



Letter from the Director

One of my favorite sayings is "fortune favors the audacious" and the proposals contained in this vision plan certainly communicate an audacious view of what the future of the Argonne Road could look like as a true gateway corridor.

For many years, economic developers have worked to develop "shovel ready" sites for greenfield development. These designations are helpful to market sites to developers and end-users who can consider any number of locations for their projects, and for whom site selection becomes a process of elimination.

The vision plan communicated in this report points toward development of similar "shovel ready" areas for redevelopment that KEDCO and other economic development partners can market to developers and end-users for commercial, residential, and mixed-use projects.

We often say at KEDCO that "we will become known for the problems we solve," and I am confident that the Argonne Road corridor provides an opportunity to spark new development, and more importantly to uplift the places and community that will be so important to defining the future of Warsaw and Winona Lake.

We appreciate the investments so many individuals and organizations have made to this vision plan and look forward to working alongside our local stakeholders to bring it to reality.

One more thing, as I get to know Kosciusko County it is clear to me there have been a handful of well-known leaders who have made outsized investments in the community. Yet, instead of waiting for one or two people to leave their mark, what if we each contributed in some way? So how can you contribute toward our audacious vision?

Document Prepared By:



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About Anderson + Bohlander, LLC:

Anderson + Bohlander is a planning, urban design, and landscape architecture studio based in Indianapolis, Indiana. Since 2013, they have assisted a number of municipalities, community development corporations (CDCs), non-profits, and private developers in developing creative and implementable solutions for legacy industrial sites, urban neighborhoods, downtowns, and corridors.

Document Prepared For:



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About KEDCo:

Kosciusko Economic Development Corporation (KEDCo) was formed in 1984 to promote economic and community development. Since that time, they evolved into an organization focused on growing investment and job creation and on cultivating, engaging, and stewarding area businesses towards prosperity.

Their mission is to convene, build, and show the area's economic growth resources to businesses leaders to leverage those resources to their greatest impact. They support businesses at every stage by helping to navigate opportunities of every size - from startups to mature businesses - to produce the best that Warsaw and Kosciusko County have to offer.

Special areas of assistance include:

- Assisting to retain existing industries
- Assisting in grant applications and information
- Networking to provide local contacts
- Acting as a liaison to local and state government officials
- Assisting with tax abatements
- Assisting with the tax increment finance(TIF) process
- Locating available industrial sites and buildings
- Providing other valuable business-related information



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about the project 01

Introduction to the Argonne Corridor

Overview

The Argonne Corridor is a roadway located in the City of Warsaw in Kosciusko County, Indiana. It is on the east end of the city, near Lake City Highway, or US Highway 30. The roadway changes to Parker Street north of the study area, and runs north until it reaches Menards. At it's southern end, Argonne Road intersects with Winona Avenue, or King's Highway, which is the entrance to Winona Lake and Grace College.

Argonne Road acts as a kind of transition point. To the west, land is laid out on a traditional grid, primarily with early 20th Century, detached single-family homes. These residential blocks increase in density moving west until they reach traditional mixed-use multi-story buildings downtown. To the east, properties are primarily industrial in nature or have been redeveloped in more of a suburban pattern of auto-based retail and warehousing. Suburban patterns decrease in density until they meet the highway.

A Gateway to Warsaw and Winona Lake

The corridor is an important gateway for both the City of Warsaw and Winona Lake. Visitors coming to Warsaw from the east via US Highway 30 drive west along Center Street into downtown and Argonne Road is the first signalized intersection after Eastlake Drive. More importantly, turning onto Argonne Road takes you directly to Winona Lake. For first time visitors to the area, they are likely to associate the City and town together. Improvements to Argonne Road and the properties along it will provide a net benefit to both communities.

