially zoned areas
- Nationally, the desire for amenity-rich in-city living is increasing

Objective 1.8: Promote new residential development in areas where it will not be impacted by highway noise, railroad noise and vibration, flooding, or non-compatible land uses.

Objective 1.9: Promote a mixed-use downtown with restaurants, retail, walk-in service providers, and entertainment uses on ground floors. Encourage residential, hospitality, offices and non-walk-in services in upper floors. Discourage professional offices and financial institutions on ground floors along Buffalo Street where retail and restaurant uses are desired.

Objective 1.10: Continue to support diversity in housing types to meet the needs of older and younger residents who may not prefer traditional single-family detached homes.

Objective 1.11: Every five (5) years evaluate and amend the Land Classification Plan for consistency with desired growth patterns, community needs, community values, and market forces.

Objective 1.12: Continue to collaborate with Kosciusko County leaders to more effectively manage growth and development in fringe areas around the City.

Objective 1.13: Evaluate the costs and benefits of expanding the City's corporate limits through voluntary annexation, or involuntary annexation when deemed essential to the City's future. Utilize the map on page 43 for a depiction of areas to be considered.

Objective 1.14: Encourage redevelopment of existing under-utilized properties along N. Detroit Street. Reutilization or redevelopment efforts should transition properties to multifamily residential, offices, hospitality, or general commercial uses. New industrial development should be discouraged from the corridor between downtown and US 30.

Objective 1.15: Work to open up more of the viewshed of Center Lake from Detroit Street and encourage uses along the shoreline that capture that viewshed as an amenity.

Objective 1.16: Promote redevelopment of existing under-utilized properties along Winona Avenue.

Objective 1.17: Study the feasibility, costs and benefits of merging the Town of Winona Lake and City of Warsaw into a single municipal jurisdiction utilizing representatives from both jurisdictions.

Additional Information: Due to financial stress on cities and towns, basic exploration of a merger should be considered with data determining viability.

Manage Community Growth and Form - Benefits

- Minimize land use conflicts
- Increase quality of development
- Provide residents, organizations, businesses, and industries with predictability and property value security
- Protect environmentally sensitive areas
- Intensify commercial district to maximize commercial vitality
- Reduce costs to provide and maintain City infrastructure
- Reduce energy consumption
- Improve surface water quality

PRINCIPLE 2: FOSTER EFFECTIVE AND SAFE TRANSPORTATION

The second principle; Foster Effective and Safe Transportation includes striving to do the following:

- Assure safe vehicular, bicycle and pedestrian facilities;
- Effectively accommodate multiple modes of travel;
- Compliment existing and future land uses; and
- Connect common and essential destinations.

The objectives relevant to and necessary to achieve this principle are as follows:

Objective 2.1: Maintain a five-year capital improvements plan that informs, coordinates, and prioritizes all street, sidewalk, trail and bike lane improvements based on priority.

Objective 2.2: Utilize *Part 4: Transportation Plan* and its Thoroughfare Plan Map and Bike/Pedestrian Plan Map as the foundation for facility planning.

Objective 2.3: Require vehicular and pedestrian linkages between adjacent residential developments.

Objective 2.4: Work with isolated residential developments to get connected to the City-wide system of sidewalks and trails.

Objective 2.5: Adopt a "Complete Streets" ordinance to promote full and safe utilization of street right-of-ways for all uses and their needs.

Objective 2.6: Assure adequate clear vision at street intersections and driveway cuts.

Objective 2.7: Ensure accessibility for police, fire, emergency services.

Objective 2.8: Periodically seek input from the public and refine the Bike/Pedestrian Plan, specifically revisiting the routes and priority of projects.

Additional Information: The Bike/Pedestrian Plan should optimize connections between residential areas and large employment centers with schools, the library, parks, and neighborhood serving commercial. Facilities should also provide for recreation and fitness.

Objective 2.9: Construct a bridge over or underpass under the Norfolk Southern railroad line to enhance circulation, safety and emergency response times.

Additional Information: Ideally this grade separation should be on Center Street. A small area plan should be completed to study design alternatives.

Objective 2.10: Study the opportunities to establish a second major east/west route across the City.

Objective 2.11: Study the opportunities to establish a second major north/south route through the City.

Foster Effective and Safe Transportation - Foundation

- Questions about adding or maintaining sidewalks always ranked high in the Community Needs Survey and in input meetings
- The citizens clearly stated that it wants to be a bike and pedestrian friendly community
- Generally the streets in the city were found to be well maintained and meeting the public's expectations
- The City has been designated a bike friendly community
- Over the following decades, it is widely believed that communities will become less car dependant

Objective 2.12: Work with the Town of Winona Lake to design, and construct a roundabout at the intersection of Winona Avenue and Argonne Road/Park Avenue.

Objective 2.13: Install frontage roads along US 30 per the Thoroughfare Plan. These new roads will enable additional commercial and industrial growth, and provide safer routes and enhanced connectivity.

Objective 2.14: Systematically upgrade existing pedestrian crossings that do not meet ADA standards and based on a priority analysis.

Objective 2.15: Work to reduce curb cuts and curb cut widths along N. Detroit Street from downtown to US 30. Concurrently, require sidewalks on both side of the street as redevelopment occurs.

Objective 2.16: Commit funding each year for sidewalk, bike lanes, and trail systems expansion, specifically targeting the highest priority projects from the Bike/ Pedestrian Plan. Regularly seek funding from State and Federal agencies to defray costs.

Objective 2.17: Construct roundabouts at intersections that are unsafe and that can be congested periodically. Specifically, strive to install roundabouts at the locations indicated on the Thoroughfare Plan Map on page 55.

Objective 2.18: Require pedestrian trails to connect cul-de-sacs to perimeter roads, adjacent internal streets, and adjacent cul-de-sacs for efficient pedestrian circulation.

Objective 2.19: Establish events and programs that utilize the City's alternative transportation system to improve public health and awareness of sidewalk and trail needs.

Objective 2.20: Study closure and vacation of street segments and railroad crossings that no longer serve a community need.

Additional Information: The purpose of this objective is to improve safety and provide long term cost savings to taxpayers.

Objective 2.21: Work with Indiana Department of Transportation to install bike lanes along SR 15 and to change the highway's alignment south of downtown, per the Thoroughfare Plan Map.

Objective 2.22: Require new commercial areas to internally connect parking lots.

Objective 2.23: Utilize traffic calming measures along in use-sensitive areas.

Foster Effective and Safe Transportation - Benefits

- Lessen congestion
- Prepare for changes in vehicular traffic levels
- Improve accessibility
- Provide for safe travel using all means of transportation
- Enhance quality-of-life
- Reduce gas consumption
- Improve road quality
- Create predictability
- Educate the public

PRINCIPLE 3: STIMULATE ECONOMIC GROWTH

The third principle; Stimulate Economic Growth includes striving to do the following:

- Encourage business expansion and entrepreneurship;
- Promote quality industrial and technology-related job creation;
- Assure existing corporations do not leave or reduce workforce;
- Understanding economic trends and drivers, and leveraging that knowledge for the City's advantage;
- Enhance education across all age ranges; and
- Increase public amenities that attract businesses.

The objectives relevant to and necessary to achieve this principle are as follows:

Objective 3.1: Inventory and keep an up-to-date listing of all industrial properties, square footage of each building, state of occupancy, tenant names, business conducted, number of employees, and other data which helps the City identify opportunities for new and expanding companies.

Objective 3.2: Establish and promote shovel-ready sites available for business and industrial growth. Also, strive to have one spec building available at all times for companies that need to quickly get into a new facility.

Objective 3.3: Regularly and aggressively engage with the State of Indiana's economic development players and support their strategies to leverage multiple levels of support. Also, fully understand the State incentive opportunities and programs.

Objective 3.4: Strengthen economic development efforts by packaging development opportunities and soliciting development companies from across the region.

Objective 3.5: Increase efforts to attract new businesses and residents. Consider residential tax incentives and public-private development partnerships.

Objective 3.6: Strive to have installed fiber-to-the-door across the entire city, enabling top tier bandwidth.

Additional Information: The objective should be to have at least 50MB/second broadband available to all residential areas and 100MB/second broadband available to all commercial and industrial areas.

Objective 3.7: Partner with the high school and universities to provide workforce development after identifying gaps in skills needed by local businesses and industries.

Objective 3.8: Maintain strong partnerships with Kosciusko Economic Development Corporation, Kosciusko County, local college and universities, and non-profit agencies (e.g. Chamber of Commerce) to coordinate the use of each organization's limited resources.

Stimulate Economic Growth - Foundation

- Due to on-line commerce and changes in consumer habits, Warsaw will have an excess amount of land dedicated to general commercial uses that can be transitioned to multifamily residential or employment districts
- Industrial and orthopaedic anchors will likely be the single greatest contributor to growth and success in the City over the next decade
- Small and micro business development will create more and better paying jobs in the United States than large businesses
- Some businesses and industries interested in expansion or relocation are looking for shovel-ready sites
- Residents want job growth, but do not support adding low-paying jobs that don't provide a living wage

Objective 3.9: Strengthen existing under-utilized commercial areas by allowing and promoting more concentration and by partnering in a notable redevelopment project that would catalyze additional private interest and investment.

Objective 3.10: Identify workers who commute to Warsaw for a job, but chose to live elsewhere, and learn more about that demographic of people in order to attract them to the City.

Additional Information: Discovering their housing and amenity preferences can result in targeted marketing strategies touting what they may not realize the City offers. It could also lead to changes in development regulations, educating the development community of opportunities, and City-driven amenity changes.

Objective 3.11: Recognize that downtown vibrancy is significantly based on the number of people living or working within walking distance of its offerings. Therefore, the City should promote or participate in a redevelopment project that brings new and higher density housing to the downtown fringe.

Objective 3.12: Establish brand recognition for Warsaw that reflects its offerings and opportunities. More specifically, strive to make Warsaw a familiar name to site selectors and corporations in the Midwest, especially places within 150 miles of the City.

Stimulate Economic Growth - Benefits

- Increase households income
- Increase employment and wage opportunities
- Improve community pride
- Create predictability
- Provide clientele for local service-oriented businesses
- Increase local tax base
- Enhance quality-of-life
- Attract new residents
- Retain residents and businesses
- Attract new desired businesses
- Create a positive impression for tourists and visitors
- Maximize commercial vitality

PRINCIPLE 4: NURTURE ENVIRONMENTAL QUALITY

The fourth principle; Nurture Environmental Quality includes striving to do the following:

- Protect environmental features;
- Protect ground water and surface water quality;
- Provide recreational amenities;
- Enhance natural systems; and
- Promote environmental sustainability.

The objectives relevant to and necessary to achieve this principle are as follows:

Objective 4.1: Require private development stay clear of wetlands, floodplains, and land designated as "conservation" in the Land Classification Plan.

Objective 4.2: Offer incentives for conservation and preservation of environmentally sensitive areas.

Additional Information: Examples of this type of incentive includes density or intensity bonuses for preservation of environmental assets or for incorporating the use of more environmentally-friendly techniques into certain developments.

Objective 4.3: Maintain a city-wide storm water management and erosion control ordinance. Recognize and promote low impact development (LID) and best management practices.

Objective 4.4: Encourage development practices that reduce the city's footprint on the environment (e.g. redevelopment, higher densities, and conservation subdivisions).

Objective 4.5: Maintain a Department of Natural Resources approved Parks Master Plan and revise said document on a 5-year cycle to qualify for State grant funding.

Objective 4.6: Promote the utilization of solar panels (and other appropriate technologies as they evolve).

Objective 4.7: Require the use of native plant material when landscaping is required for new developments.

Objective 4.8: Fully phase out the use of septic systems and private wells in the City and lobby for no further use of the technology outside the City's jurisdiction, especially along near inlet streams. Also, require new development to connect to the municipal sanitary sewer and water system.

Objective 4.9: Add a city park on the north side of the City to serve new residential developments.

Nurture Environmental Quality - Foundation

- The residents of Warsaw recognizes the importance of the natural environment as a driver of quality-of-life and the economy
- Protecting prime natural features ranked high on the Community Needs Survey
- The community supports trails and greenspace
- The north side of the City does not currently have adequate park and recreation facilities (excluding the relocating YMCA)
- Approximately 16% of the City's jurisdiction is wetland, lake or river floodplain.

Objective 4.10: Encourage and educate the development community about the benefits of buildings that are energy and resource efficient. Programs like Leadership in Energy and Environmental Design (LEED) could be used as an example of good design practice.

Objective 4.11: Inventory and monitor environmental features that are unique, large in size, irreplaceable, or contain a rich diversity of plants and wildlife. Consider incentives that encourage the permanent protection of these environmental features.

Nurture Environmental Quality - Benefits

- Maintain natural resources for future generations
- Minimize localized ponding and flooding
- Improve surface water quality
- Protect drinking water quality
- Minimize land use conflicts by preserving natural buffers
- Provide opportunities for environmental education
- Create recreational benefits
- Filter runoff into water bodies
- Attract eco-tourists
- Improve quality-of-life

PRINCIPLE 5: INSPIRE COMMUNITY CHARACTER

The fifth principle; Inspire Community Character includes striving to do the following:

- Improve community character;
- Create a City brand;
- Promote the City's best assets; and
- Celebrate successes.

