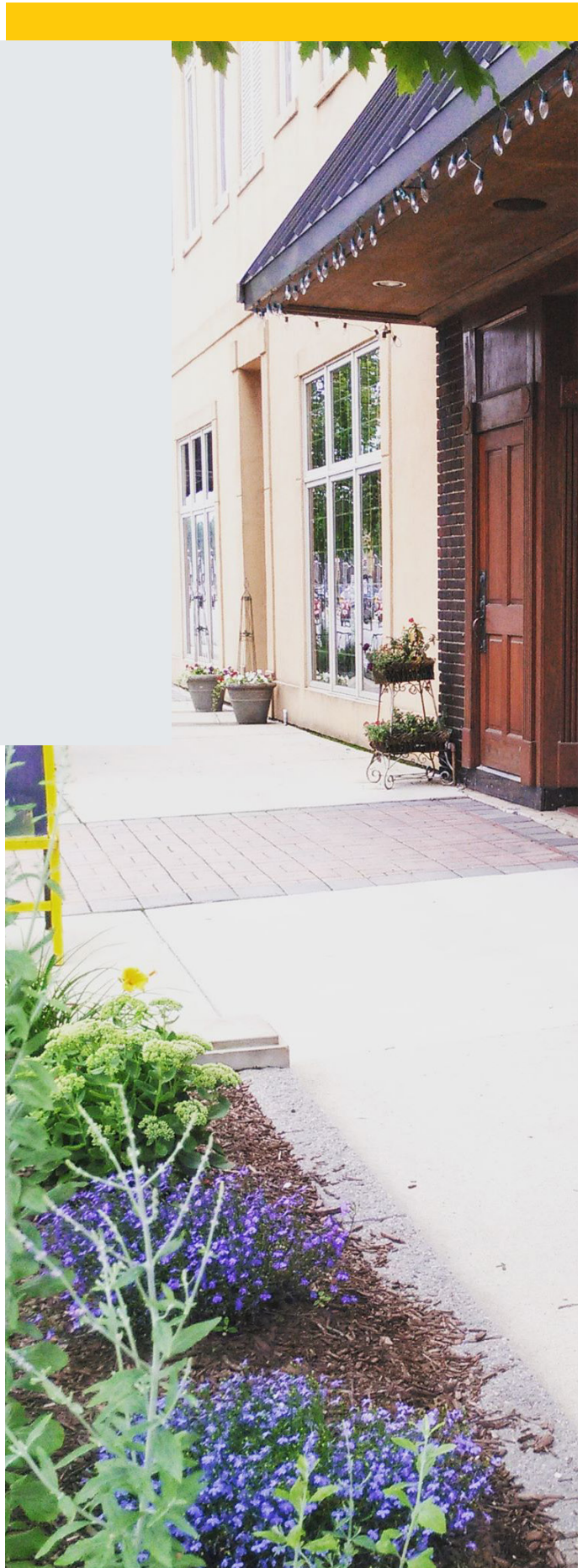


# CITY OF WARSAW

*Through this data collection and analysis, the County, and the incorporated communities, can better understand what is happening today and what can be expected for the future. The key finding conclusion statements, highlighted within each community section, set the stage for the goals, objectives, and recommendations outlined within the final FORWARD Kosciusko County Comprehensive Plan. Unless otherwise noted, all data points were gathered from the US Census.*



## WARSAW

**PEOPLE*****Demographic Trends***

Warsaw has seen a growing population since 2000, with increased levels of growth occurring between 2010 and 2019. The City's total population is 15,458 people, about 19.6% of the County's total population. Warsaw has increased by 24.5% since 2000, and is estimated to grow another 15.0% by 2030. Although Warsaw is the largest community within Kosciusko County, and is the main economic hub of the region, it is not projected to grow as quickly as other communities in the County.

The median age of residents living within Warsaw is 31.3 years, the second lowest within the County and a decrease from 2010 when the median age was 34.8 years. This decrease in median age can be a sign of more school-aged children and young families entering the Community. The largest age cohort living within Warsaw are those between 25 and 34 years of age (17.9%), while 28.2% of the City's population is under the age of 19.

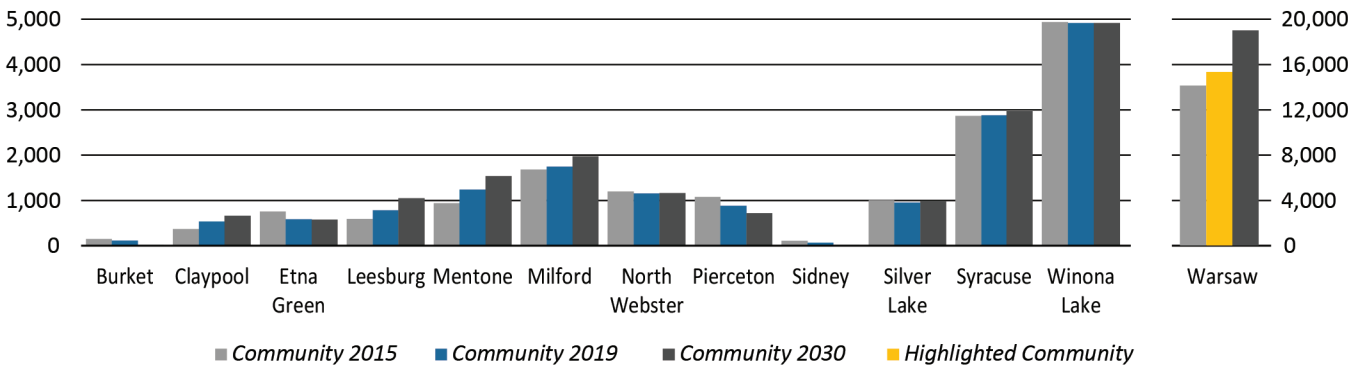
Approximately 85.5% of those living within Warsaw identify as Caucasian, 2.3% identify as Black or African American, 4.7% as Asian, 1.7% as American Indian and Alaska Native, 3.3% as Two or more races, and 2.5% as some other race. In addition, 12.4% of residents also identify as Hispanic or Latino in origin, an increase from 10.4% in 2010.

Warsaw's median household income is \$55,982, a 24.5% increase since 2010 and \$5,384 (8.7%) less than the County's median household income. The City's income per capita (\$26,076) increased 4.5% from 2010 to 2019. Per capita income is the average income of an area spread among all residents (including children) and is most often used to describe a community's purchasing power or income per resident. The City's increase in median household and per capita income is not reflected by the increase in poverty rates which went from 9.2% in 2000, to 12.5% in 2019.

15,458 Total population (2019)



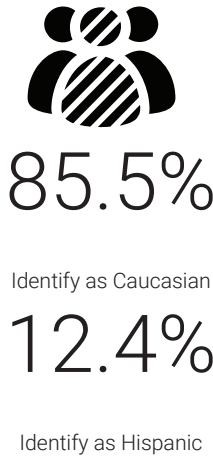
Population Growth



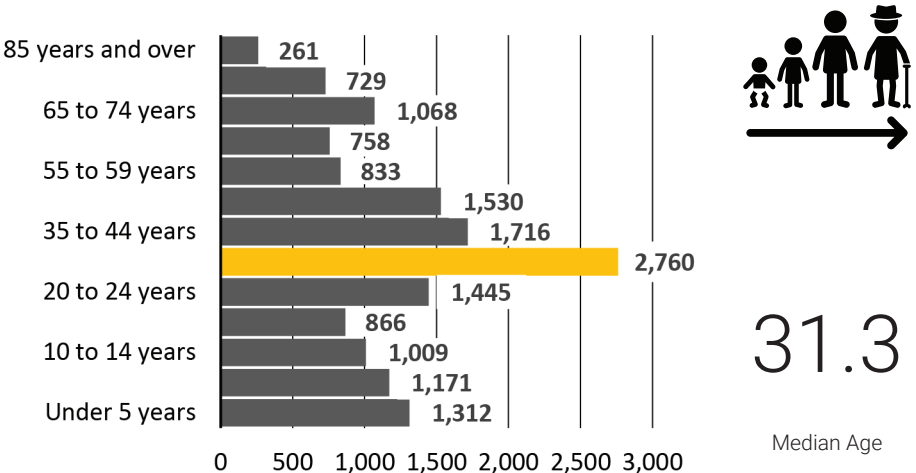
Income and Poverty



Race and Ethnicity



Population Age



### ***Employment and Industry***

Of residents 25 years or older, 84.8% have a high school degree or higher and 31.3% have a bachelor degree or higher, the second highest rate of all communities within the County. Warsaw has seen a small increase in educational attainment since 2010 when 83.8% of residents over the age of 25 had a high school degree or higher, and 27.3% had a bachelor degree or higher.

Although Warsaw has seen an increase in population since 2000, the City's total labor force (68.3% of residents over the age of 16) has stayed at a similar level since 2010 (68.6%). The stagnant labor force within the City is not negative, but it instead reinforces the idea that Warsaw has seen enough growth in the younger age groups to offset those retiring. Manufacturing industries (44.6%) employ almost half of all Warsaw's residents, while educational services, and health care and social assistance industries (16.5%) are the second largest employers. The average earning for manufacturing jobs within the County is \$91,815, the second highest out of all major industry types.

The mean travel time to work for Warsaw residents is 15.1 minutes. About 81.6% of residents are driving to work alone, while 9.6% carpool with others and 3.7% walk to work. The majority of residents are staying within the Community (62.1%) for work, and only 8.8% are commuting outside the county for their jobs. An estimated 7,549 Kosciusko County residents leave the County for work each day.