A Legacy Industrial District

This area has a number of historic industrial properties that range in age, condition, size, and visual interest. Some buildings are currently abandoned, while some are occupied by tenants that may relocate in the near future. Many of these empty - or soon to be empty - buildings are on properties that need some level of environmental remediation. That said, they also offer an opportunity to retain the inherent interest of pre-war rust belt industrial architecture and can be reused as space for smaller and newer companies of various types.

An Opportunity to Connect

While the corridor currently has certain attributes of a barrier, it also offers the opportunity to connect. Pedestrian improvements to the corridor itself and to cross streets would help to make the area more accessible and welcoming. In addition, there is a great opportunity to connect existing mutliuse paths and trails on Market and McKinley Streets to planned trails east of the corridor. Lastly, any improvements that allow pedestrian and cyclists to more easily navigate to and from Winona benefit all. The major point of constraint is the rail underpass on Argonne Road.



The Vision Plan Process

Goal of the Effort

KEDCo hired Anderson + Bohlander, LLC as a planning consultant in January 2020 to assist in developing a Vision Plan for the Argonne Corridor. The effort's scope included gathering input on potential reuse opportunities, developing concepts to build interest in reuse in this area, and identifying development partners, tools, and end users to activate this corridor. It also included working with MACOG to coordinate with their overlapping environmental investigations of properties in the project area, as well as identifying appropriate sidewalk, trail, and roadway measures for the corridor itself. In short, the five (5) main activities to accomplish are to:

Coordinate with

Redevelopment of Key Sites

Develop Concepts for Argonne Road, Walks, and Trails

Document for Marketing

Time Frame

To note: More in-person meetings were planned with the Project Executive Committee from March through May, but were reduced due to COVID-19 guarantine restrictions and health concerns for group gatherings. A timeline of activities includes:

January 24, 2020 Site tour of brownfields January 31, 2020 Project executive committee introduction and input meeting February 24, 2020.... Begin bi-weekly recurring client progress meetings February Project background investigation, GIS and previous planning March......Catalyst site concept test fitting begins AprilReview and revise catalyst site concepts with client April 16, 2020 Coordinate environmental analysis options with MACOG May 18, 2020 Review catalyst concepts with project Executive Committee May...... Revise catalyst concepts per Executive Committee input June......Incorporate concepts into marketable "Vision" document

Project Organizational Chart

With KEDCo as client, the following chart indicates the coordination followed throughout the project.

Client - KEDCo

Alan Tio KEDCo CEO

Lori Shipman

Lori Shipman Consulting, LLC

Supporting KEDCo

Beth Grigsby Land Re-Creation LLC

Maggie Egbarts KSU TAB Services Coordinator for EPA Regions 5 & 8

Consultant - A+B

Joshua Anderson Principal in Charge

Craig Rowe Project Manager, Urban Design

Coordination with MACOG

Leah Thill MACOG Senior Environmental Planner

Vince Epps, Vice President and Senior **Environmental Scientist** Metric Environmental, LLC

Pat Likins, Senior Project Manager Metric Environmental, LLC

quarantine restrictions, at the time of this effort. **Project Executive Committee**

A Special thanks to the Project Executive Committee for their time and input, even amidst COVID-19

Justin Taylor

City of Warsaw Senior City Planner

Craig Allebach

Winona Lake Town Manager

Dean Avey

Entrepreneur - Owner, 501 Junction

MACOG Senior Environmental Planner

Beth Grigsby

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Maggie Egberts

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Jov Lohse

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Jason Zaugg

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Realtor, Brian Peterson Real Estate