The objectives relevant to and necessary to achieve this principle are as follows:

Objective 5.1: Periodically enhance the City's website to promote local assets and to commemorate the City's values and brand. Also, strive to regularly populate the site with new information and strike old information.

Objective 5.2: Fully utilize and promote the City's website as a hub to disseminate public information, especially to promote upcoming projects, events and achievements.

Objective 5.3: Strengthen and enforce the municipal code relating to property maintenance. Consider a property management ordinance and fully utilize existing building codes to address derelict properties. Concurrently, establish a team of organizations that can support or assist persons that do not have the means to maintain their property.

Objective 5.4: Create a brand strategy with Kosciusko Economic Development Corporation, Warsaw/ Kosciusko County Chamber of Commerce, community foundation, tourism representatives and other economic development players. Utilize a single strategy and the resources of all of these organizations to improve brand recognition. This strategy should target the general population and corporate community within 150 miles of the City.

Objective 5.5: Commit to leadership in architectural quality, including energy efficient and environmentally friendly construction, for all municipal buildings and facilities.

Objective 5.6: Redesign Buffalo Street from the Center Lake to the downtown to make the corridor more functional and aesthetically appealing.

Objective 5.7: Continue to support local festivals, music events, organized sporting events, organized health and fitness programs, farmers' markets, art shows, and other public interest events. Establish a system to broaden the marketing of these cultural opportunities, especially to nearby regional centers and Fort Wayne.

Objective 5.8: Enhance the "city entrances" and "arrival corridors" with a large unique physical or landscape feature, thus establishing a "front door" welcoming people to Warsaw.

Inspire Community Character - Foundation

- The public identified SR 15 north of downtown as a concern
- Addressing run-down and unsafe buildings is a community concern
- The public is very proud of the downtown and supports historic preservation and facade improvements
- Urban planners and economic development professionals believe that first impressions, especially gateway corridors and downtowns, are critical in spurring growth and investment

Objective 5.9: Further implement a wayfinding system to provide direction to local City assets. Wayfinding system signs and materials should utilize the City's brand strategy in its design (e.g. color and logo).

Objective 5.10: Increase the City's capacity to pursue the demolition or rehabilitation of abandoned structures or grossly under-utilized properties; especially prioritizing structures that are significantly reducing property values and quality-of-life for adjacent property owners.

Additional Information: The idea is to be able to address one property per year and then after refining the process and support system, increase the capacity to address up to two properties a year, which would be the maximum until most properties have been addressed over a number of years.

Objective 5.11: Further diversify the recreational offerings at parks, creating unique themes for major parks and investigate offerings that are not available in the region.

Objective 5.12: Encourage or incentivize private investment in downtown facade improvements and historic preservation.

Inspire Community Character - Benefits

- Improve overall pride in being a resident or business in Warsaw
- Improve economic development attraction and expansion efforts
- Improve the local economy
- Help retain retiring residents and attract college graduates
- Attract new families
- Attract new desired businesses
- Attract tourists
- Enhance quality-of-life for residents

Warsaw Comprehensive Plan

Part 3

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City of Lakes - Since 1854
WARSAW
INDIANA
Living, Working, Playing

PART 3: LAND CLASSIFICATION PLAN

LAND CLASSIFICATION PLAN INTRODUCTION

The Land Classification Plan described in this Part establishes different designations to be applied carefully across Warsaw's planning jurisdiction, similar to a future land use plan. The term "land classification" is used instead of "land use" because each designation integrates both land use and development form. This hybrid approach for classifying land will result in a better system for managing land development by not only addressing land uses, but also mass, density/intensity, structure features, and site features.

The following land classifications are established and then utilized on the Land Classification Map:

1. *Conservation* ..... *pg 28*
2. *Parks and Recreation* ..... *pg 29*
3. *Low Density Residential* ..... *pg 30*
4. *Medium Density Residential* ..... *pg 31*
5. *High Density Residential* ..... *pg 32*
6. *Urban Residential* ..... *pg 33*
7. *Institutional* ..... *pg 34*
8. *Medical* ..... *pg 35*
9. *Neighborhood Vitality* ..... *pg 36*
10. *Community Vitality* ..... *pg 37*
11. *Regional Vitality* ..... *pg 38*
12. *Transitional Core* ..... *pg 39*
13. *Urban Core* ..... *pg 40*
14. *Industrial* ..... *pg 41*

LAND CLASSIFICATION MAP

The Land Classification Map is introduced and described on page 42, followed by the map on page 43.

LAND CLASSIFICATIONS AND DESCRIPTIONS

Each of the land classifications listed above have a page dedicated to describing how it can be used to manage growth and development in the City of Warsaw. Additionally, the following subheadings are used to convey the essence of each classification.

Purpose Subheading: Gives the reader a brief description of why the land classification was established.

Geographic Location Subheading: Conveys where each land classification is best applied to Warsaw's planning jurisdiction. Some descriptions are vague because they can be widely applied, while others are very specific to geographic locations or adjacency to another area in the City.

Land Uses Subheading: Describes the land uses that would generally be the most appropriate in the land classification. However, the zoning ordinance would be used to permit specific land uses.

Intensity/Density Subheading: Describes the intended intensity of commercial uses and density of residential uses that would best fit within the land classification.

Examples Subheading: Names one or more developments in Warsaw that represent the land classification. All examples may not be exact matches, but represent the most similar examples in intensity and density. In rare cases, examples outside the City are used to convey the land classification's intent.

Appropriate Adjacent Classifications Subheading: Describes the land classifications that are best suited to be adjacent to the subject land classification. Three categories of compatibility exist. "Best Fit" are classifications that are most suited for adjacency. "Conditional Fit" indicates land classifications that are suitable for adjacency if the development is designed and constructed with sensitivity to the context. The third category includes those land classifications not listed. Unlisted land classifications represent classifications that are likely not appropriate to be adjacent to the subject classification.

Structure Features Subheading: Names structural features that help achieve the purpose of the classification. Most statements are in regard to height, mass, or form of the structure.

Structure Orientation on Site Subheading: Addresses the location and orientations of the building's footprint on the lot. Options typically include centralized (setbacks on all four sides), zero lot-line, build-to lines (required distance from property line setbacks), or no setbacks (the structure can cover the entire site). Additionally, if important, the direction the front of the building faces is described.

Development Features Subheading: Denotes requirements of subdivisions, planned unit developments, or large other large, multiple-structure development projects. Typically, whole-development standards are described.

Regulation Implementation Subheading: Describes how the City's zoning ordinance will be used to implement the land classification's intent.

RELATIONSHIP TO ZONING ORDINANCE

Land Classifications do not always directly relate to a single zoning district, even if they share similar names. Instead, the zoning ordinance may utilize a combination of districts to regulate each land classification to achieve the Comprehensive Plan's goals. Because land classifications also address development form, the development standards within the zoning ordinance are used to achieve the intent of each land classification.

CONSERVATION

Purpose
- To identify and show areas that are undevelopable, set aside for conservation purposes, or used for permanent open space or passive recreation. The land may be held by the public or be private land. In no way is the Conservation Classification intended to remove development rights.

Geographic Location
- Targeted to known floodways, floodplains, and large wetlands, and applied to land that is in long-term conservancy as passive recreation, trails, or open space. Small open spaces, or open space within subdivisions is typically not identified with the Conservation Classification.

Land Uses
- Passive public park, unimproved trail, paved linear trail, environmental tourism, nature education, nature center, and the like.

Intensity/Density
- Not applicable.

Examples
- Center Lake Wetland Conservation Area.
- Floodplain along the Tippecanoe River.

Appropriate Adjacent Classifications
- Best Fit: Any land classification.

Structure Features
- Sensitive to the natural environment or context.

Structure Orientation On Site
- Sensitive to the natural environment or context.

Development Features
- Protect existing (pre-development) environmental features.
- Promote recreation, including passive enjoyment of nature.

Regulation Implementation
- Utilize an overlay district or traditional zoning district, combined with specific development regulations to achieve the intent of this classification.

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

PARKS AND RECREATION

Purpose
- To identify and establish land for private and public parks and recreational facilities. This classification may also be used for open space and passive recreation facilities.

Geographic Location
- Distributed throughout Warsaw's jurisdiction, especially in proximity to high and medium density residential areas; and adjacent to trail corridors and lake shores. Park and recreation also has a place adjacent to employment and downtown areas where employees and visitors can relax, recreate, or exercise.

Land Uses
- Playground, plaza, fitness center, linear trail, community center, golf course, nature center, pavilion, performance stage, public restrooms, sport fields/courts, public swimming pool, swim beach, trailhead, public campground, and the like.

Intensity/Density
- Not applicable.

Examples
- Lucerne Park.
- Bixler Park.

Appropriate Adjacent Classifications
- Best Fit: Any land classification.

Structure Features
- Sensitive to the natural environment
- Sensitive to the context when the park is an intense use.

Structure Orientation On Site
- Sensitive to the natural environment or context.

Development Features
- Protect existing (pre-development) environmental features.
- Park improvement should enhance the natural environment.
- Internal and external bike and pedestrian connectivity.
- Promote diversification of recreation.

Regulation Implementation
- Utilize a traditional zoning district, combined with specific development regulations to achieve the intent of this classification.

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LOW DENSITY RESIDENTIAL

Purpose
- To establish areas for people who desire a single-family, low density housing lifestyle.

Geographic Location
- Predominantly appropriate in the outer edges of Warsaw's planning jurisdiction.

Land Uses
- Single-family detached residential only.

Intensity/Density
- Density in platted subdivisions between .5 and 2.5 dwelling units per acre.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Low Density Residential, Medium Density Residential.
- **Conditional Fit:** High Density Residential, Urban Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality.

Structure Features
- Maximum two and one-half stories.
- Gable and hip roofs.
- Attached garages and optional accessory buildings.
- Homes are generally wider than they are deep.

Structure Orientation On Site
- Building envelope is near the center of the lot.
- Front facade facing public right-of-way.
- Side, rear, or courtyard loading garages.
- Accessory structures located behind front facade of the home.

Development Features (New Development)
- No required open space in subdivisions.
- Predominant use of curvilinear street layout.
- Encourage internal sidewalks and external multipurpose paths that connect to existing or proposed trail/sidewalk systems or neighboring developments.
- Protect existing (i.e. pre-development) environmental features.
- Strongly discourage stripping-off lots along existing roadways, each with their own driveway.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

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MEDIUM DENSITY RESIDENTIAL

Purpose
- To establish areas for people who desire a single-family, medium density housing lifestyle.

Geographic Location
- Distributed throughout the City's planning jurisdiction, but discouraged adjacent to major highways, railroads, or industrial areas.

Land Uses
- Single-family detached residential only.

Intensity/Density
- Density in platted subdivisions between 3 and 5 dwelling units per acre.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Low Density Residential, Medium Density Residential, High Density Residential, Urban Residential.
- **Conditional Fit:** Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality.

Structure Features
- Maximum two and one-half stories.
- Gable and hip roofs.
- Attached garages.
- Homes are generally wider than they are deep.

Structure Orientation On Site
- Building envelope is near the center of the lot.
- Front facade facing public right-of-way.
- Side, rear, or courtyard loading garages.
- Accessory structures located behind front facade of the home.

Development Features (New Development)
- Minimum of 10% open space required in platted subdivisions.
- Strive for 50% of all open space to be usable for gatherings or recreation.
- Predominant use of curvilinear street layout.
- Require internal sidewalks and external multipurpose paths that connect to existing or proposed trail/sidewalk systems or neighboring developments.
- Protect existing (i.e. pre-development) environmental features.

Regulation Implementation
- Utilize one or more zoning districts, combined with specific development regulations to achieve the intent of this classification.

Homes along Ringneck Trail in the Pheasant Ridge subdivision.

A 1950's ranch home along Ranch Road.

Example Photo to be inserted in Draft B

HIGH DENSITY RESIDENTIAL

Purpose
- To establish areas for people who desire low or no-maintenance housing, or who are in need short-term housing.

Geographic Location
- Most appropriate near commercial areas, parks and trails.
- Also appropriate near major thoroughfares, downtown, and schools.
- Discouraged adjacent to lakes and where vehicular access is restricted or otherwise not suitable.
- This classification can also be used as a "buffer classification" where it serves as a transition between an intense use and more sensitive classifications.

Land Uses
- Two-family attached, apartments, condominium, townhouse, mobile home park, or small lot single-family detached residential.

Intensity/Density
- Density in platted subdivisions, lease lot developments, apartment complexes, or condominium developments between 6 and 12 dwelling units per acre.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Medium Density Residential, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality.
- **Conditional Fit:** Low Density Residential, Urban Residential, Transitional Core, Urban Core, Industrial.

Structure Features
- Maximum one story for lease lot developments, three stories for apartment buildings if context would not be impacted negatively, and two stories for all other housing types.
- Design sensitive to neighboring single-family residential.
- Gable and hip roofs preferred.

Structure Orientation On Site
- Building envelope is context sensitive and contingent on housing type.
- Accessory structures located behind front facade of the home.
- Views from public streets should be of quality facades.