7,998 **Total Residential Labor Force (2019)**

96.5%

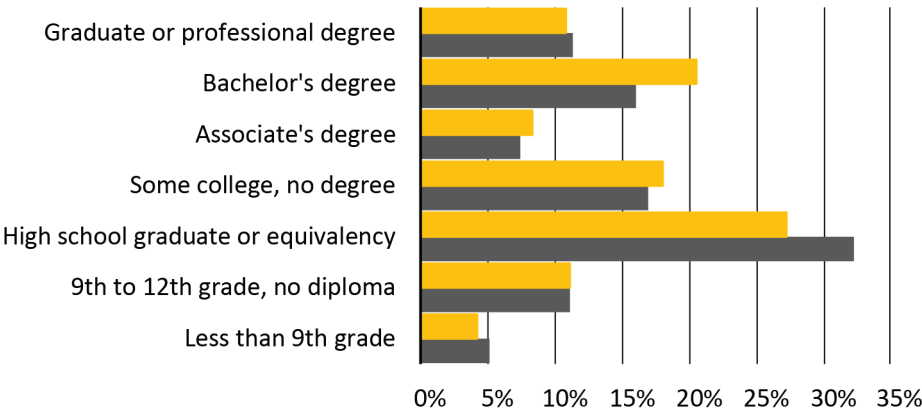
Of the local labor force is employed



3.5%

Of the local labor force is unemployed

**Educational Attainment**



84.8%

Have obtained a high school degree or higher

**Average Earnings for Manufacturing Jobs**



\$91,815

**Average earnings within the County**

Second highest out of all major industry types

**Commuting Time**



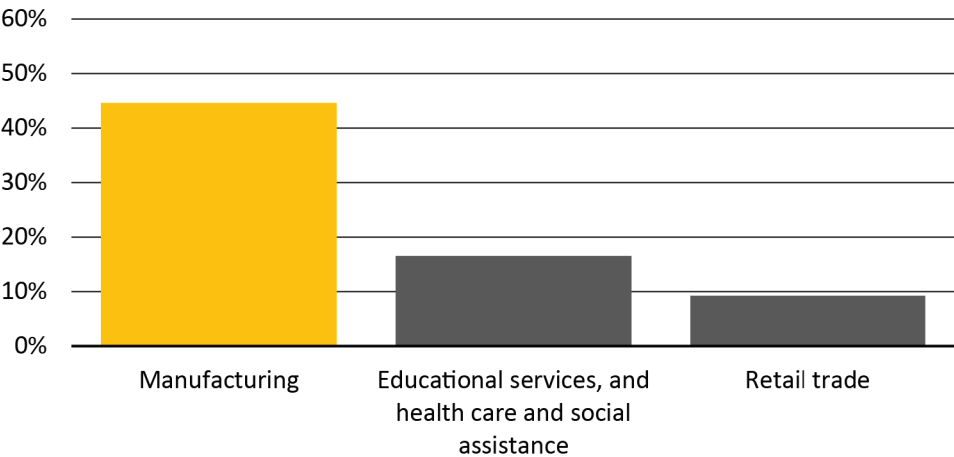
15.1

Average travel time in minutes

81.6%

Of workers prefer to drive to work alone

**Local Industries and Earnings**



## ***Housing***

Warsaw has 6,725 housing units, a 31.8% increase since 2000. The City's housing development has been consistent over the last two decades, although it grew more quickly from 2000 to 2010 than the last decade. Although Warsaw has added a large amount of housing units since 2000, the vacancy rate within the Community has stayed at moderately low levels, only rising from 6.0% in 2000 to 8.6% in 2019.

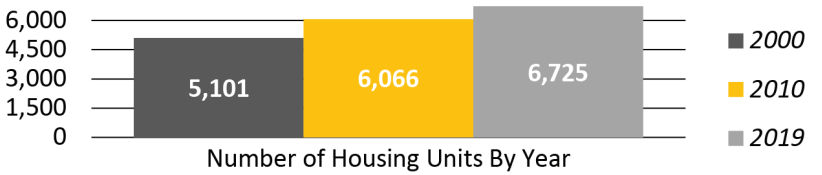
The housing within Warsaw is aging at a slower rate than other communities within the County, with 21.9% of housing built before 1940 and 42.4% of units built prior to 1970. This year is important because it marks when modern housing codes began to take effect throughout the country. Since 2010, there have been 659 new housing units constructed within city limits, which makes up about 9.8% of the communities total housing stock. This is over double the County, where the housing units built after 2010 make up 4.2% of total units.

The housing structures within Warsaw are predominantly single-unit, detached structures, making up 59.0% of total housing units. The next highest are 5-to-9-unit, multi-family housing (9.1%) and multi-family housing with 20 or more units (7.6%). The occupied households within the city are mainly owner-occupied (54.5%), with 61.8% of total units being family households and 28.3% single-person households. The percentage of rented households (45.1%) in Warsaw is much higher than the County (25.2%). The City has 577 vacant houses (8.6%) of its 6,725 total housing units.

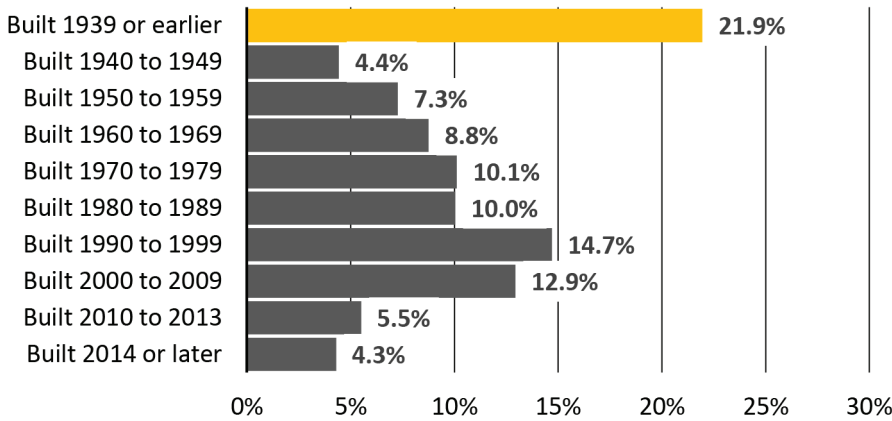
The median home value in Warsaw is \$135,200, which is less than the County's median value (\$150,000) but higher than most other communities within the County. The City's home values have been steadily rising since 2000 (increase of 60.8%) where the median home value was \$84,100.

Currently, based on Zillow Research data on the prices of homes being sold within the Community, there is a large difference between the sales prices and the median assessed value of the homes as defined by the US Census. In 2019, the median home sale price was \$161,655, an increase of 52.4% since 2000 (\$106,067) and has increased 5.6% from 2019 to 2020 alone.

6,725 **Total housing units**



### Age of Housing



42.4%

Of local housing units were built before 1970

### Home Value

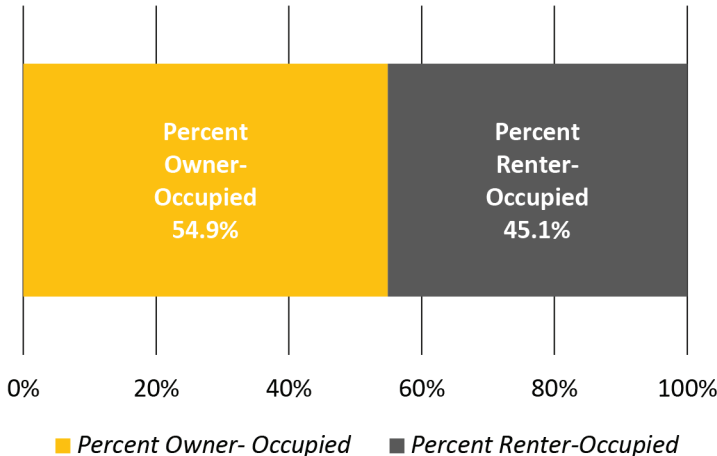


\$135,200

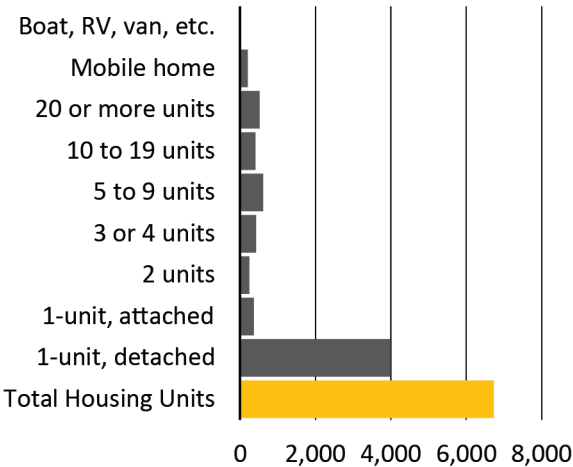
**Median Home Value**

Versus a median home sale price of \$161,655 (Zillow Research)

### Housing Occupancy



### Housing Type



## WARSAW

# PLACES

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### ***Existing development***

Land use is the term used to describe the type of activity or development occurring on a parcel or within a structure located on the parcel. An existing land use map can often reveal development patterns that have occurred over time, potential conflicts or challenges, as well as opportunities for growth. Using Kosciusko County Assessor Office Class Code information at the property level, existing land uses were identified within the Town. Due to the way the data is aggregated, some inconsistencies may exist. Warsaw's existing development patterns include the following:

#### **Residential**

Warsaw is the largest community within Kosciusko County and has the most diverse range of residential land uses. The older neighborhoods within the Community are centered around the downtown and to the east along Center Street. Newer subdivisions have been developed south along State Road 15. An issue the City is facing involves new residential subdivisions being developed just outside the city, along the east and north east sides, that will require City utilities in the future.

#### **Commercial/ Industrial**

Warsaw has multiple concentrations of retail and office spaces, including the downtown core along the State Road 15 corridor to the north and the Center Street corridor from the downtown to U.S. 30. Office spaces are also located along U.S. 30 and there are multiple office parks on the west and north edges of the city.

The city is also an industrial hub within northern Indiana. The production of goods related to the orthopedic field competes with cities across the nation. Most of the industrial land uses are found in the industrial parks to the west along Center Street, to the north along 150 W, to the south of the Warsaw Airport, and near the rail line along Argonne Road. There are properties available for build out or renovation within these locations.