Trov Gamble

Warsaw Chemical CEO

Kevin Feldman

Warsaw Chemical Chief Revenue Officer

Scott Woods

Warsaw-based Restaurateur

Craig Snow

Board Chair, Silveus Insurance Group

Matthew Graham

Former Director, Bowen Center

Richard Haddad

K21 Health Foundation CEO

George Clemens

Redevelopment Commission

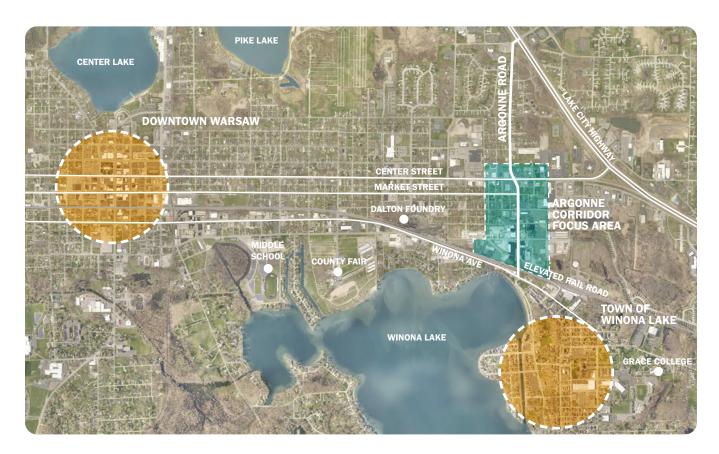
John Martin

Zimmer Biomet Real Estate & Facilities

About the Surrounding Area

Overview

The area surrounding the Argonne Corridor varies in each direction. Downtown is situated to the west, as are Center and Pine Lake. An active rail line runs east to west on the project area's southern end, separating the corridor from Winona Lake, the Town of Winona Lake, and Grace College. The corridor is close to the east end of the city and Lake City Highway, and land here becomes less dense and irregular in both its uses and its streets and sidewalks.



Kosciusko County, City of Warsaw, and Winona Lake

Kosciusko County is located in northern Indiana, just west of the City of Fort Wayne. The county has a population of just under 80,000 residents. The economy is dominated by agriculture and manufacturing, though it is known for being the home of Fortune 500 company, Zimmer Biomet, a maker of medical devices, which is headquartered downtown.

The county seat and largest city is the City of Warsaw, with its historic downtown uniquely positioned within a series of small lakes. The downtown has seen a resurgence of development activity and restoration in recent years, including an effort to develop mixed-use infill on Buffalo Street to connect to

Winona Lake, which is both a town and a lake is located just southeast of Downtown Warsaw and is home to Grace College and a "planned urban development" village with quaint lakeside homes and businesses.



Image courtesy of Kosciusko County Visitors Bureau





Images of Warsaw and Winona Lake

Downtown Warsaw is identifiable from it's iconic and beautiful courthouse square (01). It has great historic buildings and a growing number of places to eat and hang out. Pictured are One Ten Craft Meatery (04) and Elysian Gift and Clothing Shop (05), but there are many others.

On the east side of town, nearer to the corridor is Noa Noa Wood Grill and Sushi Bar, along with the adjacent Spike's Beach Grill (03), and Clipper Bar, which is an active and fun location.

Winona Lake (06) is a quaint village with a mix of restaurants, coffee shops, and local businesses, such as Belove gift shop (02).
Grace College borders the town, with a beautiful campus.







Legacy Industrial Properties

Overview

This area has a number of legacy industrial properties that range in age, condition, size, and visual interest. Many will require environmental remediation to some degree to allow for redevelopment. Most of these were built to serve the needs of a single user, but are well suited to be used by multiple tenants. They can provide the quality of spaces that appeal to smaller and newer companies of various types. In addition, the inherent look an feel of these buildings is what provides the distinctive quality of the Argonne Corridor that is unique from other areas of the City.









Images of Argonne Properties

The Gatke Property (01) is the most recognizable structure in the area with its iconic brick buildings.

The Winona Health Property (02) is home to a mid-century art deco building which is on view from the corridor for several blocks.

The buildings of 306-310 Argonne Road (03) are more utilitarian in nature.

The 501 Junction Property (04) is already in the process of redevelopment and is currently leased to tenants.

The Arnolt Property (05) is vacant and provides a large reuse opportunity.

The Warsaw Chemical Property (06) is a very large area that could be reused by multiple entities.