Development Features (New Development)
- Minimum of 10% open space required.
- Strive for 50% of all open space to be usable for gatherings or recreation.
- Large developments should have amenity centers.
- Require internal sidewalks and external multipurpose paths that connect to existing (or proposed) trail/sidewalk systems and neighboring developments.
- Protect existing (i.e. pre-development) environmental features.

Regulation Implementation
- Utilize more than one zoning district, combined with specific development regulations to achieve the intent of this classification.

A duplex home located along Dausha Ct.

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Example Photo to be inserted in Draft B

URBAN RESIDENTIAL

Purpose
- To establish areas for people who desire a single-family, high density housing that lifestyle in historic or traditional neighborhoods, or for new subdivisions modeled after traditional neighborhood design.

Geographic Location
- Utilized primarily in neighborhoods close to the downtown, or new subdivisions throughout the City's planning jurisdiction.

Land Uses
- Single-family detached residential.
- Townhouses or similar residences when designed to fit into its surroundings.
- Two-unit residences when designed to fit into its surroundings.

Intensity/Density
- Density in platted subdivisions between 4 and 8 dwelling units per acre.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Medium Density Residential, Urban Residential, Transitional Core, Urban Core.
- **Conditional Fit:** Low Density Residential, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality, Industrial.

Structure Features
- Maximum two and one-half stories.
- Gable and hip roofs.
- Infill development should reflect context.
- Garages should be comprise less than 40% of front facade.

Structure Orientation On Site
- Building location on site is context sensitive, generally close to the front lot line.
- Front facade facing public right-of-way.
- New garages should be located similarly to context.
- Accessory structures located behind front facade of the home.

Development Features (New Development)
- Minimum of 10% open space in subdivisions.
- At least 50% of all open space should be usable.
- Grid or modified grid street layout.
- Required sidewalks along frontage of public streets.
- New streets designed for on-street parking.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

Example Photo to be inserted in Draft B

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INSTITUTIONAL

Purpose
- To establish areas for essential institutional uses in locations fitting of there design and intensity.

Geographic Location
- Individual sites located throughout Warsaw, most appropriate where they best serve their clientele and have limited impact on surrounding properties.

Land Uses
- Places of worship, school, library, and hospital.
- Federal, State and local government offices.
- Emergency service facilities.
- Uses complementary and ancillary to the primary use.

Intensity/Density
- Context sensitive.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality, Transitional Core, Urban Core, Industrial.
- **Conditional Fit:** Low Density Residential, Medium Density Residential, Urban Residential.

Structure Features
- Context sensitive, especially when intense institutional uses are adjacent to single-family residential.

Structure Orientation On Site
- Context sensitive, especially when intense institutional uses are adjacent to single-family residential.

Development Features (New Development)
- Context sensitive.
- Required sidewalks along frontage and designed for pedestrian safety and accessibility to the building.
- Protect pre-development environmental features.
- Buffer adjacent residential development.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

The First Christian Church located along S. County Farm Road.

Eisenhower Elementary School.

Example Photo to be inserted in Draft B

MEDICAL

Purpose
- To establish an area for predominantly medical related uses.

Geographic Location
- Located along US 30 with the hospital as the anchor for the district.

Land Uses
- Hospital
- Medical office
- Medical testing facility
- Medical laboratory
- Physical and occupational therapy

Intensity/Density
- Medical use's intensity is limited by the lot size, maximum impervious surface, and off-street parking requirements

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality.
- **Conditional Fit:** Low Density Residential, Medium Density Residential, Urban Residential, Regional Vitality, Transitional Core.

Structure Features
- Maximum six stories.
- Durable institutional design.
- Context sensitive materials.

Structure Orientation On Site
- For lots adjacent to US 30 the building should be as close to the highway as possible.
- For lots adjacent to residential uses, setback buildings from those uses to allow buffering.
- For all other lots the building should be near the center of the lot.

Development Features (New Development)
- Design access points, traffic circulation, lighting, loading areas, dumpster locations, and signs to be sensitive to adjacent single-family residential areas.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

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NEIGHBORHOOD VITALITY

Purpose
- To establish areas for mixed use development integrating residential, neighborhood-serving amenities, and neighborhood-serving commercial.

Geographic Location
- Strategically located around Warsaw in walking or cycling proximity to suburban, urban and multiple-family residential areas.

Land Uses
- Residential, only on upper floors.
- Live-work units.
- Community center, park, or plaza.
- Fitness center, dance studio, or exercise studio.
- Restaurant, retail, institutional, and entertainment.
- Offices and services, only on upper floors.

Intensity/Density
- Residential density in developments should not exceed 8.0 units per acre.
- Intensity of nonresidential uses shall be strictly limited to assure sensitivity to surrounding neighborhoods.
- Maximum of 50,000 sq. ft. cumulatively on the ground floor of any district.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality, Transitional Core, Urban Core.
- **Conditional Fit:** Low Density Residential, Medium Density Residential, Urban Residential, Industrial.

Structure Features
- Maximum two stories.
- Gable and hip roofs.
- Glass-dominant ground floor facades.
- Context sensitive materials.

Structure Orientation On Site
- Building-forward design.
- Oriented to allow buffering of adjacent residential uses.

Development Features (New Development)
- Design traffic circulation, lighting, signs, connectivity and hours of operation to be sensitive to residential context.
- Parking predominantly in side yard or rear yard.
- Required sidewalks along frontage and designed for pedestrian safety and accessibility to the building.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

COMMUNITY VITALITY

Purpose
- To establish areas for mixed-use, community-serving commercial development.

Geographic Location
- Most appropriate adjacent to or in close proximity to highways and arterial streets.

Land Uses
- Predominantly retail, service, office, entertainment, restaurant, and institutional.
- Residential is allowed, but only on upper floors or part of a master planned mixed-use development.

Intensity/Density
- Commercial intensity is limited by the lot size, maximum impervious surface, and off-street parking requirements.
- Intensity is also limited by adjacent land uses, such that businesses are sensitive to nearby residential areas.
- Residential density in developments should not exceed 12 units per acre.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, High Density Residential, Institutional, Medical, Neighborhood Vitality, Community Vitality, Regional Vitality.
- **Conditional Fit:** Low Density Residential, Medium Density Residential, Urban Residential, Transitional Core, Urban Core, Industrial.

Structure Features
- Maximum two stories.
- Multiple plains for front facades greater than 150 feet in length.

Structure Orientation On Site
- Building envelope is near the center of the lot.

Development Features (New Development)
- Design access points, traffic circulation, lighting, loading areas, dumpster locations, and signs to be sensitive to adjacent single-family residential areas.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

Car wash along N. Detroit Street.

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

REGIONAL VITALITY

Purpose
- To establish areas for mixed-use, region-serving commercial development.

Geographic Location
- Most appropriate adjacent to or in close proximity to highways and major arterial streets, at points where ingress and egress are available and safe.

Land Uses
- Predominantly large-scale retail, entertainment, hotels and restaurants.
- Office and financial institutions uses are allowed, but only on in upper floors or in secondary locations within the development.

Intensity/Density
- Commercial intensity is limited only by the lot size, maximum impervious surface, and off-street parking requirements.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, High Density Residential, Institutional, Neighborhood Vitality, Community Vitality, Regional Vitality.
- **Conditional Fit:** Medium Density Residential, Urban Residential, Medical.

Structure Features
- Maximum four stories.
- Multiple plains for front facades greater than 150 feet in length.

Structure Orientation On Site
- Building envelope is near the center of the lot or toward the rear of the lot.

Development Features (New Development)
- Large scale developments may have outlots for complementary uses.
- Design access points, traffic circulation, lighting, loading areas, dumpster locations, and signs to be sensitive to adjacent single-family residential areas.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

Meijer along US 30.

Kohl's Shopping Center along N. Detroit Street.

Example Photo to be inserted in Draft B

TRANSITIONAL CORE

Purpose
- To help areas on the fringe of the Urban Core to transition toward an urban environment, thus allowing sensitive transition from typically single-use areas to the mixed-use urban core.

Geographic Location
- Exclusively utilized on the fringe of Warsaw's downtown.

Land Uses
- Single-family residential, two-family residential conversions, live-work units, low intensity retail, small scale restaurant, office and professional services, and institutional uses.

Intensity/Density
- Commercial intensity is limited by the lot size and parking availability.
- Residential density is limited by the original platted lot sizes and the applicable development regulations for those lots.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Urban Residential, Institutional, Neighborhood Vitality, Transitional Core, Urban Core.
- **Conditional Fit:** High Density Residential, Medical, Community Vitality, Industrial.

Structure Features
- Maximum two and one-half stories for single-family residential structures.
- Maximum 3 stories for all other uses.
- Pitched roofs for all single-family and two-family residential structures and pitched or flat roofs for all other uses.
- Either maintain residential character of previously single-family structures, or construction of new commercial structures on previously residential lots.
- New buildings must have quality architectural features and massing similar to or complementary of adjacent structures.

Structure Orientation On Site
- Building envelope is near the center of the lot.

Development Features
- Not applicable.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

URBAN CORE

Purpose
- To establish an intense mixed-use urban center for civic gathering, and mixed-uses.

Geographic Location
- Exclusively utilized for Warsaw's downtown.

Land Uses
- **Ground Floor:** Primarily retail, entertainment, and restaurant. Secondarily service, office, and institutional.
- Upper Floor(s): Residential, office, entertainment, and restaurant uses.

Intensity/Density
- Commercial intensity is limited by the lot size and maximum building height.
- Residential density is limited by the lot size and maximum building height.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Urban Residential, Institutional, Neighborhood Vitality, Transitional Core, Urban Core.
- **Conditional Fit:** High Density Residential, Community Vitality.

Structure Features
- Minimum 2 stories and maximum five stories.
- Flat roofs.
- Glass-dominant ground floor facades.
- New buildings must have architectural features, horizontal elements, window sizes, and massing similar to historic buildings in the downtown.

Structure Orientation On Site
- Buildings allowed to be built to the property line.
- A maximum of five three stories built at the right-of-way with all other stories stepped back.

Development Features
- At least 70% of the front facade must be built to the right-of-way.
- Outdoor seating for food services is encouraged when possible.
- Outdoor storage is prohibited.
- Parking is generally provided off-site in parking facilities and on-street.

Regulation Implementation
- Utilize a zoning district, combined with specific development regulations to achieve the intent of this classification.

The Little Crow building is part of the urban core for downtown Warsaw.

Example Photo to be inserted in Draft B

Example Photo to be inserted in Draft B

INDUSTRIAL

Purpose
- To establish areas for utility facilities, industrial employment, warehousing, operations, and for complementary uses.

Geographic Location
- Near highways and arterials with accessibility for heavy and frequent trucks.
- Large tracts on the outskirts of the City.

Land Uses
- Manufacturing and assembly.
- Warehousing and distribution.
- Construction trades.
- Science and technology based companies.
- Utility substations.

Intensity/Density
- Industrial intensity is limited only by the lot size, maximum building envelope, maximum impervious surface, and on-site parking requirements.

Appropriate Adjacent Classifications
- **Best Fit:** Conservation, Parks and Recreation, Institutional, Industrial.
- **Conditional Fit:** High Density Residential, Urban Residential, Neighborhood Vitality, Community Vitality, Transitional Core.

Structure Features
- Maximum two stories of occupied floors.
- Structural features should not exceed 100 feet.
- Encourage facades that face highways or arterials to be aesthetically pleasing.

Structure Orientation On Site
- Building should be located toward highway or arterial right of ways to allow loading, parking, outdoor storage and other features of industrial facilities to be on less conspicuous sides of the building.

Development Features
- Outdoor storage should be screened when visible from a highway or arterial.
- Accessibility should be designed well to prevent congestion, assure turning movements are safe, and truck and car movement are separated when possible.

Regulation Implementation
- Utilize one or more zoning districts, combined with specific development regulations to achieve the intent of this classification.

Small scale industrial business along Cessna Road.

Example Photo to be inserted in Draft B


Example Photo to be inserted in Draft B

APPROPRIATE ADJACENT LAND CLASSIFICATIONS TABLE

The below table provides a quick reference for determining land classification compatibility. The information in this table mirrors the content in each of the land classification descriptions on the previous pages. "B" stands for Best Fit and "C" stands for Conditional Fit, meaning it is appropriate only when potential conflicts or impacts are mitigated by good design, adequate separation, landscape buffering, or other means.

LAND CLASSIFICATION MAP DESCRIPTION

The Land Classification Map on the following page communicates the desired distribution of the described land classifications. This distribution to the City's planning jurisdiction will help manage land use, improve community form, avoid conflicts, and improve connectivity and quality of life.

Specifically, the map depicts the community's land use and development form goals (land classifications) in a conceptual manner. It should not be construed as representing the precise location of land classifications. Instead, it should be used as a basis for support or influence when considering land use and/or development form decisions and zoning map changes.

The Land Classification Map does not establish the right to a certain density or intensity. The Warsaw Comprehensive Plan is instead a broad-brush approach to future land planning. Each development proposal should be reviewed based on of all sections and policies within the Warsaw Comprehensive Plan.