#### **Government/ Civic**

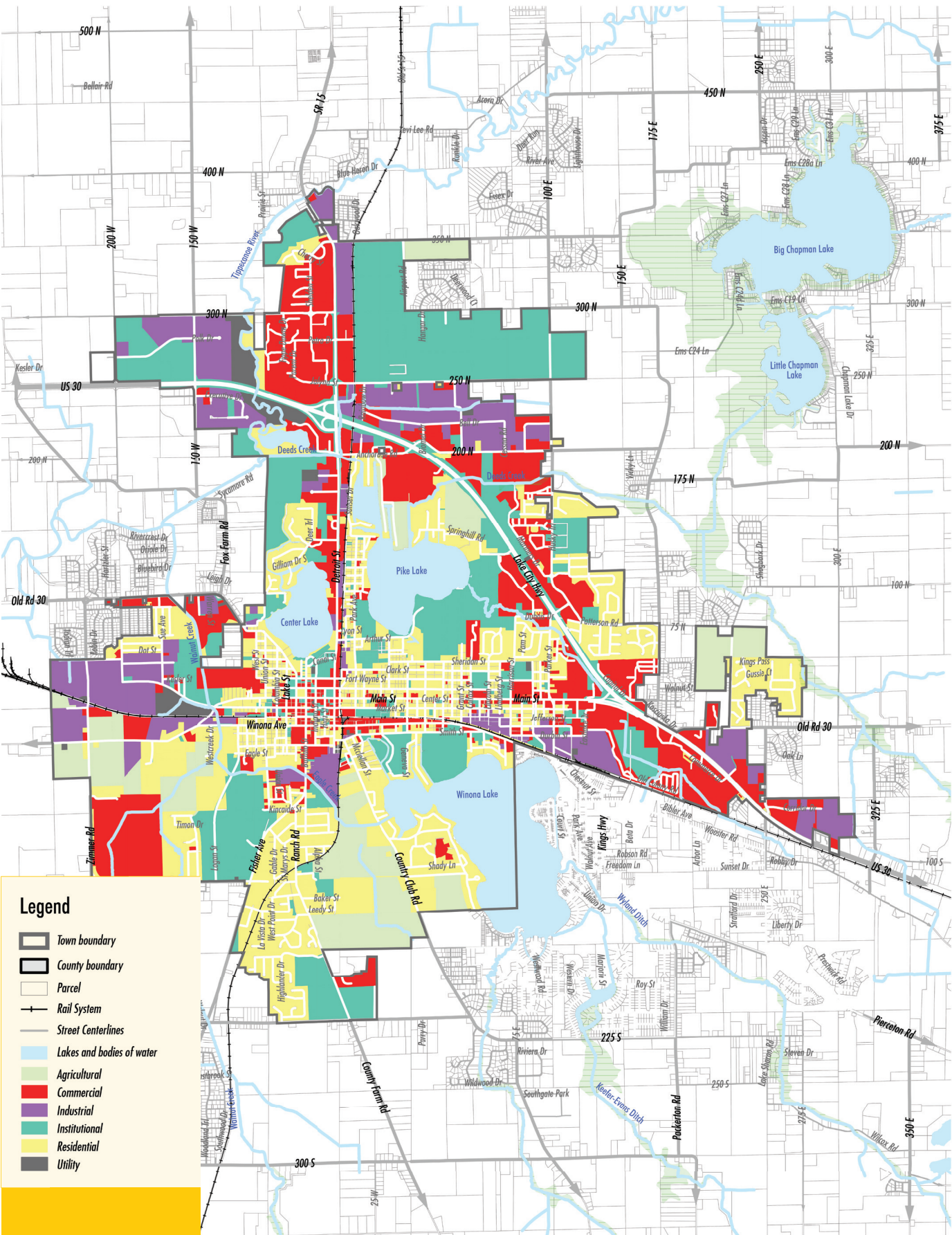
Most government/civic land uses within Warsaw are within the downtown, including City Hall, the public library, the County Sheriff's Office, the post office, and one of the City's two fire stations. The police station and second fire station are located in the east, near U.S. 30, near the intersection of Center and Fort Wayne Streets. Warsaw Community Schools are located in the southern end of the Community, along State Road 15.

#### **Recreation**

Warsaw has multiple recreational sites within the community including the Municipal Park at the north edge of the downtown, youth sports fields, lake access and natural spaces, and small neighborhood parks, and golf courses. There is also the Center Lake Wetland Conservation Area, which while limited in access, makes up a large portion of land uses on the northern side of the city.

#### **Agriculture**

Although the city is surrounded by agricultural uses, there are few sites within city limits that are actively farmed. Most of the existing farm land has been converted into industrial and commercial land uses to support the city's growing regional influence.



## **Zoning**

Zoning refers to municipal or local regulations that govern how property can and cannot be used in certain geographic areas. A zoning map and/ or ordinance includes designated districts that determine the appropriate uses and development criteria for each parcel of land. Within each district, there are regulations stating the permitted types of development, lot sizes, building area, setbacks, among others. In addition to preventing conflicts, zoning can play a major role in preserving the Community's character and enhancing the local quality of life.

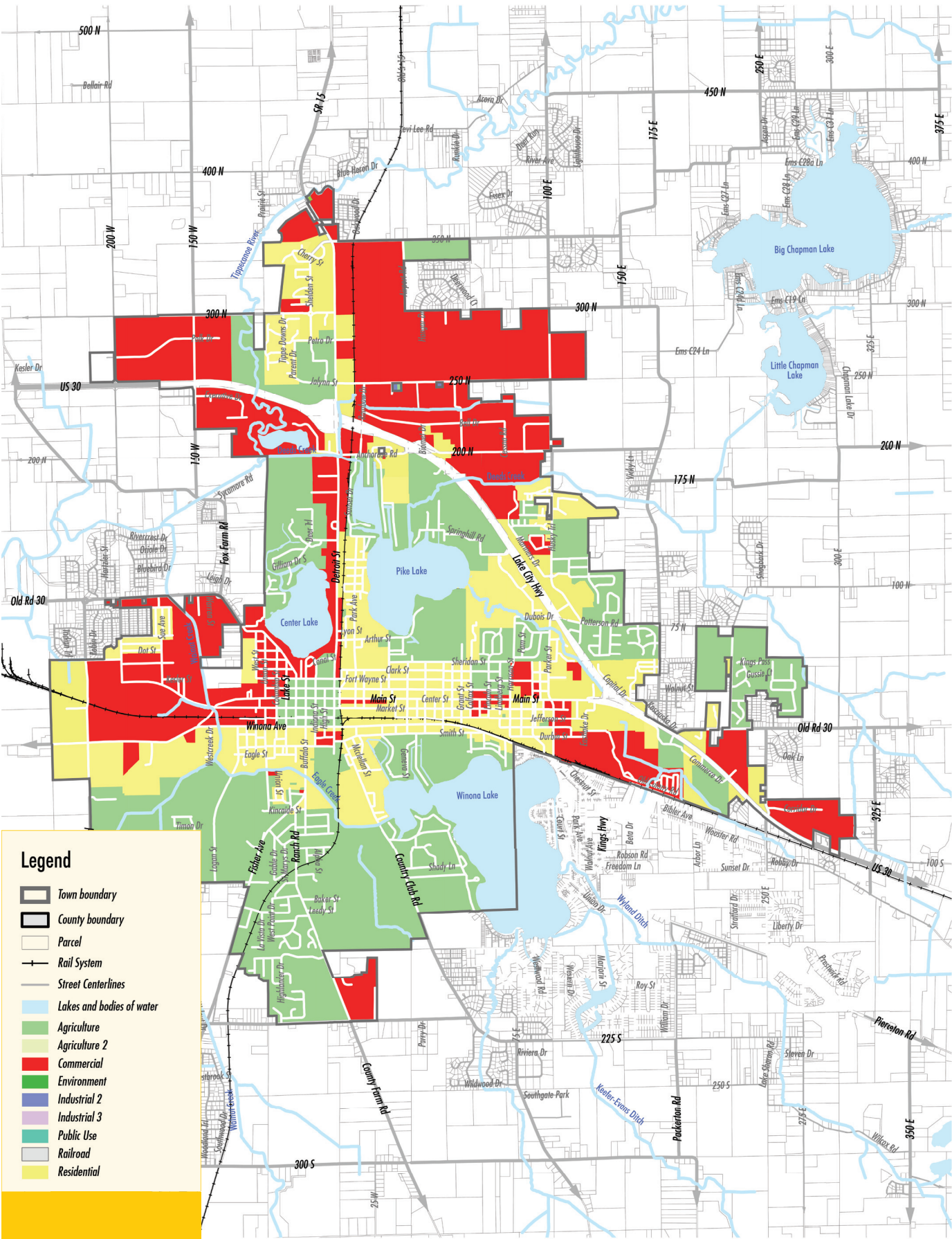
Warsaw is one of the few communities within the County who are not part of the Kosciusko County Area Plan Commission (APC) and instead manage their own zoning at the city level. While they do not directly influence land use decisions in the County surrounding the City's zoning area, they must cooperate with county leadership to ensure current land uses do not negatively impact future annexations.

**Residential Districts (RR-1, R-1, R-2 & R-3):** The residential districts within the city cover dwellings, public and semi-public uses which are normally associated with residential neighborhoods.

**Commercial Districts (M-1, C-2, C-3, C-4, C-5):** The commercial districts within the city cover general businesses, heavy commercial areas, businesses following the major highways and thoroughfares within the Community, and specific medical uses.

**Industrial (I-1, I-2, I-3):** This district covers the majority of manufacturing and production sites within the city, also including industrial firms which have high standards of performance and can be located next to businesses or residential areas.





## ***Redevelopment and Development Opportunities***

A key component to planning for future growth and development requires addressing the unique opportunities and needs of older or transitioning parts of the city. These areas present an opportunity to conserve land resources, leverage existing infrastructure, repurpose existing structures and capitalize on economic development tools, if appropriate.

### **Historic Features and Districts**

Warsaw has a strong downtown core that spans over 20 blocks, bound by Winona Avenue, Detroit Street, Ft Wayne Street, and Columbia Street. The area includes a mix of local shops and restaurants, government buildings, multi-family residential, and office spaces. Warsaw's downtown serves as a commercial and historical hub within the city, holding a number of sites which attract locals and visitors for entertainment, shopping, and other needs.

Contributing to the district and the downtown core, there are a number of structures classified by the Indiana Department of Natural Resources (IDNR) Office of Historic Preservation. The Indiana State Historic Architectural and Archaeological Research Database (SHAARD) allows users to search cultural resource information on known historic resources throughout Indiana. The data contained in SHAARD was collected from previously conducted cultural resource inventories, National Register nominations, and cultural resource management projects. The quality of the data varies with the completeness and precision of the original records and may be out-of-date. Absence of data does not necessarily indicate the absence of resources. The SHAARD is an ongoing initiative, and the associated data will undergo staged enhancements and constant updating. However, it offers insight into properties that may be of historical significance. The database uses four primary classifications for properties and structures:

**Outstanding:** The property has sufficient historic or architectural significance that is listed, or is eligible for individual listing, in the National Register of Historic Places. Outstanding resources can be of local, state, or national importance.