Argonne Road Current Conditions

Overview

The existing conditions along Argonne Road present both challenges and opportunities. It is currently an auto-oriented environment, somewhat inhospitable to bicyclists and pedestrians. As uses change, pedestrian-friendly improvements become key considerations. Onstreet parking is irregular and inconsistent and may be difficult to use when traffic is heavy. A lack of identity or sense of arrival present a need for elements that reinforce character and consistency.

Auto-Oriented to "Main Street"

The existing Argonne Road corridor is designed for automobiles, not pedestrians. From Center Street to Jefferson Street, buildings are setback with large parking lots between the businesses and the road. From Jefferson Street to the rail corridor, sidewalks are intermittent and interrupted by inconsistent vehicular areas.

In contrast, the area would benefit from acting more as a "main street" for this side of the City. Buildings should have welcoming entries and walks should be designed to provide a consistent and comfortable pedestrian experience with street trees.



On-Street Parking

Several businesses along Argonne Road provide parking perpendicular to the road. Perpendicular parking creates a hazard where drivers must backup into the travel lanes of the road. It also creates a continuous vehicular edge where pedestrians have no separation from cars and there is no space to plant street trees.

In contrast, the area would benefit from consistent parallel onstreet parking to allow for a safer streetscape for pedestrians and vehicles.



Image and Entry Points

The existing Argonne Road corridor has an inconsistent identity that varies from block to block. Each intersection feels different, from auto-oriented and suburban, to industrial, to vacant. There is no clear gateway moment or sense or arrival.

Contrasting this, when entering Winona Lake, one is greeted with well-maintained plantings, active businesses, and pedestrian activity. This type of welcoming moment could make a big improvement at key points of the corridor.



Connectivity Concerns

Overview

There are several factors to consider when making improvements to pedestrian connectivity. The two existing rail underpasses have set widths that are difficult to change and limit where and to what extent pedestrian or bike connections occur. McKinley Street curves in a way that disrupts the area's street grid, even though this is based on a historic, but abandoned railway alignment. Existing trails in the area are a great asset and present opportunities to connect even further to areas beyond the site to the east.

Rail Underpass Connections

The rail underpasses at McKinley Street and Argonne Road provide the only connections from the historic industrial corridor to Winona Lake and areas to the south. Between the two, the McKinley underpass is both wider and taller than Argonne. McKinley Street currently provides the only pedestrian path under the rail road with an existing sidewalk on the west side of the street and a wide shoulder on the east. Argonne Road currently features edge-to-edge vehicular lanes and no sidewalk, but wide lanes in both directions could be narrowed to introduce a pedestrian route.



McKinley Street jogs and drops grade as it follows the topography from higher elevations at Durbin Street down to the railroad underpass and Winona Avenue. The curve and change in elevation disconnect the street grid, make development fronting onto the street difficult and interrupt pedestrian movement.





Trail Connections

An existing trail follows McKinley Street though the historic industrial district. The trail connects to Winona lake to the South via the McKinley Street underpass. To the North, the trail passes through the Krebs Trailhead Park before turning west and following Market Street toward downtown Warsaw.

The city of Warsaw has identified a future trail through the East Lake woods, east of - but connecting to - the study area.



argonne corridor vision plan conceptual framework 02

Building on Momentum

Overview

The importance of the Argonne Corridor and surrounding areas has been well-documented in previous plans and studies. From the outset, this Vision Plan was determined to build upon previous studies, rather than to replace them. Many of these previous studies involved time and effort from the public in various engagement sessions and this plan is intended to honor the variety of views and opinions that went into crafting goals and desires for the future. A list of some of the more recent studies that impact the Argonne Corridor is provided below with a brief summary of relevant information.