Appropriate Adjacent Land Classifications Table

	Conservation	Parks and Recreation	Low Density Residential	Medium Density Residential	High Density Residential	Urban Residential	Institutional	Medical	Neighborhood Vitality	Community Vitality	Regional Vitality	Transitional Core	Urban Core	Industrial Node
Conservation	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Parks and Recreation	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Low Density Residential	B	B	B	B	C	C	C	C	C	C				
Medium Density Residential	B	B	B	B	B	B	C	C	C	C	C			
High Density Residential	B	B	C	B	B	C	B	B	B	B	B	C	C	C
Urban Residential	B	B	C	B	C	B	C	C	C	C	C	B	B	C
Institutional	B	B	C	C	B	C	B	B	B	B	B	B	B	B
Medical	B	B	C	C	B	C	B	B	B	B	C	C		
Neighborhood Vitality	B	B	C	C	B	C	B	B	B	B	B	B	B	C
Community Vitality	B	B	C	C	B	C	B	B	B	B	B	C	C	C
Regional Vitality	B	B		C	B	C	B	C	B	B	B			
Transitional Core	B	B			C	B	B	C	B	C		B	B	C
Urban Core	B	B			C	B	B		B	C		B	B	
Industrial	B	B			C	C	B		C	C		C		B

B = Best Fit : C = Conditional Fit

Placeholder for the Land Classification Plan Pull-Out

Warsaw Comprehensive Plan

Part 4

PREFACE
page 1

PART 1:
Community Profile
page 6

PART 2:
Comprehensive Plan Essence
page 12

PART 3:
Land Classification Plan
page 26

PART 4:
Transportation Plan
page 46

PART 5:
Subarea Plans
page 70

City of Lakes - Since 1854
WARSAW
INDIANA
Living, Working, Playing

TRANSPORTATION PLAN INTRODUCTION

Part 4: Transportation Plan includes a plan for vehicles, bikes, pedestrians, and mass transportation. The City of Warsaw recognizes that providing and improving multiple modes of transportation is essential for its future growth and desirability.

It is important to note that in 2013, the City was designated a "Bike-Friendly Community" by the League of American Bicyclists. This designation was granted after several years of focused effort by the City and reflects the desire of the public and business community to install bike facilities and to accommodate cyclist safely into the transportation system. Additionally, the community-wide survey conducted for the Comprehensive Plan confirmed the public's interest in bike and pedestrian facilities. The City also recognizes national statistics and information that indicate that people, especially younger generations, desire alternative modes of transportation (i.e. everything except cars on streets) due to environmental, health, and quality of life benefits.

In recognition of the above mentioned accomplishments and trends, Warsaw's Comprehensive Plan will be the first in the City's history to be inclusive of all mainstream transportation modes. The purpose of recognizing and planning for alternative modes of transportation is to complement traditional vehicular transportation, not to replace it as the primary mode of transportation.

To address each mode of transportation, this Part is divided into the following three sections:

1. *Thoroughfare Plan* ..... *pg 47*
2. *Bike and Pedestrian Plan* ..... *pg 57*
3. *Passenger Rail Plan* ..... *pg 67*

Thoroughfare Plan

The Thoroughfare Plan establishes and describes the desired street classifications. It also establishes the Thoroughfare Plan Map which applies those street classifications to every street in Warsaw's planning jurisdiction. The Thoroughfare Plan Map represents a strategy to optimize the effectiveness of the City's streets, to improve safety, and to mitigate congestion. Although most elements of a Comprehensive Plan are planning for the next 10 years, this element is intentionally planning for the next 25 to 50 years.

Bike and Pedestrian Facility Plan

The Bike and Pedestrian Facility Plan establishes and describes the primary facilities used for bike and pedestrian movement. This section also includes the Bike and Pedestrian Facility Plan Map which denotes conceptually where each type of facility is intended to be installed or maintained to achieve effective connectivity. Although primarily designed for transportation purposes, the bike and pedestrian plan does take into consideration recreation, tourism and fitness as additional and important purposes for these facilities.

Passenger Rail Plan

The Passenger Rail Plan describes a passenger rail service opportunity that the City is striving to accomplish in conjunction with many other communities. This concept is still in the early planning stages, so this section provides the information known today and the vision for such a system in the future.

THOROUGHFARE PLAN

The City's Thoroughfare Plan focuses on facilities for motor vehicles primarily, but does take into consideration the right-of-way necessary to accommodate pedestrian and bike facilities. The following section outlines the established Street Classifications for the City of Warsaw.

Street Classifications and Descriptions

See the corresponding page number for each of the following Street Classifications to read a detailed description:

1. *Major Arterial Street* ..... *pg 48*
2. *Minor Arterial Street* ..... *pg 49*
3. *Major Collector Street* ..... *pg 50*
4. *Minor Collector Street* ..... *pg 51*
5. *Local Street* ..... *pg 52*

Section Hierarchy for Each Street Classification

Each of the Street Classifications listed above has a page dedicated to describing how it can be used to safely accommodate vehicular traffic and how it fits into the overall transportation system in the City. The following headings and corresponding descriptions are used to convey the essence of each Street Classification:

General Description Heading: Gives a brief description of why the street classification has been established.

Street Features Heading: Conveys the primary design standards that make each Street Classification unique. The standards include: minimum right-of-way, maximum number of lanes, minimum lane widths, curb requirements, pedestrian facilities, minimum pedestrian facility width, bike facilities, minimum bike facility width, on-street parking, minimum tree lawn, and street tree requirements.

Typical Cross Section Heading: References a typical cross section illustration of the street classification. The illustration is intended to portray a typical version of the street, but not the only version. When applied in the real world, variations in the design may be necessary to fit into the context.

Design Priorities Heading: During the design phase of all street improvement projects, decisions have to be made to best meet budgetary constraints, timelines, funding cycles, physical constraints, and political constraints. This section communicates the primary and secondary priorities for each street classification. Primary priorities are those that should be the highest priority in design decisions. Secondary priorities are those that may be considered less important, unnecessary, or to be pushed of to a future phase of the project.

Traffic Management Options Heading: Describes vehicular traffic management options to consider when improving a street. The options listed are intended to identify the most appropriate means to mitigate congestion, slow traffic (if appropriate), increase traffic efficiency (when appropriate), and improve safety.

Traffic Calming Options Heading: Describes means to slow vehicular traffic in areas where the contextual land uses or concern for safety deems it necessary. The options listed are intended to identify the most appropriate methods to slow traffic and to alert drivers to their surroundings.

Essential Utilities

In addition to transportation facilities the public rights-of-way can include above and below grade public utilities. To accommodate these utilities, the street cross sections shown in Part 4 may be offset to accommodate a utility strip along one side of the right-of-way.

MAJOR ARTERIAL STREET

General Description

Major Arterials are designed to carry very heavy volumes of traffic through the City and to major destinations out of the City. Generally, Major Arterials are used to mitigate congestion and to quickly and safely convey traffic.

Street Features

- **Minimum Right-of-Way:** 120 feet in non-urban areas and 90 feet in urban areas
- **Maximum Number of Lanes:** 4 lanes plus optional shared turning lane in areas with numerous curb cuts
- **Minimum Lane Width:** 11.5 feet in non-urban areas and 11 feet in urban areas
- **Curbs:** Required
- **Pedestrian Facilities:** Sidewalks are required in all urban areas and when identified on the Bike and Pedestrian Plan
- **Minimum Pedestrian Facility Width:** 8 feet
- **Bike Facilities:** Bike lanes are required when identified on the Bike and Pedestrian Plan
- **Bike Facility Width:** 5 feet
- **On-Street Parking:** Not Permitted, except in the urban core of the City (8 feet per side)
- **Minimum Tree Lawn:** 8 feet
- **Street Trees:** Canopy trees are required in the tree lawn or outside of the sidewalks

Typical Cross Section

See illustration below

Primary Design Priorities Within Right-of-Way

- Width of travel lanes
- Intersection safety and turn radius
- Vertical and horizontal alignment
- Drainage and stormwater management
- Bike and pedestrian safety at crossings
- Bike and pedestrian facilities when identified on the Bike and Pedestrian Plan

Secondary Design Priorities Within Right-of-Way

- Sensitive to adjacent land uses
- Street trees
- Tree lawn widths

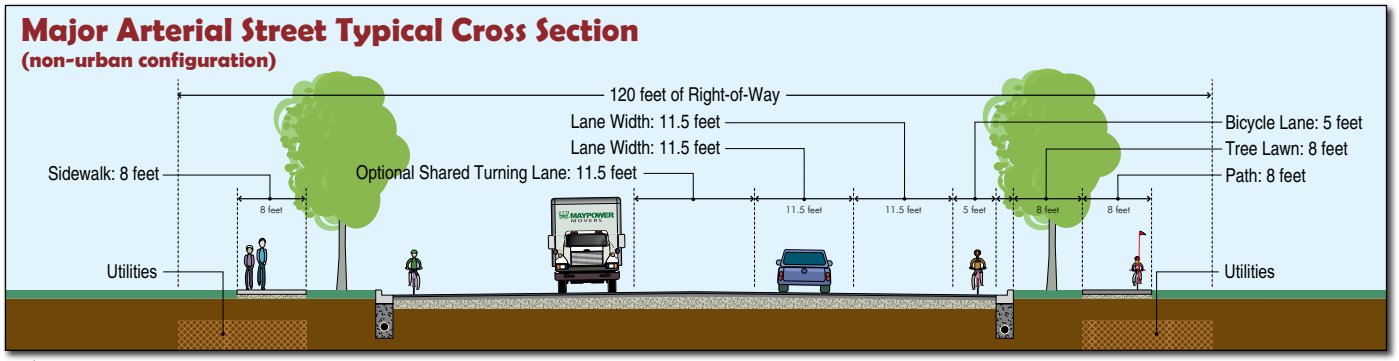
Traffic Management Options

- Defined turn lanes at intersections
- Shared turning lane in areas with numerous curb cuts
- Acceleration and deceleration lanes at major entrances
- Grade separation at railroads and highways
- Interchange ramps at highways
- Clear way-finding and information signs

Traffic Calming Options

- Not applicable

Center Street looking west.



MINOR ARTERIAL STREET

General Description

Minor Arterials are designed to carry heavy volumes of traffic through the City and to destinations out of the City. Minor Arterials primarily connect Collector Streets with Major Arterials and Highways.

Street Features

- **Minimum Right-of-Way:** 100 feet in non-urban areas and 80 feet in urban areas
- **Maximum Number of Lanes:** 4 lanes
- **Minimum Lane Width:** 11 feet in non-urban areas and 10.5 feet in urban areas
- **Curbs:** Required
- **Pedestrian Facilities:** Sidewalks are required in all urban areas and when identified on the Bike and Pedestrian Plan
- **Minimum Pedestrian Facility Width:** 8 feet
- **Bike Facilities:** Bike lanes are required when identified on the Bike and Pedestrian Plan
- **Bike Facility Width:** 5 feet
- **On-Street Parking:** Not Permitted, except in the urban core of the City (8 feet per side)
- **Minimum Tree Lawn:** 8 feet
- **Street Trees:** Canopy trees are required in the tree lawn or outside of the sidewalks

Typical Cross Section

See illustration below

Primary Design Priorities Within Right-of-Way

- Width of travel lanes
- Intersection safety and turn radius
- Drainage and stormwater management
- Bike and pedestrian safety at crossings
- Bike and pedestrian facilities when identified on the Bike and Pedestrian Plan

Secondary Design Priorities Within Right-of-Way

- Sensitive to adjacent land uses
- Street trees
- Tree lawn widths
- Vertical and horizontal alignment

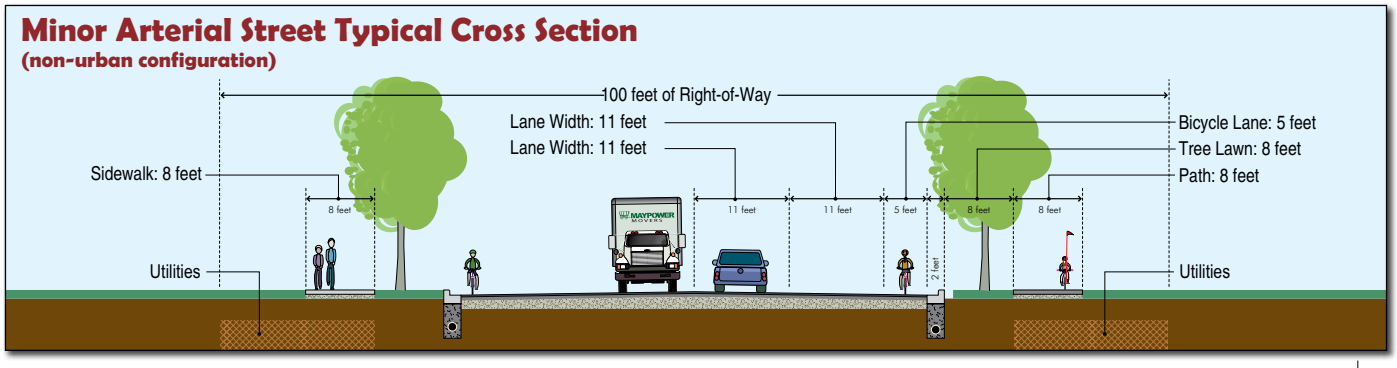
Traffic Management Options

- Defined turn lanes at major intersections
- Acceleration and deceleration lanes at major entrances
- Clear way-finding and information signs

Traffic Calming Options

- Change of paving surface at intersections
- Narrowing of lane widths with the utilization of straight curbs
- Caution signs
- Reduction of speed limits

Winona Avenue lookig east.