**Notable:** The property does not merit the outstanding rating, but is still above average in its importance. Notable structures may be eligible for the National Register.

**Contributing:** The property is at least 40 years old, but does not meet the criteria of outstanding or notable. These resources are important to the density or continuity of the area's historic fabric. Contributing structures can only be listed in the National Register as part of a historic district.

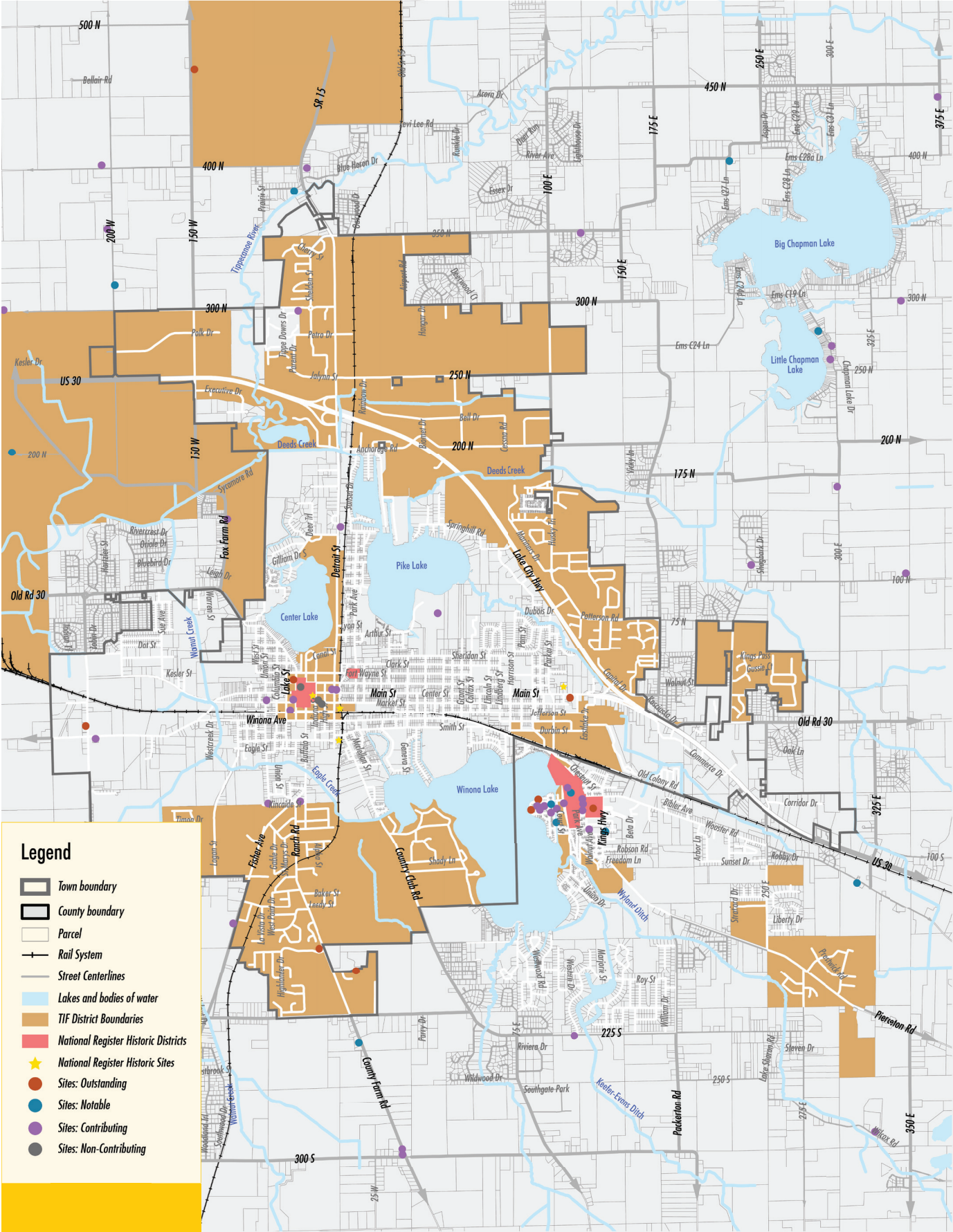
**Non-contributing:** The property is not included in an inventory unless it is located within the boundaries of a historic district. These properties may be less than 50 years old, or may be older structures that have been altered in such a way that they have lost their historic character. These properties are not eligible for listing in the National Register.

There are numerous properties within Warsaw mapped on the SHAARD database, including the Kosciusko County Jail, Warsaw Cut Glass Company, Little Crow Milling Company, and the Justin Zimmer House, all of which are on the national registered site lists. On top of the national register historic district and sites within the city, there are dozens of historic sites listed on state databases such as the Kosciusko County Courthouse, Saemann Building, Widaman-McDonald Building, and various other commercial, residential, and religious buildings. The majority of sites are located within the downtown and to the east along Center Street.

### **Development Incentive Districts**

Warsaw has multiple tax increment finance (TIF) districts either within or directly adjacent to the city. A TIF district is an economic development tool used by local governments to encourage development or redevelopment in an area of the Community where private investment has not occurred or is difficult because of a number of limiting factors. Warsaw has multiple TIF districts which are largely focused on the industrial parks to the north, the U.S. 30 corridor, and the southern residential areas surrounding Warsaw Highschool. There are also smaller districts within the city that cover the State Road 15 commercial corridor through the city and the industrial areas along Argonne Road north of Winona Lake. While the majority of districts are used for large industrial and commercial development, the TIFs within and bordering the downtown assist in residential growth and infrastructure improvements. These districts have helped attract past growth within the Community and continue to guide new development to key areas today.





## WARSAW

# TRANSPORTATION SYSTEMS

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## Motorized

The city has access to a number of transportation facilities and urban areas within a reasonable drive time. US 30, a sizable north-south corridor, is located within a 30-minute drive; within 60 minutes, the County has access to I-69 and I-90, as well as the metropolitan South Bend-Elkhart and Fort Wayne regions. Within 90 minutes, a driver can reach Gary and Kokomo, approaching the Chicago and Indianapolis metropolitan areas respectively.

Roadways within and surrounding the City of Warsaw can be classified under the Highway Functional Classification system established by the Federal Highway Administration. This system was established to group streets and highways into classes based on the level of service they are intended to provide. These classifications not only allow the roads system to be evaluated and maintained in an efficient manner but also rate roadways based on the level of mobility and accessibility.

The areas within and around Warsaw are well served by arterial and collector networks. In addition to the State and US Highway system, Old Road 30 (the old US Highway route) connects Warsaw west to Hoffman Lake, while Pierceton Road connects Winona Lake to Pierceton. US 30 and SR 15 intersect in Warsaw north of Pike Lake, while Center Street and Winona Ave (SR 25) serve as the east-west connection in Downtown Warsaw.

Roadway volumes are heaviest along US 30 and SR 15 exceeding 20,000 vehicles per day along all of US 30 and SR 15 within and north of Warsaw. SR 25 also shows moderately heavy volumes (~7,500 vehicles per day) leading into Warsaw. Old Road 30 east of Warsaw exhibits volumes rivaling local-jurisdiction arterials in Warsaw, and it should be considered a candidate for reclassification to a minor arterial street. Other segments along the federal-aid system are generally in the range of 5,000 to 7,500 vehicles per day.

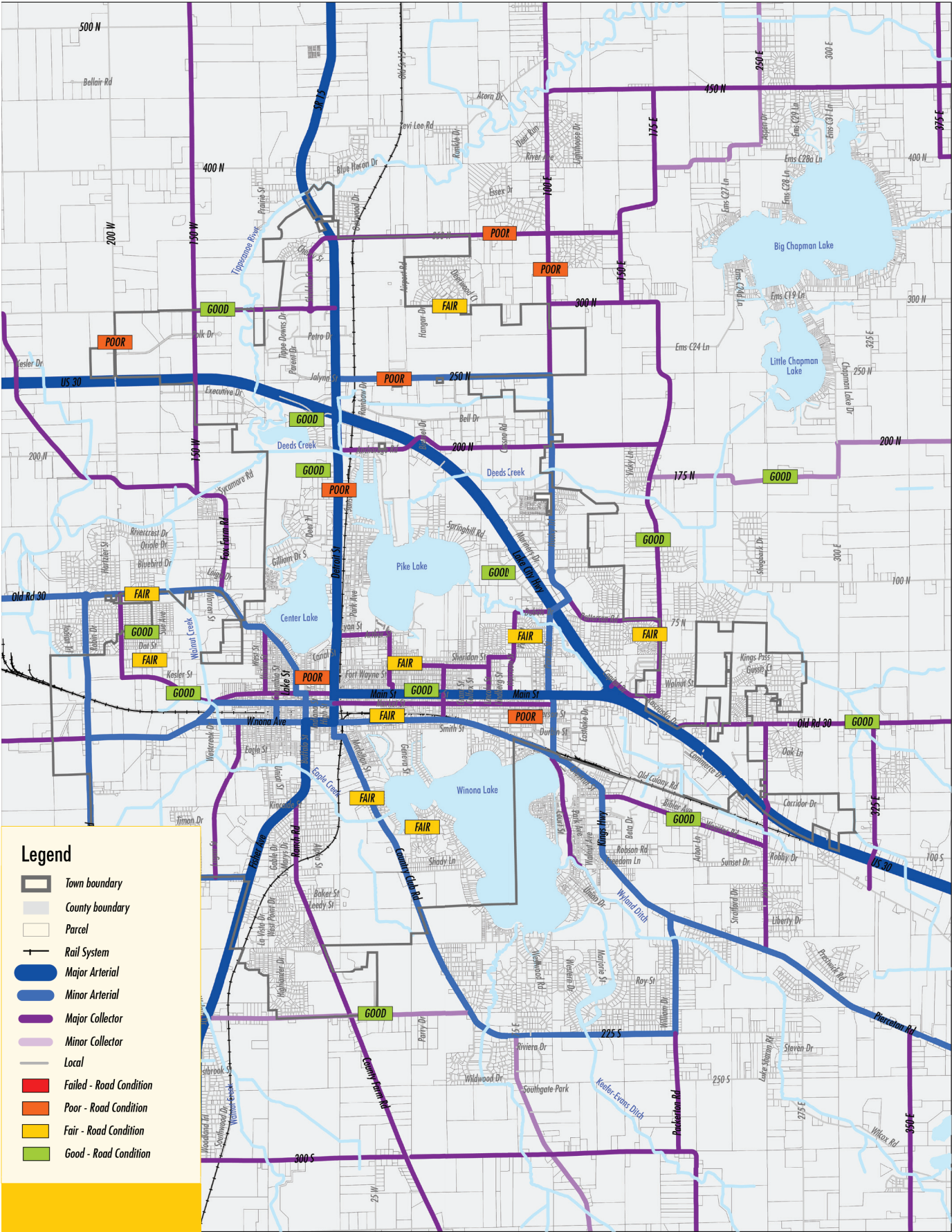
## Roadway Character and Condition

Overall, Warsaw is made up of two-way roadways which receive adequate maintenance to keep them in working condition. The city's largest roadway, US 30, crosses along the northern edge of the Community, bringing freight traffic and workers to the city's industrial parks and commercial strips. Due to the high usage of this roadway, future plans have been set to address potential updates and enhancements to the corridor. SR 15 forms the spine of the city, traveling from the most southern edge, through the downtown and to the north. While this road has pedestrian infrastructure near the downtown, it is lacking sidewalks and other amenities traveling north towards the commercial centers and south towards Warsaw High School.