A Stellar Connection | Warsaw + Winona Lake

2016 Strategic Investment Plan for Indiana Stellar Communities

This document is an application submitted in 2016 to the Indiana Office of Rural and Community Affairs (OCRA) for their Stellar Community grant, which provides resources for transformative quality of place, community, and regional improvements. Eight key projects were submitted, including: (1) a roundabout at Argonne Road and Winona Avenue, (2) Argonne Road streetscape and facade upgrades, (3) A maker space at the Gatke property, (4) neighborhood beautification, (5)housing, (6) senior housing, (7) parks (Richardson Dubois, Ker, and Kerbs), and a cycle track (8). This Argonne Corridor 2020 Vision Plan builds upon recommendations and ideas submitted as part of that application. At the time of this study, the roundabout project was in the engineering phases with an intention to begin construction in 2022.

Housing Study

In 2019, the nationally-recognized consulting practice, Zimmerman Volk, was commissioned to produce a study of the residential market potential for the City of Warsaw and Kosciusko County. The results of the study that impact this plan include:

- Demand for housing downtown | The study states that the demand for housing downtown would be between 43 to 59 new units per year over the next five years, with 64 to 91 per year in suburban neighborhoods. For our purposes, we are assuming that the Argonne Corridor would be more closely related to downtown than to suburban neighborhoods. The hope is that the study area could absorb a portion of the 215 to 295 total units that is projected to be built over the next five years.
- Mix of housing types | In regard to the types of housing in most demand, our study focuses on multi-family housing. The study states that, within the demand for multi-family units, apartments is highest at 66% of all demand. Condos are next with 25% and rowhouses are 9%. This would equate to a demand for 195 apartments, 74 condos, and 27 rowhouses over the next five years downtown.

Many Other Studies

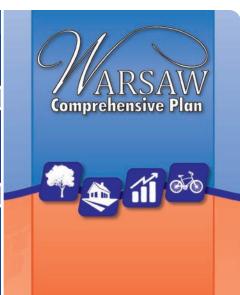
- Winona Lake Imagine 2030 Comp Plan (2019) | The Winona Lake Imagine 2030 Plan was created with MACOG. The Winona Avenue and Argonne Road area falls within their "Gateway Corridor" designation. Key recommendations include a roundabout (in-progress), smaller scale mixed-use development, attracting new businesses from light fabrication to retail, providing multiple housing options, and nightlife options for college students and adults.
- MACOG Active Transportation Plan (2016) | The MACOG Active Transportation Plan calls for a 0.6-Mile stretch of bike lanes on Argonne Road from Center Street to Winona Avenue. It also recommends a signed path or sharrow on McKinley Street.
- Warsaw Comp Plan (2015) | Page 67 proposes Argonne Road include on-street bike lanes with enhanced crossings at Winona Avenue and Center Street. Page 71 proposes a passenger rail depot at the Gatke building to service future rail service from Chicago to Columbus, Ohio, For the East Market Street Neighborhood, the plan recommends enhancing Argonne Road to allow for bicycles and pedestrians, and enhancing intersections. It also recommends consolidation and relocation of various industrial properties to US30 to allow for new uses in their old buildings as mixed-use, boutique retail, and office.
- Imagine Warsaw Community Visioning Study with Ball State University (2013) | The study recommended pursuing opportunities to improve Winona Avenue, reuse the Gatke buildings, and redevelop vacant structures and properties in the area.







Strategic Investment Plan 2016 Indiana Stellar Communities WARSAW. INDIANA



03





Previous Efforts

- (01) A Stellar Connection, submitted as part of the 2016 Stellar Communities grant
 - (02) Warsaw Comprehensive Plan
 - (03) Winona Lake Comprehensive Plan
- (04) Imagine Warsaw Community Visioning Study with Ball State University
- (05) Residential Market Potential Report(06) MACOG Active Transportation Plan



Residential Market Potential

The City of Warsaw and Kosciusko County 06

ACTIVE TRANSPORTATION PLAN

01







OF

Environmental and Brownfield Issues

Overview

The study area is a legacy industrial site. Like most older industrial sites, there are environmental remediation needs of various degrees. In the past, there have been chemical spills into Winona Lake from Warsaw Chemical, the EPA has taken action at the Arnolt building, and various other issues are known to exist. Members of the project team's Executive Committee expressed a desire to see stormwater quality addressed. In 2019, the U.S. EPA awarded MACOG (Michiana Area Council of Governments) and the Regional Brownfield Coalition a grant to conduct environmental site assessments on potentially contaminated properties over the next three years. Their worked includes multiple properties in the study area and our project teams worked to share information and inform each other's efforts. This plan responded to their findings at a conceptual level.