MAJOR COLLECTOR STREET

General Description

A Major Collector Street is designed to carry moderate volumes of traffic throughout the City. These streets primarily provide a secondary level of connectivity and serve to connect Local Streets with Arterial Streets.

Street Features

- **Minimum Right-of-Way:** 90 feet in non-urban areas and 66 feet in urban areas
- **Maximum Number of Lanes:** 2 lanes
- **Minimum Lane Width:** 10.5 feet in non-urban areas and 10 feet in urban areas
- **Curbs:** Required
- **Pedestrian Facilities:** Sidewalks are required along all Major Collectors within City limits
- **Minimum Pedestrian Facility Width:** 6 feet
- **Bike Facilities:** Bike lanes are required when identified on the Bike and Pedestrian Plan
- **Bike Facility Width:** 5 feet
- **On-Street Parking:** Permitted in urban areas, encouraged in the core of the City (8 feet per side)
- **Minimum Tree Lawn:** 6 feet
- **Street Trees:** Trees are required in tree lawn

Typical Cross Section

See illustration below

Primary Design Priorities Within Right-of-Way

- Width of travel lanes
- Intersection safety and turn radius
- Drainage and stormwater management
- Bike and pedestrian safety at crossings
- Bike and pedestrian facilities when identified on the Bike and Pedestrian Plan
- Sensitive to adjacent land uses

Secondary Design Priorities Within Right-of-Way

- Street trees
- On-street parking
- Tree lawn widths
- Vertical and horizontal alignment

Traffic Management Options

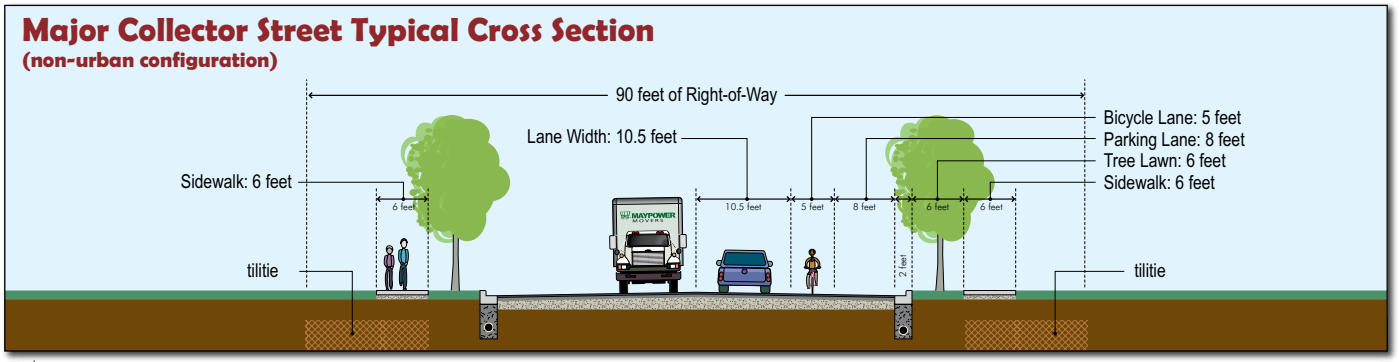
- Roundabouts
- Defined turn lanes at major intersections
- Acceleration and deceleration lanes at major entrances
- Clear way-finding and information signs
- Bump-outs (curbs) at intersections

Traffic Calming Options

- Change of paving surface at intersections
- Narrowing of lane widths with the utilization of straight curbs
- Caution signs
- Reduction of speed limits
- Bike lanes

Patterson Street looking east.

Major Collector Street Typical Cross Section
(non-urban configuration)



MINOR COLLECTOR STREET

General Description

A Minor Collector Street is designed to carry moderate to low volumes of traffic in subdistricts of the City. These streets primarily provide a secondary level of connectivity and serve to connect Local Streets with Major Collectors and Arterial Streets.

Street Features

- **Minimum Right-of-Way:** 80 feet in non-urban areas and 60 feet in urban areas
- **Maximum Number of Lanes:** 2 lanes
- **Minimum Lane Width:** 10 feet in non-urban areas and 9.5 feet in urban areas
- **Curbs:** Required
- **Pedestrian Facilities:** Sidewalks are necessary along all Minor Collectors within City limits
- **Minimum Pedestrian Facility Width:** 6 feet
- **Bike Facilities:** Bike lanes are required when identified on the Bike and Pedestrian Plan
- **Bike Facility Width:** 5 feet
- **On-Street Parking:** Permitted in urban areas, encouraged in the core of the City (7 feet per side)
- **Minimum Tree Lawn:** 6 feet
- **Street Trees:** Trees are required in tree lawn

Typical Cross Section

See illustration below

Primary Design Priorities Within Right-of-Way

- Sensitive to adjacent land uses
- Bike and pedestrian safety at crossings
- Bike and pedestrian facilities when identified on the Bike and Pedestrian Plan
- Tree lawn widths
- Street trees

Secondary Design Priorities Within Right-of-Way

- Drainage and stormwater management
- Intersection safety and turn radius
- Width of travel lanes
- On-street parking
- Vertical and horizontal alignment

Traffic Management Options

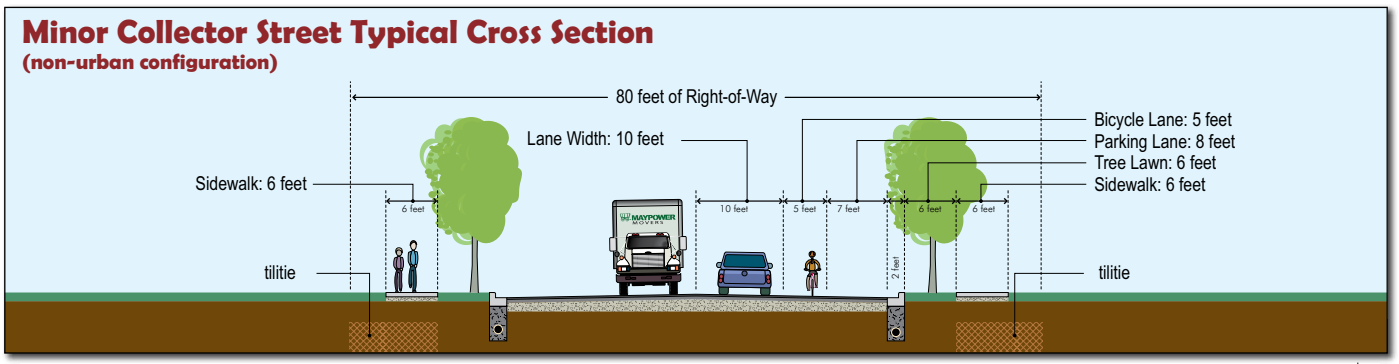
- Roundabouts
- Clear way-finding and information signs
- Bump-outs (curbs) at intersections

Traffic Calming Options

- Narrowing of lane widths with the utilization of straight curbs
- Reducing shoulder of roadway
- Reduction of speed limits
- Slight change in horizontal alignment of street

Harrison Street looking south.

Minor Collector Street Typical Cross Section
(non-urban configuration)



LOCAL STREET

General Description

A Local Street is designed to carry low to very low volumes of traffic throughout neighborhoods and non-residential developments. Generally, a Local Street is designed to provide access to platted residential lots and small scale non-residential properties. Local Streets may include non-through streets.

Street Features

- **Minimum Right-of-Way:** 60 feet
- **Maximum Number of Lanes:** 2 lanes
- **Minimum Lane Width:** 9.5 feet in non-urban areas and 9 feet in urban areas
- **Curbs:** Required
- **Pedestrian Facilities:** Sidewalks are required in all residential subdivisions and internally within commercial development, especially connections to perimeter streets
- **Minimum Pedestrian Facility Width:** 5 feet
- **Bike Facilities:** Bike lanes are required when identified on the Bike and Pedestrian Plan
- **Bike Facility Width:** 5 feet
- **On-Street Parking:** Permitted (7 feet per side)
- **Minimum Tree Lawn:** 6 feet
- **Street Trees:** Trees are required in tree lawn

Typical Cross Section

See illustration below

Primary Design Priorities Within Right-of-Way

- Sensitive to adjacent land uses
- Bike and pedestrian safety at crossings
- Bike and pedestrian facilities
- Tree lawn widths
- Street trees

Secondary Design Priorities Within Right-of-Way

- Drainage and stormwater management
- Intersection safety and turn radius
- Width of travel lanes
- On-street parking

Traffic Management Options

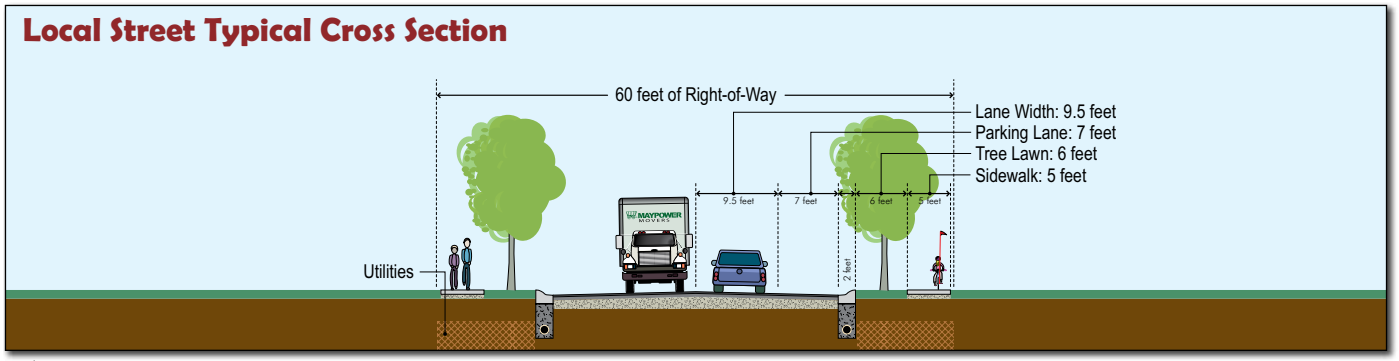
- Roundabouts
- Clear way-finding and information signs
- Bump-outs (curbs) at intersections

Traffic Calming Options

- Narrowing of lane widths with the utilization of straight curbs
- Speed humps or dips
- Reduction of speed limits
- Utilizing curved street design

Sheridan Street looking west.

Local Street Typical Cross Section



STREET CLASSIFICATION COMPARISON

The below table provides a quick reference for comparing the different Street Classifications. The information in the below table mirrors the content in each of the Street Classification descriptions on the previous pages. However, it does not include all the information on previous pages, just the main street features.

THOROUGHFARE PLAN MAP DESCRIPTION

The Thoroughfare Plan Map (on the next page) applies one of the established Street Classifications (from the previous pages) to every street in Warsaw's planning jurisdiction. The applied Street Classification represents the desired street configuration which is planned to evolve to that configuration, or something similar, over the course of 25 to 50 years. The Street Classifications are not intended to reflect the street facility as it currently exists.

The Thoroughfare Plan Map also denotes where new streets are necessary to fulfill the Warsaw Comprehensive Plan's principles and goals. These new streets should be viewed as mandatory when land is being developed adjacent to or inclusive of the new street's proposed location, resulting in the necessary right-of-way being set aside and left undeveloped.

See the Bike and Pedestrian Plan for non-vehicular facility descriptions and its associated map.

Street Classification	Typical Right-of-Way	Typical Number of Lanes	Typical Lane Widths	Sidewalk Width	On-Street Parking (Minimum Width for Each Side)	Minimum Tree Lawn	Street Trees
Major Arterial Street	120 feet	4	11.5 feet	8	Only in urban core (8 feet)	8'	Required
Minor Arterial Street	100 feet	4	11 feet	8	Only in urban core (8 feet)	8'	Required
Major Collector Street	90 feet	2	10.5 feet	6	Optional in urban areas (8')	6′	Required
Minor Collector Street	80 feet	2	10 feet	6	Optional in urban areas (7′)	6'	Required
Local Street	60 feet	2	9.5 feet	5	Optional on one or both sides (7')	5′	Required

Placeholder for Thoroughfare Plan Pull-Out

Back Side of Thoroughfare Plan Pull-Out

BIKE AND PEDESTRIAN PLAN

The City's Bike and Pedestrian Plan focuses on facilities for non-motorized transportation. One primary purpose for these facilities is to provide an alternative for people to get to where they are going without using their vehicles (i.e. for commuting or visiting friends nearby). As a result, bike and pedestrian facilities help mitigate traffic throughout the City while improving the health of residents. Another primary purpose for bike and pedestrian facilities is to provide a means for people who cannot drive vehicles (e.g. youth, vision impaired, and seniors) to safely get to local destinations. For this reason, all bike and pedestrian facilities are intended to accommodate all handicap accessible devices.