Many of the older neighborhoods outside of the main corridors do not have curb or gutters installed on the roadway and do not have consistent or uniform sidewalk infrastructure in place. Neighborhoods located outside the downtown core follow a similar pattern, lacking pedestrian infrastructure and lighting which may be present a few blocks over. Street lighting and tree cover is prevalent throughout the entire Community, with the exception of a few subdivisions outside the city proper.

As an incorporated community, Warsaw is responsible for the public right of way within the City boundary. Kosciusko County, and many of the incorporated communities, utilize the Pavement Surface Evaluation and Rating System (PASER) to visually assess and rate the condition of local roads. The PASER system rates the condition of the road





from 1 (failing) to 10 (excellent). With this information, local governments are able to project future conditions of the pavement and plan for the most effective maintenance. Pavement conditions, as defined by the PASER (Pavement Surface Evaluation and Rating) visual inspection rating system, have been collected annually from 2016 to 2020, although not every road is collected every year. Currently, only 15% of Warsaw's roads were included in earlier counts. Data from 2020 show that about 40% of the assessed roads are in "good" or "excellent" condition, while about 60% are in "fair" or worse condition.

Based on available data, Warsaw has several local projects identified in regional planning efforts. One of which is an improvement along Anchorage Road (CR 200 N), a project set to add travel lanes along the road from SR 15 to Biomet Drive. This 0.8-mile roadway improvement is set to begin in 2023 and will cost \$3.5M.

INDOT has also planned to apply hot-mix asphalt (HMA) overlay, a procedure typically done when there is only minor to modest damage to existing pavement, for 24.5 miles along SR 15. Several minor bridge structures along SR 15 are also planned, as well as safety improvement measures along Hickory Street. The 2018 Indiana Multimodal Freight Plan Update states that the US 30 corridor from SR 49 to I-69, which includes the Kosciusko County segment, is one of the primary freight highway bottlenecks in the State. Other INDOT projects include safety revisions on Hickory Street, which will turn the street into a one-way road and add proper signal mounting, and new linings over the Lones Ditch just north of US 30.

In early 2021, INDOT made the announcement that it would be carrying out a transportation and environmental impact study to explore the potential of upgrading all of US 30 from Valparaiso, IN to the Ohio border into a freeway, passing right through the City of Warsaw. The study is to ensure the uniform development of the roadway as opposed to incremental and fragmented improvements. The study, proposed by the US 30 Coalition, has received support from Governor Eric Holcomb, INDOT Commissioner Joe McGuinness, and the Northern Indiana legislative delegation. The intent behind the undertaking is to ensure that traffic and economic growth are not limited by aging or insufficient infrastructure.

### **Rail Corridor**

A CF&E Rail America line runs east-west through the city, intersecting a Norfolk Southern line that parallels SR 16.

According to the 2017 Indiana State Rail Plan, Kosciusko County receives a significant amount of rail traffic from other parts of the State for the manufacture of food products. The Plan's long-range investment program (Appendix C) identifies a railroad grade separation project in Warsaw.

### **Public Transportation**

The Kosciusko Area Bus Service (KABS) provides countywide, demand-responsive, public transportation service. The service is operated by Cardinal Services of Indiana, a not-for-profit corporation that provides services for persons with disabilities and other life challenges. Ridership in 2019 was about 58,000 trips, a slight reduction from the 2018 figure of about 59,000 trips. The system owned 12 ADA-accessible vehicles in 2019, and received funding from fares and contributions from Kosciusko County, the Indiana Department of Transportation, and the US Federal Transit Administration.



Roadway Character, Warsaw, IN | TSWDG



### Non-Motorized

Warsaw has a well-developed alternate transportation network consisting of trails, bike lanes, and sidewalks, helped in part by the adoption of the *Warsaw+Winona Lake Bicycle and Pedestrian Master Plan* in 2013. These trails and bike lanes serve the downtown, connecting west and southeast into Winona Lake, north to Pike Lake, and southwest along Logan Street. Sidewalks are generally (but not ubiquitously) available in older portions of Warsaw.

Identified in the previous 2015 Warsaw Comprehensive Plan, the constant updating and implementation of a five-year capital project list is necessary to prioritize trail and bike lane projects in the Community. The 2017-2021 Warsaw Parks and Recreation Master Plan further built on this by identifying specific trail projects within the Community based on individual park recommendations, with further endorsement for the development and connection of the Lake City Greenway.

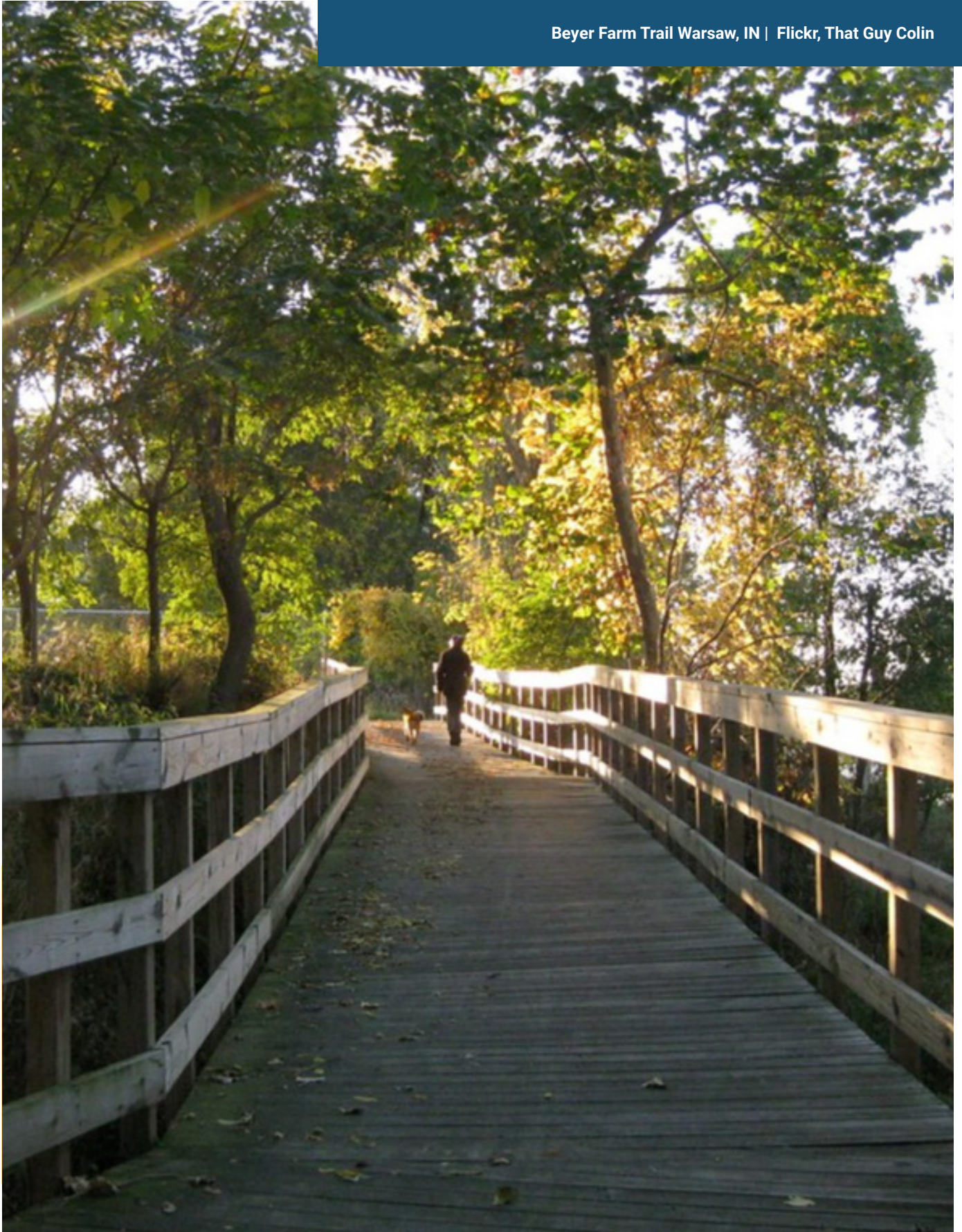
Trail Projects identified in the 2017-2021 Parks and Recreation Master Plan include:

#### RECOMMENDED RETAIL MIX, SILVER LAKE

Priority	Park	Project
Long Term	Beyer Park	Construct trail (side walk w/ curb) to Pike Lake Park
Long Term	Kelley Park	Construct perimeter walking trail
Long Term	Kelley Park	Connect to trail system
Long Term	Lucerne Park	Pave the aggregate fitness trail
Long Term	Trail Development	Anchorage Road to Sunset Road
Long Term	Trail Development	Pedestrian/bicycle crossing on US 30 Highway
Long Term	Trail Development	Trail connection to YMCA
Short Term	Trail Development	Develop loop trail on Pike Lake Trail
Long Term	Trail Development	Trail connection to Harrison Elementary School
Long Term	Trail Development	Trail connection between Eisenhower Elementary School and Kelly Park
Long Term	Trail Development	Develop lateral trails off proposed Cycle Track (Market Street / Central Park)
Long Term	Trail Development	South side of City near high school
Long Term	Trail Development	Interpretive signage along trails



Beyer Farm Trail Warsaw, IN | Flickr, That Guy Colin



## WARSAW

# UTILITY SYSTEMS

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**Utility Systems**

The City of Warsaw and its surrounding area is electrically serviced solely by the North Indiana Public Service Company (NIPSCO). NIPSCO's service area extends past the community's boundaries to cover residents living within the county.

**Water and Wastewater**

Warsaw provides its own water treatment and distribution infrastructure and services. The service area generally coincides with the city boundary, although the areas between Ranch Road and Winona Lake on the south side of the city are generally out of the service area.

Warsaw provides its own wastewater collection and treatment infrastructure and services. The service area coincides with the city boundary, although the Towns of Leesburg and Winona Lake contract with Warsaw for treatment. The treatment plant is located at 794 Center Street; a recent \$31M expansion project expanded its treatment capacity from 4.0 to 6.0 MGD and was partially funded by an increase in utility rates charged to users. The system operates partially as a combined sanitary-storm sewer with an overflow point located along Walnut Creek. This point has been the subject of IDEM scrutiny, with a settlement being reached in 2005 over the presence of petroleum and other hazardous substances in the outflow.

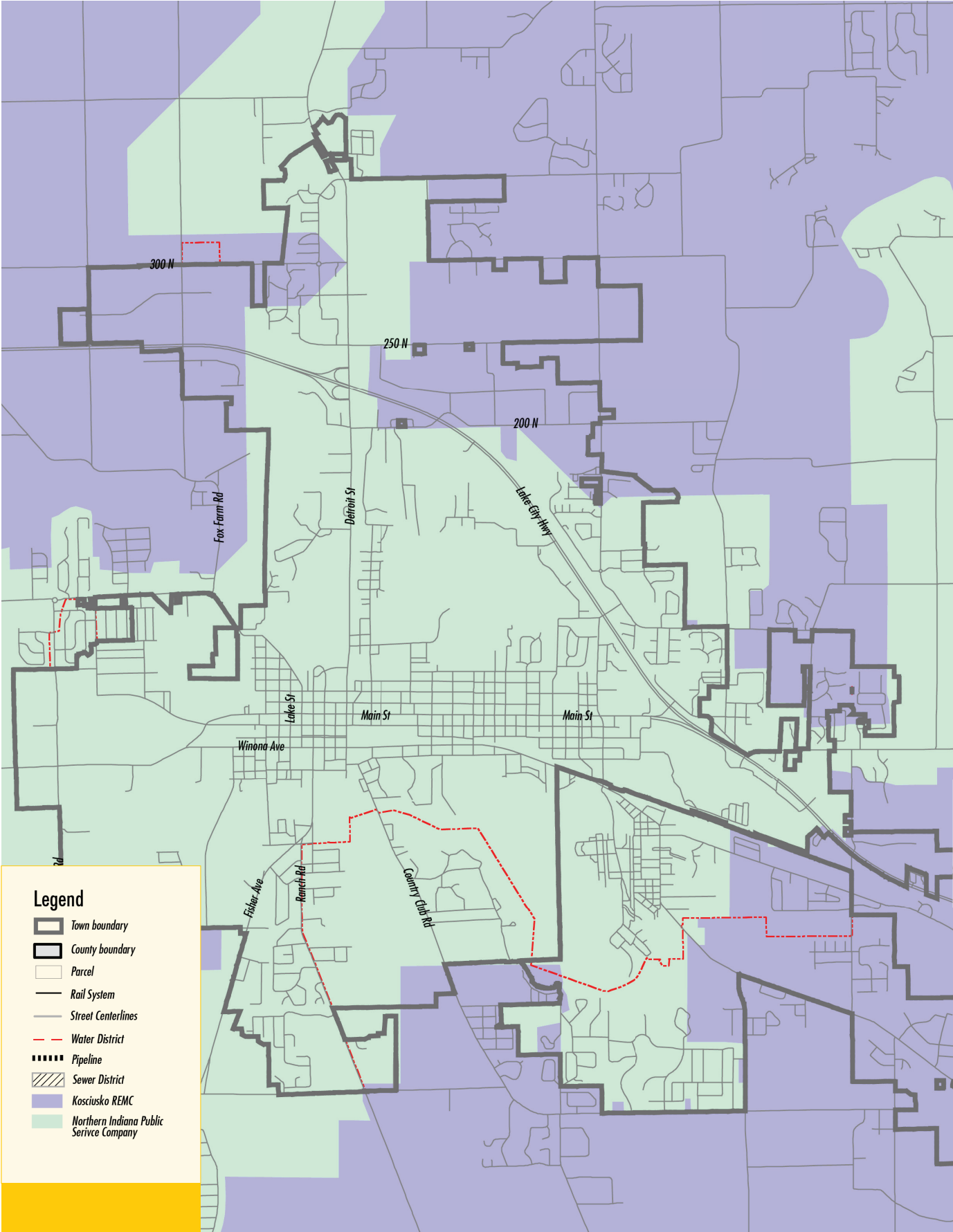
Warsaw's storm sewer system is comprised of pipes, ditches, catch basins, and appurtenances such as manholes. Apart from the system being combined with the sanitary sewer system in the older parts of the city (see above), the ultimate objective of the system is conveying untreated stormwater to streams and lakes. A stormwater utility exists to oversee the system, with user fees being applied to property owners within the city.

**Gas and Electric**

Kosciusko County possesses an extensive network of gas lines that provide natural gas to residents, with most major lines expanding outward from the City of Warsaw. The Northern Indiana Public Service Company (NIPSCO) is the sole provider. The company also owns a petroleum pipeline that skirts the western boundary of the city.

NIPSCO also provides electric service to the majority of Warsaw, with the Kosciusko County REMC providing service to areas on the northeast and northwest sides of the city.





**Broadband**

According to BroadbandNow, a digital database that utilizes data from the Federal Communications Commission (FCC) and local service providers, there are 15 internet providers that service Warsaw, with nine of those offering residential service. The majority of service within the city is gained through DSL or satellite providers, although commercial service is available through cable/fiber. Due to the way broadband data is reported and collected by the FCC, some zip codes report having a higher number of providers and subscription plans available to local residents. While there are numerous providers, coverage varies depending on the specific provider. Broadband speeds are measured by upload and download speeds in Megabytes per second (Mbps). The average download speed within Warsaw is 95.8 Mbps, which is 31.9% slower than Indiana's average. For reference, the Federal Communications Commission identifies effective broadband access as having a minimum download speed of 25Mbps and upload speed of 3Mbps.

Rural Indiana Stats, an application managed by Purdue University and the Indiana Office of Community & Rural Affairs, offers an alternative view of local broadband statistics. The application, which aggregates FCC data at the Census tract level, reports that 20.3% of area residents do not have internet access, 15.2% have no computing device, and 17.7% of residents use only a mobile device.

Due to the way data is aggregated and reported, both databases use geographic boundaries that include the Town of Syracuse as well as unincorporated areas of the County in the statistics identified above.

**Public Safety Systems**

Warsaw has two fire stations, one near the downtown at the corner of Indiana and Main Street, and another at the corner of Center and Cleveland Street.

The Warsaw Police Station is located directly north of the second fire station, along Fort Wayne Street. The Kosciusko County Sheriff's Department is located in the Kosciusko County Justice Building, directly west of City Hall.

EMS is also provided to the Community through the township.



Warsaw, IN | TSWDG





## WARSAW

# DESTINATIONS

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## *Community Facilities and Support Services*

### **Government Facilities**

Most of Warsaw's governmental buildings are located within the downtown core, with the exception of the police and one of the fire stations which are on the east end of Center Street near U.S. 30. The County Sheriff Office and second fire station are still within the downtown.

### **Public Health Facilities**

Warsaw is the center for health care within the county, holding both Kosciusko Community Hospital and Parkview Hospital. These are the largest hospitals in the region outside of South Bend and Fort Wayne. On top of providing the daily healthcare needs for residents, Warsaw has also been improving passive recreation access in the form of parks, trails, and more walkable neighborhoods for residents and visitors.

### **Schools and Learning Institutions**

The city is home to Warsaw High School (grades 9-12), Lakeview Middle School (grades 6-8), and Edgewood Middle School (grades 6-8), and multiple elementary schools, all either part of the Warsaw Community School District or private. There are three colleges within Warsaw including Indiana Tech, Ivy Tech, and a Cosmetology School.

### **Child Care and Early Childhood Facilities**

Based on a search of INconnect, an online database of childcare or early childhood facilities, Warsaw has 13 established early childhood and daycare facilities within the city. The facilities include individual, home based providers, church ministries and services offered through the local school corporation. These facilities offer multiple programs to meet the daytime needs of working caregivers and includes care options for preschool, toddlers and infants. Warsaw is the main source of childcare and early childhood facilities within the county. Not only does the city offer the most options, but many of the major employers within Warsaw have begun to offer in-house childcare services as well. These do not include services offered by religious institutions.