The secondary purpose for bike and pedestrian facilities is fitness training and general recreation. People desirous of a healthy life-style need facilities to safely walk, run, skate/blade, or cycle. The City of Warsaw realizes not all bike and pedestrian facilities are designed for all types of fitness activities (e.g. fitness cycling is not appropriate on sidewalks). Therefore, multiple bike and pedestrian facilities may be necessary in the same right-of-way to accommodate different activities.

Bike and Pedestrian Facility Classifications and Descriptions

The following bike and pedestrian facility classifications are used on the Bike and Pedestrian Plan Map:

1. *Residential Sidewalk* ..... *pg 58*
2. *Urban Residential Sidewalk*..... *pg 59*
3. *Urban Commercial Sidewalk* ..... *pg 60*
4. *Side Path* ..... *pg 61*
5. *On-Street Bike Lane* ..... *pg 62*
6. *Off-Street Trail* ..... *pg 63*

Each of the bike and pedestrian facility classifications listed above has a page dedicated to describing how it can be used to convey bike and pedestrian traffic and how it fits into the fabric of the City. Further, the following headings are used, as described below, to convey the essence of each bike and pedestrian facility classification:

"General Description" Heading: This section gives the reader a brief description of why the bike and pedestrian facility classification has been established.

"Bike and Pedestrian Facility Features" Heading : This section conveys the primary design standards that make each bike and pedestrian facility classification unique. The standards include: right-of-way, minimum facility width, construction material, joints, obstructions, and street separation.

"Image Example" Heading: This section references images of the bike and pedestrian facility classification being described. The images are intended to portray some of the best examples available in Warsaw, but might not represent the purest intent of the facility. When applied in the real world, variations in the design may also be necessary to adjust to the context.

"Design Priorities" Heading: During the design phase of all bike and pedestrian facility improvements, decisions have to be made to best meet budgetary constraints, timelines, funding cycles, physical constraints, and public desires. This section communicates the primary and secondary priorities for each bike and pedestrian facility classification. Primary priorities are those that should not be foregone in design decisions. Secondary priorities are those that can be considered for compromise, non-inclusion, or later phases.

"Safety Enhancements" Heading: This section describes bike and pedestrian safety options to consider when installing or improving a facility. The enhancements listed are intended to identify the most appropriate for the subject facility.

RESIDENTIAL SIDEWALK

General Description

A Residential Sidewalk is designed to accommodate the following type of pedestrian activities in suburban neighborhoods:

- commuting
- walking
- exercise
- pushing strollers
- children's recreation

Generally, Residential Sidewalks provide connectivity from home to home and linkages to bike and pedestrian facilities along perimeter roads (e.g. Side Paths).

Facility Features

- **Right-of-Way:** Fully within a public right-of-way
- **Minimum Facility Width:** 5 feet
- **Construction Material:** Concrete
- **Joints:** Saw-cut preferred, tooled is permitted
- **Obstructions:** None allowed
- **Street Separation:** 5 to 6-foot Tree Lawn is required

Image Example

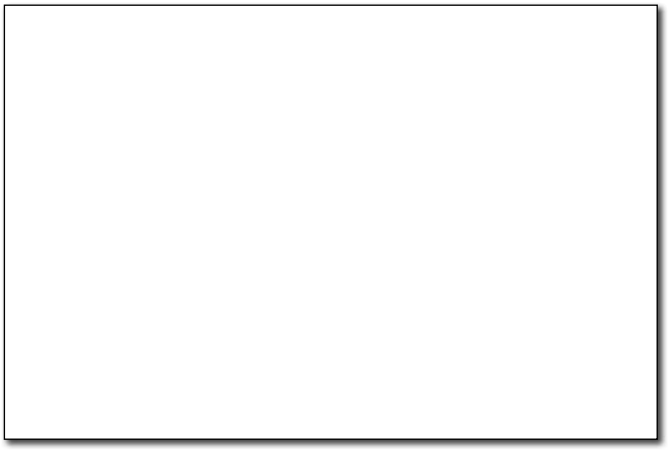
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Reinforcing neighborhood needs
  - ADA compliance especially at intersections
  - Unobstructed by vegetation or utilities
- **Secondary Priorities:**
  - Avoid steep slopes
  - Avoid sharp or unnecessary curvature of alignment

Safety Enhancements

- Striped or otherwise marked crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 7 feet of clearance
- Down lighting



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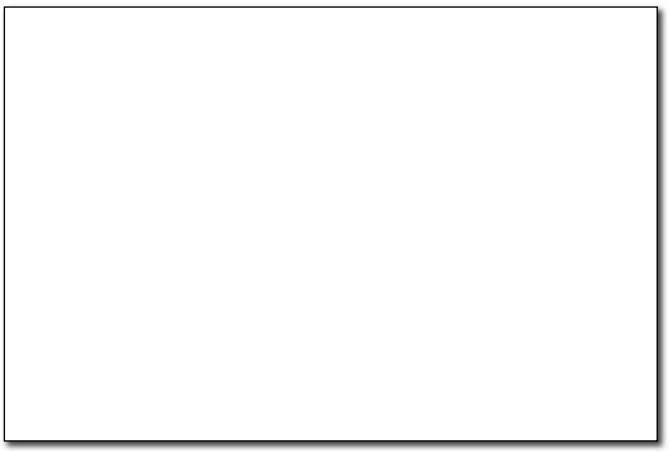

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URBAN RESIDENTIAL SIDEWALK

General Description

An Urban Residential Sidewalk is designed to accommodate the following type of pedestrian activities in urban neighborhoods:

- commuting
- walking
- exercise
- pushing strollers
- children's recreation

Generally, Urban Residential Sidewalks provide connectivity from home to home and linkages to bike and pedestrian facilities along perimeter roads (e.g. Side Paths) or Urban Commercial Sidewalks.

Because separation from the street is preferred, this type of facility is not encouraged in new subdivisions or developments.

Facility Features

- **Right-of-Way:** Fully within a public right-of-way
- **Minimum Facility Width:** 6 feet
- **Construction Material:** Concrete, brick or hardscape pavers
- **Joints:** Not applicable, but saw-cut is preferred for concrete sidewalks
- **Obstructions:** Street lights, street signs, and trees may be located in the sidewalk as long as 5 feet of clear-way is maintained in all instances
- **Street Separation:** Not required

Image Example

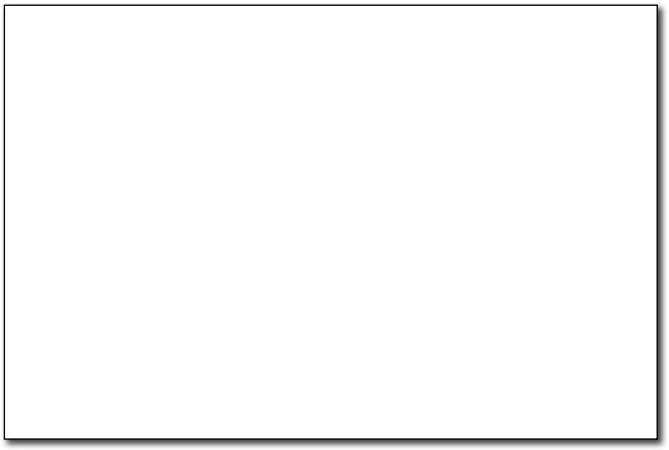
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Reinforcing neighborhood character
  - ADA compliance at intersections
  - Street trees
- **Secondary Priorities:**
  - Unobstructed by vegetation or utilities
  - Avoid steep slopes
  - Avoid unnecessary curvature of alignment

Safety Enhancements

- Striped or otherwise marked crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 7 feet of clearance
- Down lighting



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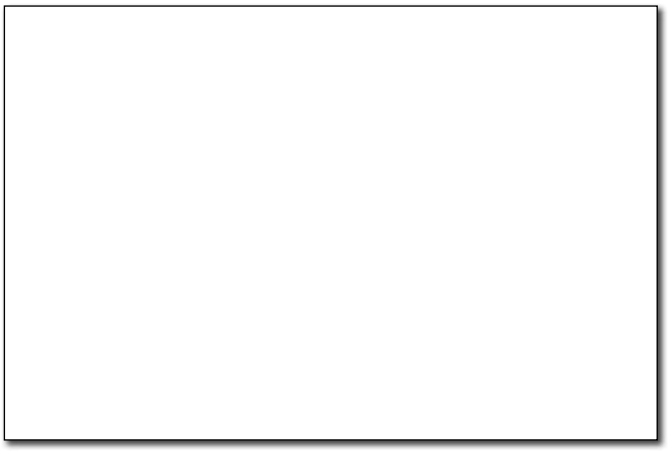


Example Photo to be inserted in Draft B

URBAN COMMERCIAL SIDEWALK

General Description

An Urban Commercial Sidewalk is designed to accommodate the following type of pedestrian activities in urban settings:

- commuting
- walking
- non-bicycle exercise
- sitting on benches
- outdoor dining
- pushing strollers

Generally, Urban Commercial Sidewalks provide connectivity from business to business and linkages to other pedestrian facilities along perimeter roads (e.g. Side Paths) or Urban Residential Sidewalks.

Facility Features

- **Right-of-Way:** Fully within a public right-of-way
- **Minimum Facility Width:** 10 feet, 12 feet preferred
- **Construction Material:** Concrete, brick or hardscape pavers
- **Joints:** Not applicable, but saw-cut is preferred for concrete sidewalks
- **Obstructions:** Street lights, street signs, planters, trees, public art, and seating may be located on the sidewalk as long as 5 feet of clear-way is maintained in all sections
- **Street Separation:** Not required

Image Example

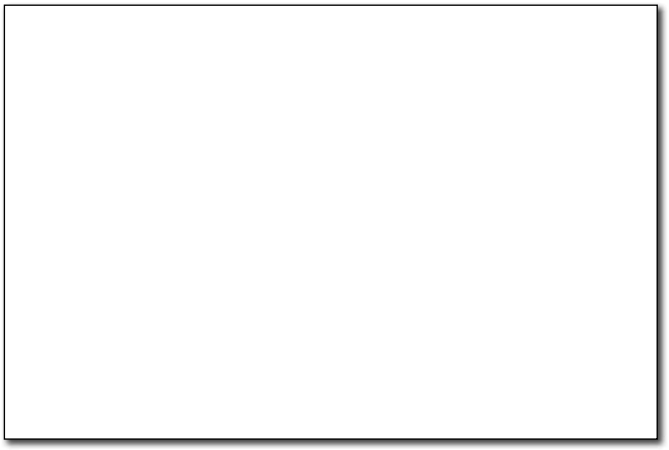
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Reinforcing commercial character
  - ADA compliance at intersections
  - Variation in construction materials
  - Street trees
- **Secondary Priorities:**
  - Unobstructed by vegetation or utilities
  - Avoid steep slopes

Safety Enhancements

- Striped or otherwise marked crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 7 feet of clearance
- Down lighting
- Tabled (raised) crosswalks



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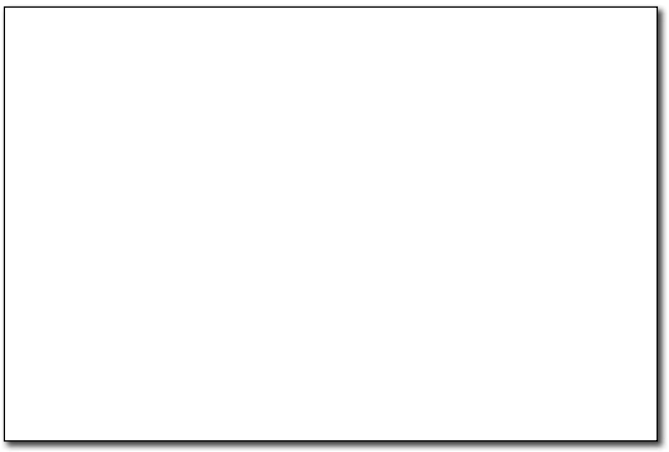

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SIDE PATH

General Description

A Side Path is designed to accommodate the following type of bike and pedestrian activities along collector, parkway and arterial streets:

- walking
- jogging
- pushing strollers
- children recreation
- skating/blading
- slow to moderate speed cycling
- commuting

Generally, Side Paths provide connectivity from neighborhood to neighborhood and linkages to community amenities (e.g. Parks and Neighborhood Vitality Notes).