### **Grocery and Convenience Stores**

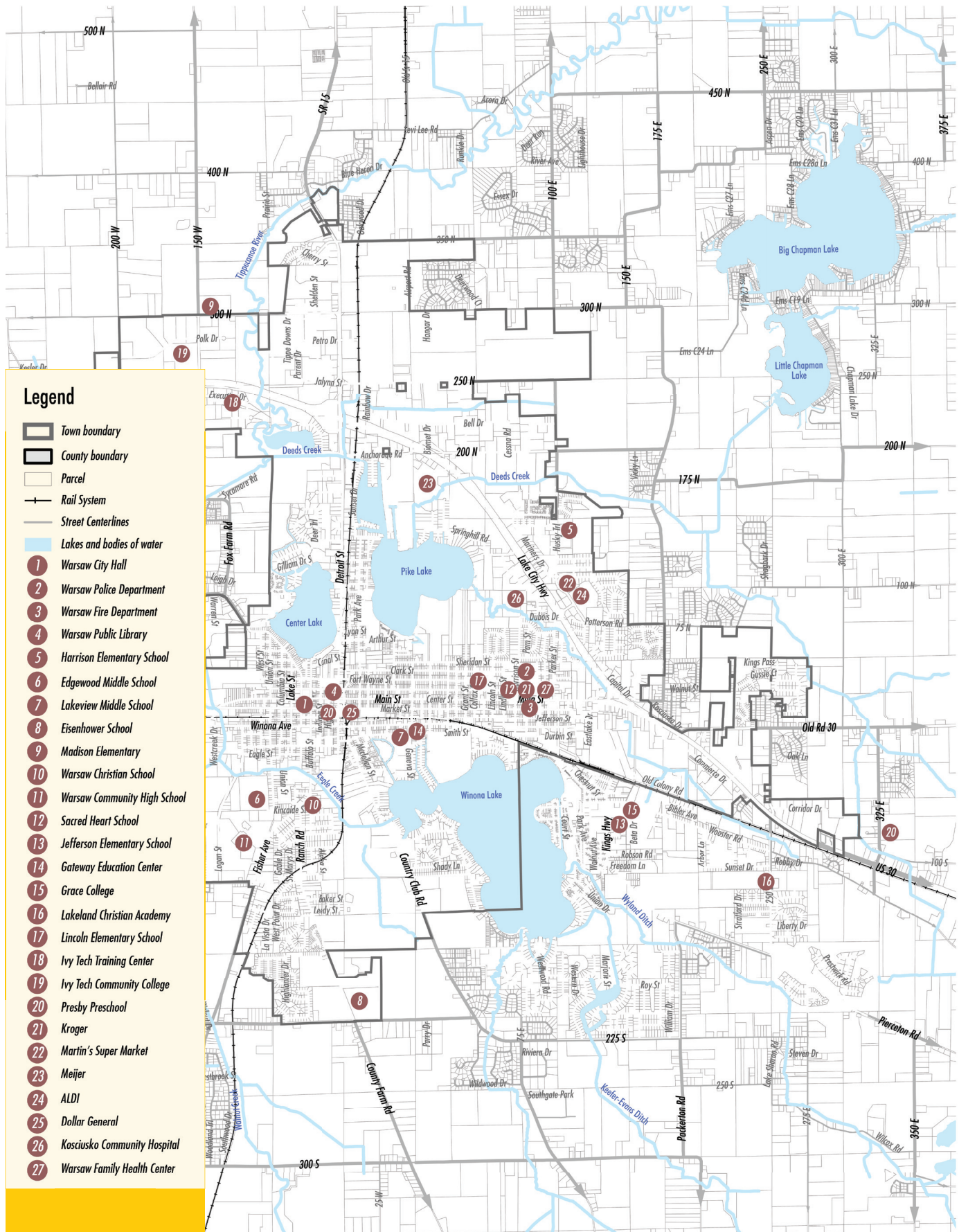
As the major urban area within the county, Warsaw has a large number of grocery stores and special shops that can fulfill almost all needs of the community. While the city in general is not a food desert, the downtown core and southern neighborhoods do not have nearby access to stores, although this is currently being addressed by city officials.

### **Civic and Entertainment Facilities**

As the largest community within Kosciusko County, Warsaw holds a wide variety of entertainment options which serve the region. On top of the multiple hospitality and food service options, there are a large number of parks, sports venues, historical sites and museums, the County Fairgrounds, and more. While the city does well at filling the needs of residents and visitors alike, leaders are working to create new activities for growing youth and elderly populations.

### **Religious and Cultural Facilities**

There are 15 religious institutions within or directly adjacent to Warsaw, although more may be present if they operate on a neighborhood scale.



## ***Parks and Recreation***

The City of Warsaw's parks vary in scale and amenities. Bixler Park, Central Park and Municipal Park all exist in close proximity to one another sharing edges along the southern shore of Center Lake. Bixler Park is the most northern piece of land covering around 2.6 acres. The Park includes three tennis courts, a basketball court, a gazebo, two picnic shelters (available for rental), and lake access via a boat launch in the parking lot on the northern side. Central Park and Municipal Park, collectively, cover approximately 16.25 acres south of Bixler Park along Canal Street. The area includes the 0.75-acre Biblical Gardens with ornamental plantings of over 100 plants named in the Bible and public restrooms as well as the Central Park Gardens with ornamental plantings, a recessed, amphitheater-like water feature, picnic shelter, and a walking path. In addition to the Gardens, Central and Municipal Parks also boast large lawns, public restrooms with vending machines, an additional picnic shelter, and the Center Lake Pavilion. The Pavilion sits directly on the shore of Center Lake along Center Lake Beach with swimming access and an adjacent playground. The structure is available for rent and includes a large event space with seating for up to 300 people, kitchen, and restrooms.

Nye Park and Funk Park are both located less than 0.5 miles east of the Bixler/Central/Municipal Park area off of North Lake Street. Nye Park covers around 2.2 acres on the southern shore of Center Lake and includes public boat launch access, a picnic shelter (available for rent), and a large lawn with mature trees around the periphery. Funk Park covers around 0.35 acres and is located up the street from Nye Park on the southern shore of Center Lake. The Park includes open lawn, some picnic tables, and the historical marker honoring Tony Elliott.

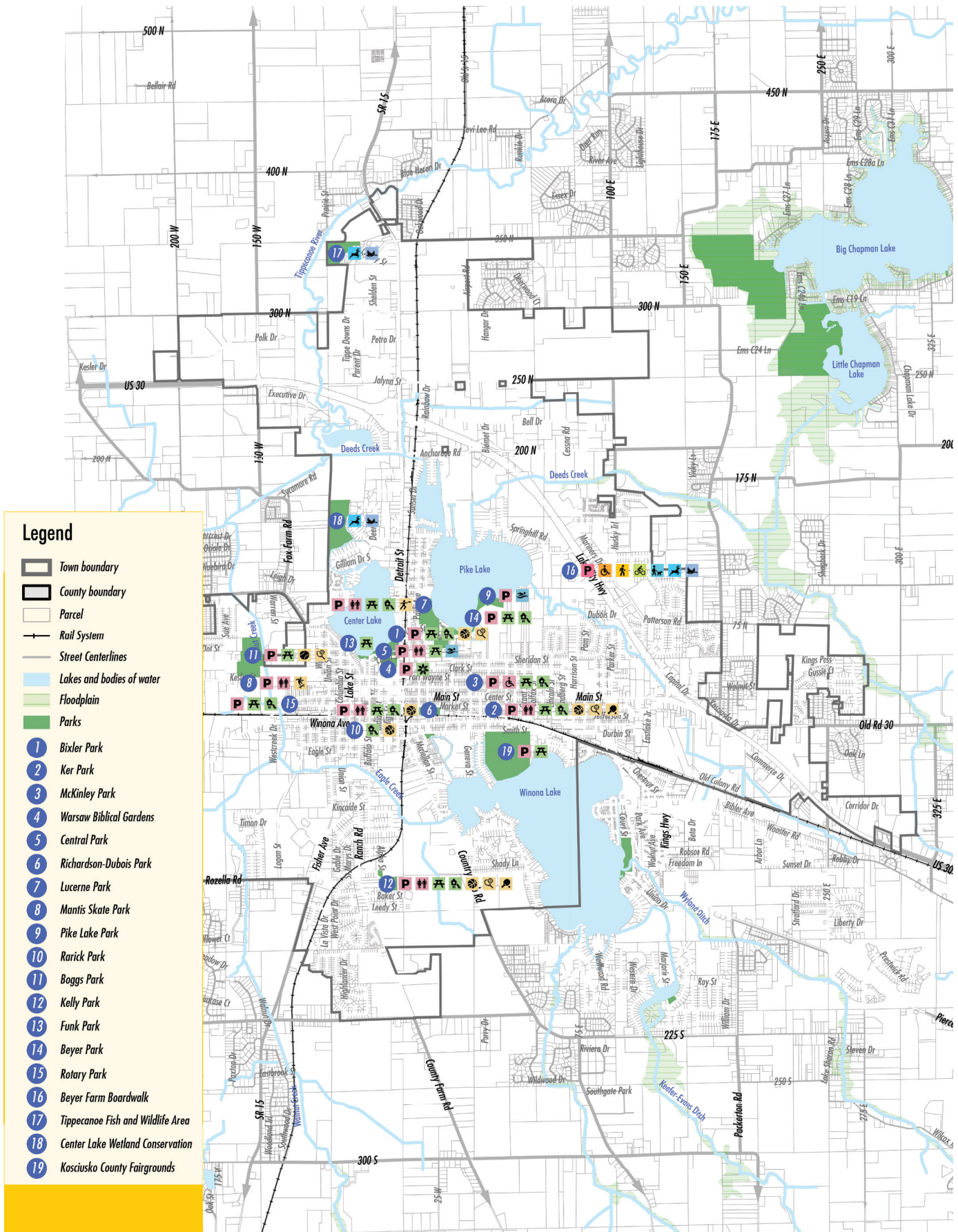
Located east of Center Lake, Pike Lake is surrounded on its southern edge by public park spaces. Hire Park and Beyer Park are located along East Arthur Street. Hire Park is positioned on the southern side of East Arthur Street and provides a BMX track with picnic tables and open lawn for holding events on around 5 acres of land. Beyer Park is located on the north side of East Arthur Street covering approximately 2 acres along the shore of Pike Lake and includes a playground, public restrooms with vending machines, and a picnic shelter. Pike Lake Campground sits at the end of East Arthur Street. There are 47 camping lots for rent with amenities including picnic tables, electrical hookups, showers and restrooms, fire rings, and a fish cleaning station. The site also includes public amenities such a public boat launch for lake access, a sand beach for swimming, and a playground. On the eastern shore, opposite Pike Lake Campground, sits Lucerne Park. The Park covers nearly 13 wooded-acres on the shore of Pike Lake with an amphitheater and four shelters/cabins all available for rent. Site amenities include public restrooms, a playground, and walking trails. The site is also the location of the City of Warsaw Parks and Recreation Department within the Pete Thorn Center, which is the common location for hosting many park events in both the activities room and gym.

Richardson-Dubois Park, McKinley Park, and Ker Park are all neighborhood parks, in close proximity to each other, amongst residential and commercial properties south of Pike Lake. Richardson-Dubois Park covers around 9.3 acres and is sandwiched between East Market Street to the north and a set of railroad tracks to the south. The western half of the site is comprised of Fribley Field which includes a football field, bleachers for spectators, press box with concessions/vending machines and restrooms, and ancillary structures for maintenance. The eastern half of the site includes a picnic shelter, playground, basketball court, ball field, open lawn and a large area of lowland-prairie planting. McKinley and Ker Park exist as pocket parks for active recreation. While both include playgrounds and picnic tables, McKinley has a gazebo and mature trees peppered throughout while Ker exists as an open lawn.