Facility Features

- **Right-of-Way:** Fully within a public right-of-way
- **Minimum Facility Width:** 8 feet, 10 feet preferred in high utilization areas
- **Construction Material:** Asphalt or saw-cut concrete
- **Joints:** Not applicable for asphalt, but concrete must have saw-cut joints
- **Obstructions:** None allowed
- **Street Separation:** Minimum of 8 feet

Image Example

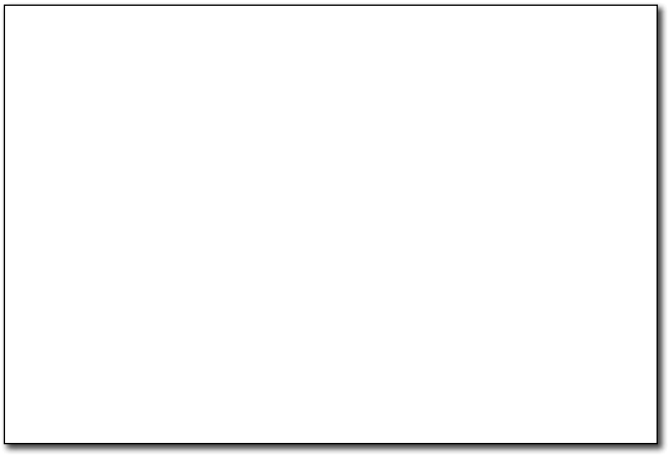
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Unobstructed by vegetation or utilities
  - Use slight curves to avoid obstructions
  - Positive drainage away from Side Path
  - Placement on both sides of the street
  - ADA compliance at intersections
- **Secondary Priorities:**
  - Reinforcing local character
  - Avoid steep slopes

Safety Enhancements

- Striped crossings at streets and major curb cut intersections
- Signs for bikes, pedestrians and automobiles at intersections
- Smooth transitions from Off-Street Trail to street surface at intersections
- Tree canopy trimmed to give at least 7 feet of clearance
- Bollards or chicane gates at bike or pedestrian approaches to major streets or mid-block crossings.
- Down lighting



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ON-STREET BIKE LANE

General Description

An On-Street Bike Lane is designed to accommodate the following bike activities along existing roadways:

- commuting
- fitness cycling
- recreation cycling

Generally, On-Street Bike Lanes are intended to provide a safer facility for fast-moving bike traffic.

Facility Features

- **Right-of-Way:** Fully within a public right-of-way
- **Minimum Facility Width:** 5 feet
- **Construction Material:** Asphalt
- **Joints:** Not applicable
- **Obstructions:** None allowed
- **Street Separation:** By painted strip

Image Example

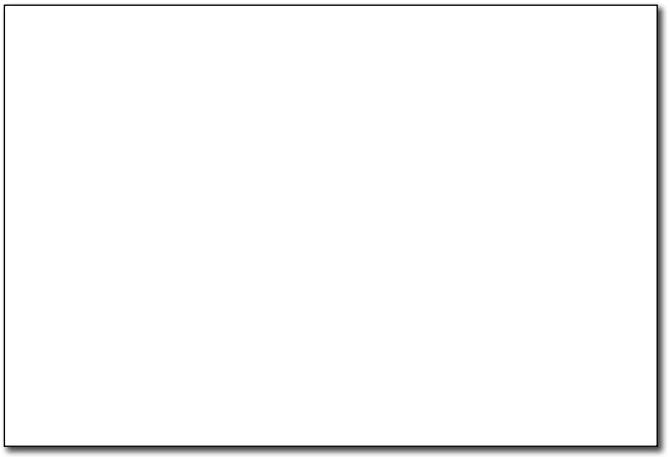
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Lane definition
  - Information and traffic signs
  - Unobstructed by vegetation or utilities
  - Placement on both sides of street
  - Positive drainage away from On-Street Bike Lane
- **Secondary Priorities:**
  - Lighting
  - Avoid steep slopes
  - Avoid unnecessary curvature or alignment

Safety Enhancements

- Flush striped lanes (not raised markings) at street intersections
- Smooth transitions from asphalt to curb
- Street sweep sand, stones and debris from bike lanes
- Lighting
- Storm water inlet orientation and product selection
- Separation between parallel parking and bike lanes
- Bike signals
- Bike boxes at intersections to allow bicyclists to navigate the intersection more safely and ahead of automobile movements.



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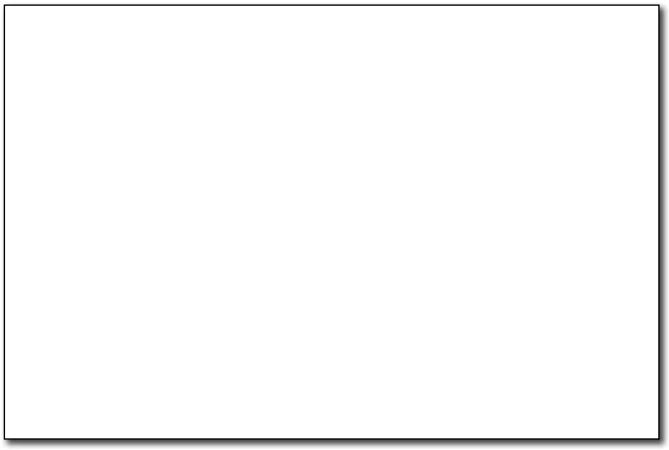

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OFF-STREET TRAIL

General Description

An Off-Street Trail is designed to accommodate the following type of bike and pedestrian activities along natural or off-street corridors.

- walking
- jogging
- commuting
- pushing strollers
- children recreation
- skating/blading
- slow to moderate speed cycling

Generally, Off-Street Trails provide recreation and fitness opportunities as well as a thoroughfare in natural settings.

Facility Features

- **Right-of-Way:** Not in a street right-of-way, but within an easement, floodplain or public park. Easements should be a minimum of 20 feet in width
- **Minimum Facility Width:** 10 feet ,12 feet preferred
- **Construction Material:** Asphalt, crushed limestone or other suitable surface
- **Joints:** Not applicable, but as smooth as possible
- **Obstructions:** None allowed
- **Street Separation:** Not applicable

Image Example

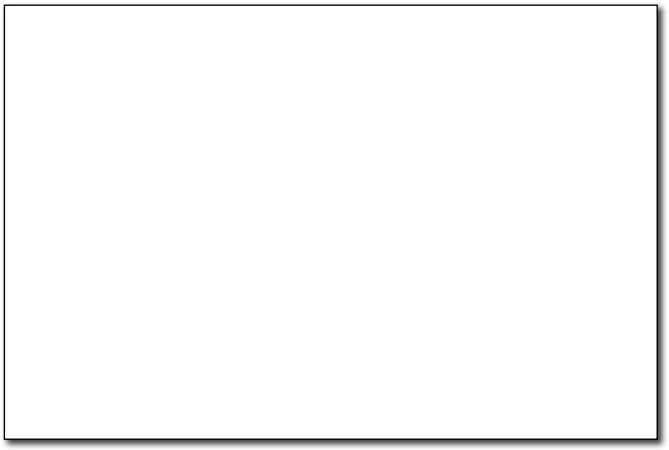
See images in right column.

Design Priorities

- **Primary Priorities:**
  - Unobstructed by vegetation or utilities
  - Minimize disturbance to sensitive natural features
  - Reflect natural character
  - Use curves to avoid obstructions
  - Positive drainage away from Off-Street Trail
  - Bike parking areas
- **Secondary Priorities:**
  - ADA compliance at intersections
  - Avoid steep slopes

Safety Enhancements

- Striped crossings at street intersections
- Signs for bikes, pedestrians and automobiles at intersections
- Smooth transitions from Off-Street Trail to street surface at intersections
- Bollards or chicane gates at pedestrian approaches to major streets or mid-block crossings
- Grade-separated crossings
- Lighting at intersections



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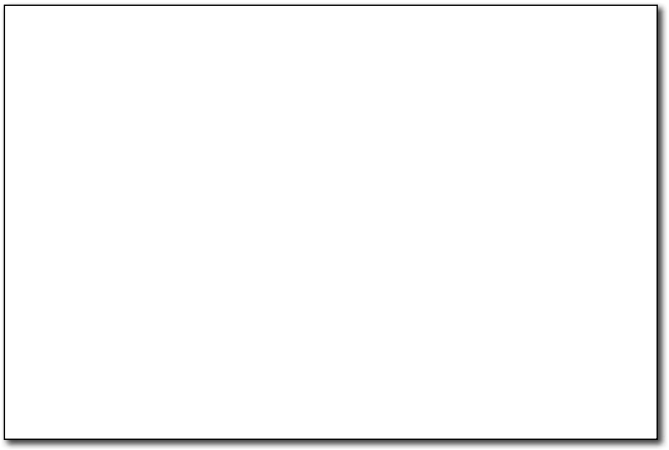

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BIKE AND PEDESTRIAN FACILITY CLASSIFICATION COMPARISON

The below table provides a quick reference for comparing the different bike and pedestrian classifications. The information in the below table mirrors the content in each of the bike and pedestrian facility classification descriptions on the previous pages.

BIKE AND PEDESTRIAN PLAN MAP

The Bike and Pedestrian Plan Map (on page 65) applies the bike and pedestrian facility classifications, from the previous pages, across Warsaw's planning jurisdiction. The bike and pedestrian facility classifications represent the desired future system, not what exists today.

The Bike and Pedestrian Plan Map is used to denote where new or enhanced bike and pedestrian facilities are necessary to fulfill the *Warsaw Comprehensive Plan's* goals to mitigate traffic and promote ease of travel via all modes of transportation. These bike and pedestrian facilities should be viewed as mandatory when land is being developed adjacent to or inclusive of the new facility's proposed location.

See the Thoroughfare Plan for vehicular facility classifications.

Bike and Pedestrian Facility Classification	Right-of-Way	Minimum Facility Width	Construction Material	Joints	Obstructions	Street Separation
Residential Sidewalk	Fully within a public right-of-way	5'	Concrete	Saw-cut preferred, tooled permitted	None allowed	Minimum 5' Tree Lawn
Urban Residential Sidewalk	Fully within a public right-of-way	6'	Concrete, brick or hardscape pavers	N/A but saw-cut preferred for concrete	Street lights, street signs and trees may be located in the sidewalk as long as 5' of clear-way is maintained	Not required
Urban Commercial Sidewalk	Fully within a public right-of-way	10'	Concrete, brick or hardscape pavers	N/A but saw-cut preferred for concrete	Street lights, street signs and trees may be located in the sidewalk as long as 5' of clear-way is maintained	Not required
Side Path	Fully within a public right-of-way	8'	Asphalt or saw-cut concrete	N/A but concrete must be saw-cut	None allowed	Minimum 8' Tree Lawn
On-Street Bike Lane	Fully within a public right-of-way	5'	Asphalt	N/A	None allowed	By painted strip
Off-Street Trail	Not in a street right-of-way, but within an easement, floodplain or public park	10'	Asphalt, crushed limestone or other suitable surface	N/A	None allowed	N/A

Placeholder for Bike and Pedestrian Plan Pull-Out Map

Back Side of Bike and Pedestrian Plan Map

PASSENGER RAIL PLAN

The City's Passenger Rail Plan is in its infancy. A concept has been conceived, but much work still needs to be completed to solidify the idea.

The City is actively working with the Northeast Indiana Passenger Rail Association, Inc. to establish passenger service from Chicago Illinois to Columbus Ohio. When established, Warsaw would be one of eleven stops along the route. The proposed route could carry as much as twelve trains per day and carry trains traveling up to 130 miles per hour in non-urban areas. Passengers wishing to travel to downtown Chicago could arrive in less than an hour and one-half. Similarly, a trip to Fort Wayne would take just one-half hour.

It is suggested that a passenger line can provide opportunities for people to commute to jobs, take excursions for recreation, and travel to international airports, when considering shuttles to those airports from train stations. A stop in Warsaw could also bring tourists to the City and allow business travelers to arrive via train instead of their car. Collectively, these benefits are expected to make a passenger line an attractive opportunity for the City of Warsaw.

The *Northern Indiana/Ohio Passenger Rail Corridor Feasibility Study and Business Plan* Executive Summary prepared for the Northeast Indiana Passenger Rail Association states that benefits include reduced travel times between cities, reduced congestion on highways, and reduced travel cost. The study goes on to state that 2.1 million riders would be generated in the year 2020 and rise to 3.3 million in 2040. A copy of this executive summary can be found at www.niprarail.org.

Many factors will contribute to the viability of a passenger rail system. For instance, the cost of gasoline would influence ridership. Other factors include:

- The current and projected residential and business population that would be served,
- Cost of upgrades and the condition of the existing infrastructure,
- Amount of State and Federal subsidies for studies, upgrades and operations,
- "Last mile" convenience at rider's destination,
- Frequency of stops (i.e. arrivals/departures),
- Actual and perceived degree of safety and security, and
- Time riding verses the time for driving a car.

This section of the Transportation Plan is intended to explore opportunities for a passenger rail station and to mitigate conflicts.

Passenger Rail Station Location Options

There are four potential locations in Warsaw for a passenger train depot. They are (in no particular order):

South Downtown: The south downtown option includes the south side of the CSX rail line between Buffalo Street and Detroit Street (aka SR 15). Indiana Street and High Streets would be closed at the rail crossing, but Jefferson Street north of the tracks would remain open, thus providing circulation. These three city blocks would allow a 500 foot platform and 1,000 feet of track for trains to stop without blocking traffic.