Kelly Park is located near the southern city Limits of Warsaw at the eastern end of Fawley Street. The Park is located near a small pond amongst residential, rural, and wooded land covering around 6.5 acres. The site includes two tennis courts, a basketball court, playground, sledding hill, open lawn used for soccer fields, picnic shelter (available for rent), and public restrooms.

Rarick Park is a small, 1-acre pocket park located along South Washington Street. The Park includes a playground, basketball court, picnic tables, and ample open lawn for sporting events.





Kiwanis Park is located along East Smith Street, just west of the Lakeview Middle School grounds. The site covers approximately 1.8 acres and includes a picnic shelter (available for rent), open lawn, and public boat launch for access to Winona Lake.

The City of Warsaw includes several sporting venues and complexes including Mantis Skate Park and Boggs Park, Rozella Ford Golf Course, Kosko Shotgun Sports Complex, and the City-County Athletic Complex (CCAC). Mantis Skate Park and Boggs Park are located within the same area off West Center Street and cover approximately 1 acre and 14.4 acres respectively. The Skate Park was funded in part by the K21 Health foundation and includes skate structures, restrooms, and vending machines. Boggs Park includes two basketball courts, two standard size ball fields, two half-size ball fields, and four children's ball fields all with accompanying spectator amenities including bleachers, press boxes, restrooms, and concessions. Rozella Ford Golf Course is located at the southern Warsaw City Limits along 100 South. The Course covers roughly 180 acres as an 18-hole, par 70 golf facility that is open to the public. The Kosko Shotgun Sports Complex encompasses 60 acres surrounded by woodland and prairie off Fox Farm Road just 1.25 miles west of the Warsaw City Limits. The site is open to the public and hosts various leagues as well as events with Grace College. The City-County Athletic Complex is located along Lincoln Highway off the Chinworth Bridge Trail just over 1 mile west of the Warsaw City Limits. The site covers nearly 75 acres with four standard ball fields, four children's ball fields, and enough open lawn to accommodate two standard soccer fields, three half-size soccer fields, and three children's soccer fields. The Complex includes accompanying spectator amenities such as bleachers, press boxes, restrooms, concessions, shelters, and ancillary buildings for maintenance. There is a potential issue regarding the complex being located within Kosciusko County and the name suggesting a "City-County" partnership but no funds being provided by the County for maintenance.

There is quite an extensive network of trails that exists within the City of Warsaw with substantial trailheads. Rotary Park covers around 0.25 acres of land off the intersection of West Center Street, West Market Street, and South Hand Avenue. The site is currently under construction, but, once complete, the Park will act as a trailhead with a picnic shelter and playground. Beyer Farm Greenway Trailhead starts outside the Kosciusko Community Hospital grounds and travels through the wetlands located west of the hospital. The trail turns into 1,800 feet of boardwalk that hovers over the wetland and ends at Pike Lake Campground. The Beyer Farm Trail plays an important role in public education regarding the habitat of the wetlands. Krebs Trailhead Park is a small, linear pocket park covering nearly 0.5 acres amongst residential and commercial neighborhoods. The Park includes a picnic shelter, public restrooms, and open lawn. There is a need to provide regional trail connections between all communities within the county, but there is currently no master plan to guide efforts. Ride + Walk of Warsaw + Winona Lake documents a total of 5.7 miles of greenways, 2.9 miles of bike lanes, 3 miles of side paths, 2.7 miles of signed routes, and 9.7 miles of mountain-bike trails. The Ride + Walk initiative website provides maps for all of the trails within the network. A trail counter is being installed in the coming year to accurately assess the use of trails within the City.

The City of Warsaw has an existing *Five-Year Parks Master Plan* and is actively developing new trails, parks, and related amenities. There are plans to continue the development of the Market Street trail into the downtown and out towards Hand Avenue/Center Street. A new residential development and park is underway at the northern end of Buffalo Street at the southern edge of Center Lake. There has been some desire expressed of creating an Escape Park and a cricket field to act as regional attractions. The City is currently undergoing the planning process to develop an updated Five-Year Parks and Recreation Master Plan for 2022-2026.



Kiddieland Park at Center Lake, Warsaw, IN | Ink Free News



## ***Lakes and waterways***

Warsaw has three separate lakes within or adjacent to the city limits. Center Lake and Pike Lake are completely within Warsaw, while Winona Lake is split between Warsaw and the Town of Winona Lake. All three of these lakes hold residential and commercial developments, but also contain preserved spaces and parks for wildlife and recreation.

The City of Warsaw is located along the north and west edges of Winona Lake and the northeastern City Limits border that of the Town of Winona Lake. The City surrounds four other lakes – Center Lake and the subsequent Center Lake Wetland Conservation Area, Little Pike Lake, Pike Lake, and Hidden Lake. Public parks are abundant in Warsaw with a total of 18 designated park and garden spaces – Bixler Park, Central Park with the Biblical and Central Park Gardens, Municipal Park, Beyer Park, Funk Park, Hire Park, Kelly Park, Ker Park, Kiwanis Park, Krebs Trailhead Park, Lucerne Park, McKinley Park, Nye Park, Rarick Park, Richardson-Dubois Park, and Rotary Park. Other outdoor spaces and recreational amenities of the City include two public beaches (Center Lake Beach located within Central Park and Pike Lake Beach located within Pike Lake Campground), an extensive network of trails and trailheads, several sporting complexes and venues, Pete Thorn Center (located in Lucerne Park), and Pike Lake Campground.

Winona Lake covers roughly 572 acres with a watershed of approximately 18,730 acres. The Lake has an average depth of 30 feet and measures 79 feet at its deepest point. Water flow enters the Lake from Wyland Ditch in the east, Keefer-Evans Ditch in the south, and Peterson Ditch. Water flow exits Winona Lake from Eagle Creek in the west. Public access via a boat launch for the Lake exists at Kiwanis Park. Recreational activities on the Lake include boating, water skiing, fishing for Bluegill, Channel Catfish, Largemouth Bass, Longear Sunfish, White Bass, and Yellow Perch, and swimming at the public beach located in Winona Lake Limitless Park. Warsaw serves as a regional destination for recreation and water sporting.

Center Lake covers roughly 120 acres with a watershed of approximately 9,611 acres. The Lake has a maximum depth of 43 feet. Water flow enters the Lake from natural springs underground and exits via a tributary leading to Walnut Creek and Lones Ditch in the north. Public access can also be found along this tributary as well as a boat launch at Nye Park. Recreational activities on the Lake include boating, fishing for Bluegill, Catfish, Largemouth Bass, and Yellow Perch, and swimming at the Central Park Beach.

Pike Lake covers roughly 228 acres with a watershed of approximately 23,405 acres. The Lake has an average depth of 14 feet and measures 35 feet at its deepest point. Water flow enters the Lake from Beyer Ditch in the southeast and Deeds Creek in the north. Water flow exits Center Lake to Little Pike Lake. Public access via a boat ramp for the Lake exists within Pike Lake Campground at the end of Arthur Street. Recreational activities on the Lake include boating, swimming at the beach, and fishing for Black Crappie, Bluegill, Largemouth Bass, Longear Sunfish, and Yellow Perch. Little Pike Lake covers roughly 25 acres with a watershed of approximately 25,700 acres. The Lake has an average depth of 5.6 feet and measures 14 feet at its deepest point. Water flow enters the Lake from Pike Lake and exits in the east via Deeds Creek to the Tippecanoe River and north via Lones Ditch. Public access is the same location for that of Pike Lake. Recreational activities on the Lake include boating and fishing for Black Crappie, Bluegill, Largemouth Bass, Longear Sunfish, and Yellow Perch.

Hidden Lake covers roughly 23 acres. The Lake is home to the Lake City Skiers - a water ski show team ranking as 4-time Division II National Champions. It is privately owned and only made open to the public when water-sporting tournaments and shows are held every Sunday and Tuesday evening from June through Labor Day.



Center Lake | Visit Kosciukso



## WARSAW

## KEY FINDINGS

*The key findings of the Warsaw community condition assessment have been organized into two key categories: Strengths/ Opportunities and Weaknesses/ Threats. Strengths and opportunities are internal, positive attributes that are within control of the City. Opportunities are external environmental factors that are likely to contribute to the City's success. Conversely, weaknesses and threats are negative factors that detract from these strengths. These may require improvement in order for the City to be competitive as an attractive community. Threats are external factors that the City has no control over. It may be considered that a contingency plan be put in place for dealing with them as/ if they occur.*

### ***Strengths and Opportunities:***

- Warsaw is the center of population density, economic growth, and new development within the county, supporting not only those who live within the city, but all of those living within the region.
- There are multiple areas within the city experiencing new growth or redevelopment including the technology park, Market Street, Buffalo Street, Argonne Road, and along U.S. 30.
- The northeast edge of the city is what is experiencing the most growth, due to proximity to the lakes, but there are 100+ acres south of town which are read for new residential or commercial development.
- The existing sidewalk infrastructure within the City can be improved and expanded to provide alternative transportation routes to local residents.
- There are multiple properties of historic significance in the Community.
- Warsaw and Winona Lake, while separate entities, closely collaborate on quality-of-life projects which affect residents within both communities.
- About 5,500 people commute into Warsaw for work each day. It is believed that most are from the northeast section of the county, or those living around the lakes.
- The sewer plant was recently updated and should last another 20 years at current growth rates.



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### ***Weaknesses and Threats:***

- There has been a disconnect between the city and county on the future of development within the area, causing land use and utility issues during annexations.
- Starting early 2022, INDOT will be performing a Linkage and Environmental Study along U.S. 30. It is unclear currently if the study will fully represent the needs and issues of Warsaw and the other communities along the corridor.
- There is a disconnect between the city and county regarding lot sizes suitable for septic/sewer, this could stem from more lax regulations within the county (20,000 sqft lots allow septic). These developments could lead to future issues for the city in terms of utility capacity and long term service and maintenance.
- Sidewalk infrastructure is present but portions of the system are in varying conditions. Improvements may be needed to repair existing segments.
- The City has portions of roadways that have been categorized as 'Poor' condition per the PASER rating system. Improvements and maintenance will be needed.
- Local broadband services fall far below the national baseline of 25 Mbps download and 3Mbps upload. Additionally, most services are based off wireless and satellite technologies, which can be unreliable.