Pros	Cons
Close proximity to the downtown employment district, entertainment, and core population.	Shortest stretch of rail without blocking traffic out of the three options.
Add significant vitality to the downtown, Winona Ave. and the Marsh Supermarket areas.	Would have to acquire all property south of CSX rail down to Winona Ave., 3 square blocks.
Adjacent to major arterial	

Southwest Downtown: The southwest downtown option includes the north side of the CSX rail line between Hand Ave and Union Street. No north/south streets would need to be closed and access to the train station would be from Market Street. This stretch of rail would allow a 500 foot platform and a full 1,700 feet of track for trains to stop without blocking traffic.

Pros	Cons
Walkable from the downtown employment district, entertainment, and core population.	Stable residential areas adjacent to the south.
Half-block of depth north of the CSX rail is under-utilized industrial ground.	Would have to acquire all property south of CSX rail down to Winona Ave., 3 square blocks.
Significant stretch of rail without blocking traffic.	Minimal direct economic impact for downtown.

Gatke Building Area:

The Gatke Area option includes the north side of the CSX rail line between Harrison Street and McKinley Street. No north/south streets would need to be closed due to grade seperation. The depot would be accessed off of McKinley Street and Durbin Street. This stretch of rail would allow a 500 foot raised platform and almost 2 1/2 miles of track without crossings to be concerned about.

Pros	Cons
Property is available and predominantly owned by the City.	Not walkable from the downtown.
Walkable to the Village of Winona Lake.	Brownfield sites and adjacent industrial uses.
Longest stretch of rail without blocking traffic out of the three options.	Least accessible site out of the three options.

Winona Avenue Area:

The Winona Avenue Area option includes the south side of the CSX rail line between the Norfolk Southern Line and Scott Street. No north/south streets would need to be closed. The depot would accessed off of Winona Avenue. This stretch of rail would allow a 500 foot platform and approximately 2,500 feet of track without crossings to be concerned about.

Pros	Cons
Property is under-utilized commercial ground.	A little beyond what is considered an easy walk from the downtown.
Would add significant vitality to Winona Ave.	Would have to acquire business properties south of CSX rail down to Winona Ave.
More than enough rail without blocking traffic.	Least accessible site out of the three options.
Accessible to a minor arterial	Minimal direct economic impact for downtown.

Warsaw Comprehensive Plan

Part 5

PREFACE
page 1

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Community Profile
page 6

PART 2:
Comprehensive Plan Essence
page 12

PART 3:
Land Classification Plan
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PART 4:
Transportation Plan
page 46

PART 5:
Subarea Plans
page 70

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SUBAREA PLANS INTRODUCTION

Part 5: Subarea Plans has been established to provide a place for neighborhood, corridor, or sub-district plans conducted for the City of Warsaw. This Part allows these more detailed and implementation-focused planning efforts to be woven into the City's Comprehensive Plan. However, this section isn't intended to house the complete document. Rather, what's contained herein is the core content or "plan" language, minus information about the process, data discovered, and rational used. Essentially its an executive summary for each subarea plan conducted since the publishing of the Comprehensive Plan.

Critical Corridor and Subareas

1. East Market Street Neighborhood Plan (pg 72)
2. Center Street Grade Separation Plan (pg 74)

Critical Corridor and Subarea Descriptions

Each of the neighborhood, corridor, or sub-district plans has a series of two-page layouts dedicated to describing the vision, plan, implementation steps, and how it should be used to manage growth and development in these sensitive areas. For organizational purposes, the following headings are used, as described below, to convey the essence of each neighborhood, corridor, or sub-district plan.

"Subarea Overview" Heading: Gives the reader a brief description of the existing conditions, history, and reasons why the corridor or subarea is considered critically important. It also details obstacles and opportunities that existed at the time of the plan.

"Subarea Boundaries" Heading: Conveys where each neighborhood, corridor, or sub-district is located within Warsaw's planning jurisdiction.

"Implementation Strategy" Heading: Describes the implementation steps, projects, policies, or programs necessary to achieve the desired result in the neighborhood, corridor, or sub-district.

"Design Guidelines" Heading: Establishes the physical goals for the neighborhood, corridor, or sub-district. It should be referenced and used to influence decisions made by the Plan Commission, Board of Zoning Appeals and City Council when considering a development proposal in or adjacent to the subarea.

"Subarea Plan Map" Heading: Each neighborhood, corridor, or sub-district has a full-page illustration of the area within its boundaries. The Plan map is included to support the "Implementation Strategy" and "Design Guidelines" sections and to illustrate additional information not included in the written text. In each maps, the Bike and Pedestrian Plan Map and Thoroughfare Plan Map information is integrated as to not lose sight of their importance.

FUTURE STUDIES AND PLANS

The neighborhood, corridor, or other sub-district plans included in Part 5 are the result of detailed studies or independent planning efforts completed by the City of Warsaw after the publication of the Comprehensive Plan. The City recognizes that there are several other "critical" subareas in its planning jurisdiction that remain to be studied or planned for in detail. It is anticipated that the City will work toward accomplishing other planning processes as time and its budgets permit, and based on impending need.

Potential Subareas for Future Consideration

The subareas that may be studied and planned for in the future include, but are not limited to the following (in no particular order):

1. *US 30 Corridor*
2. *Airport Subarea*
3. *Winona Ave. East Corridor*
4. *Winona Ave. West and Market St. West Corridors*
5. *Fairgrounds Subarea*
6. *Downtown Core*
7. *Tippecanoe River Corridor*
8. *East Gateway Business Park*

Implementation and Incorporation of New Subarea Plans

It is the intent that all future plans or studies result in an executive summary following the section order and headings from the previous page. Those independent efforts should result in a companion document that provides the foundation, process, findings, and rational used to prepare and establish the plan's content. However, only the core aspects of the plan should be contained in this document. This will help maintain a uniform, compact and user-friendly comprehensive plan for the City of Warsaw over the years to come.

EAST MARKET STREET NEIGHBORHOOD

Description
Placeholder for forthcoming plan language.

Critical Area Boundaries
Placeholder for forthcoming plan language.

Implementation Strategy
Placeholder for forthcoming plan language.

Design Guidelines
Placeholder for forthcoming plan language.

Placeholder for East Market Street Plan Illustration

CENTER STREET AND RAILROAD SUBAREA

Description

The Center Street and Railroad has been identified as a critical subarea because:

- Railroad traffic greatly impacts vehicular and pedestrian traffic in the downtown, along Center Street, and along SR 15;
- Railroad traffic is expected to increase; and
- Police, fire and rescue services need an east/west route that is unimpeded by railroad crossings.

The area around Center Street where it crosses the Norfolk Southern Railroad has a mix of land uses ranging from single family residential, general commercial, downtown commercial, office, institutional and industrial. This area also is under-utilized and somewhat lacking in new investment and property maintenance. Most of the negative characteristics in this area are attributed to the constraints and impacts of railroad traffic, vehicular traffic, congestion, noise, and sometimes disinvestment of neighboring properties.

Critical Area Boundaries

The Center Street and Railroad Subarea boundaries are Fort Wayne Street (north), Park Avenue (east), CSX Railroad (south), and SR 15 (west).

Implementation Strategy

Strategy 1: Deviate the Norfolk Southern Railroad tracks to the east to gain separation from SR 15. This separation allows Center Street to be routed under the railroad tracks at a 5% grade with a height clearance of 15 feet when it passes under the railroad tracks.

Gaining this grade separation is critical to life safety and emergency services by eliminating conflicts with vehicles and by allowing traffic to flow east and west without interruption when trains are coming through town.

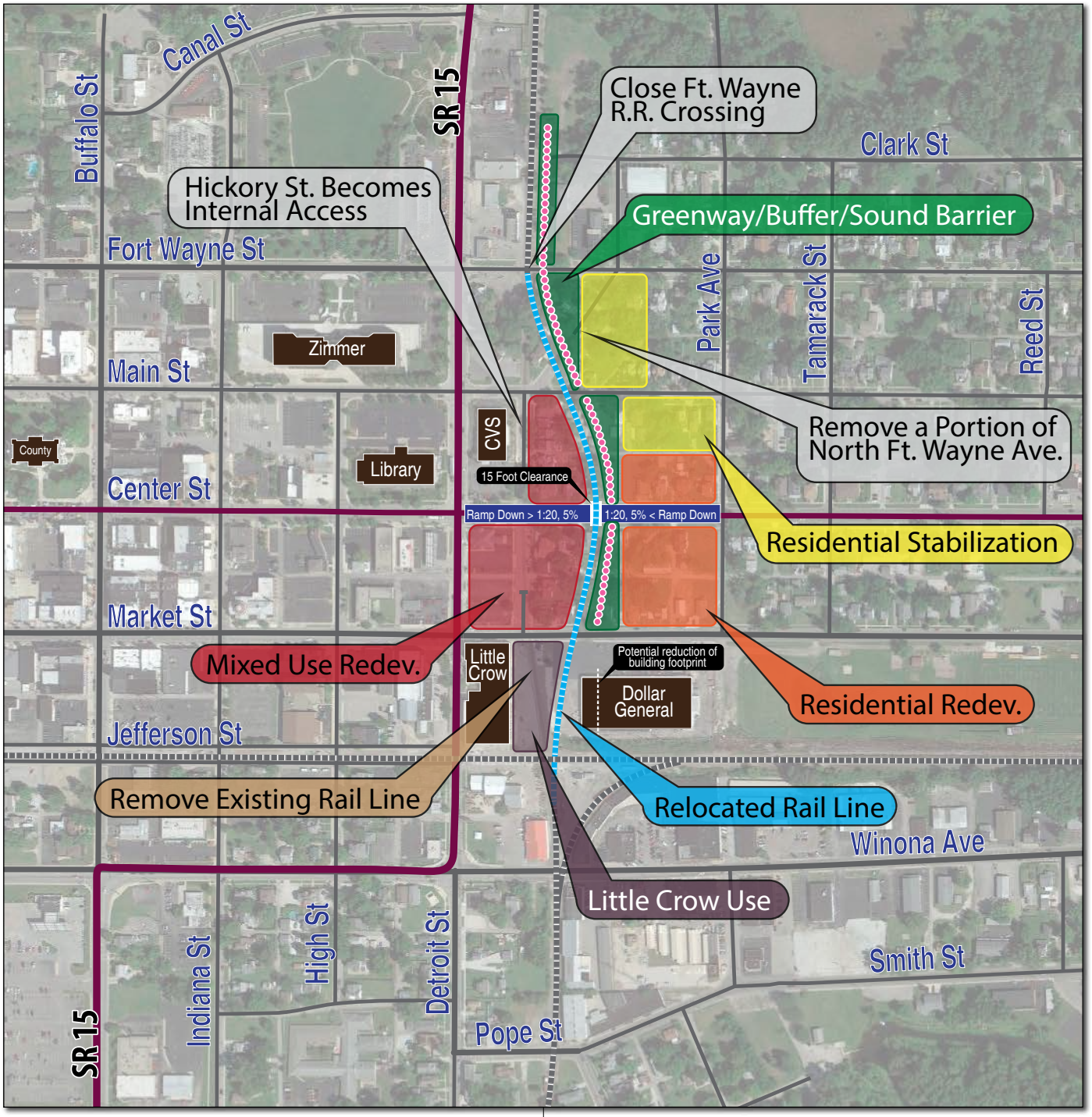
Strategy 2: Build a sound barrier on the east side of the realigned tracks to protect the residential areas to the east from the noise of the railroad. This sound barrier could take many forms, but should be designed to not amplify sound into the downtown.

Strategy 3: Install a linear park and green buffer along the east side of the sound barrier allowing canopy trees and other vegetation to be planted, thus further reducing noise and odor from trains and improving the aesthetic of the rail corridor. This linear park would also host a trail for bicyclists and pedestrians and link Richardson-Dubois Park to Central Park, and potentially other parks.

Strategy 4: Create high quality redevelopment sites from under-utilized properties or from areas that formerly was used for the railroad tracks. Specifically, the area east of the Little Crow building would increase allowing fuller utilization of that building. Also, an entire city block north of the Little Crow building could be redeveloped more effectively without the train tracks dividing it in half.

Strategy 5: Gain greater separation from SR 15 along both, Main Street and Market Street. This additional separation will allow more cars to stack between SR 15 and the railroad tracks adding more safety and greater efficiency of circulation.

Strategy 6: Focus residential redevelopment and stabilization efforts on the adjacent blocks to the east of the relocated tracks. These efforts should include infrastructure improvements, tree planting, public-private partnerships, and the like. Efforts should also include encouraging more home ownership and less rental homes in near proximity to the railroad track after the improvements are made.


Canal St
Buffalo St
SR 15
Close Ft. Wayne R.R. Crossing
Clark St
Hickory St. Becomes Internal Access
Greenway/Buffer/Sound Barrier
Fort Wayne St
Park Ave
Tamarack St
Reed St
Zimmer
Main St
CVS
Remove a Portion of North Ft. Wayne Ave.
County
Library
15 Foot Clearance
Center St
Ramp Down > 1:20, 5%
1:20, 5% < Ramp Down
Residential Stabilization
Market St
Mixed Use Redev.
Little Crow
Potential reduction of building footprint
Dollar General
Residential Redev.
Jefferson St
Remove Existing Rail Line
Relocated Rail Line
Winona Ave
Little Crow Use
Smith St
SR 15
Indiana St
High St
Detroit St
Pope St