Stormwater Runoff Concerns

Most of the legacy industrial buildings are built uphill of Winona Lake and the topography leads water to run off from these sites towards the lake. There are inlets to catch this water, but more can be done. In the vision plan, concepts include locations for additional detention, and various water quality features, such as rain gardens, in areas near storm inlet drains. As these buildings are reused for other purposed, this plan is recommending only light industrial uses that will not contribute any harmful pollutants that end up in the water system.



Land Use Restrictions and Remediation

MACOG assembled a team of consultants to assist them as they conducted site assessments for multiple properties. These included the Arnold and Gatke properties. Their team had to have permission of the owner to conduct these studies, which affects which properties were evaluated. Based on what the teams have learned, we either know or believe that the residential proposals will need to have vapor mitigation systems and two feet of soils as a cap under their foundation. Each development effort in this vision plan, will need to determine what mitigation efforts are required for the proposed land use on the proposed site.



Future Additional Information Sought

Not all assessments will be available due to constraints of the grant funding, or lack of owner approval to evaluate their sites. These sites, however, are recommended for Part 1 and Part 2 assessments in the future, as funding and relationships allow.

In addition, older buildings, particularly the Gatke buildings and the southern-most brick structure of the Warsaw Chemical property are recommended to undergo a structural evaluation to determine a scope and fee to stabilize the buildings with working roof and drainage systems, stabilized and repaired masonry and closed up or replaced windows, door, and other openings.



Executive Committee Input

Overview

This project was served by a volunteer "Executive Committee" of various business and civic leaders from Warsaw and Winona Lake. This committee was engaged at the beginning of the project in person for a kickoff and brainstorming session to introduce the project team and scope of the effort - and to ask questions, share concerns, and discuss potential dreams and ideas for the area.

Complications from the onset of quarantine measures during the COVID-19 pandemic of 2020 caused in-person meetings to be limited from this point. However, the core project team continued to meet on a bi-weekly basis to develop the plan, discuss findings with the MACOG team, and create concepts for catalyst sites.

Once the core team had developed concepts for each catalyst site to a point of consensus, a meeting was scheduled for May 18 to review the concepts with the Executive Team via Zoom. Feedback from that meeting was incorporated and adjustments were made to reflect their input for this final deliverable.

Kickoff Brainstorming Session

The kickoff brainstorming session with the project's Executive Committee took place on January 31, 2020. A distillation of key themes from this conversation are summarized as follows:

- Significant outreach was done for the Stellar Grant application and the Imagine Warsaw plans, so incorporate those efforts.
- The group asked about the end goal, which the team described as a "vision" plan that can be used to market sites to developers.
- · The project boundaries of the original scope were reviewed and widened in some areas to reflect committee member desires.
- · Make beautification improvements along the rail line and rail underpass, which are currently considered unsightly.
- · The community is short on small office spaces of less than 10,000 square feet, so including some was recommended.
- The committee recommended stormwater quality improvements be incorporated where Argonne and McKinley flow toward Winona.
- Too many trucks drive through the area question as to whether this will reduce if Warsaw Chemical moves operations.
- Expand on multi-use path and pedestrian connectivity in the area.
- · Look for a variety of creative uses for Gatke ideas included theater, restaurants, outdoor venue, communal kitchen or food hall.
- · Gatke has a sense of place and its second life is intriguing.

Follow-up Conversations

Following the initial brainstorm, many conversations took place that informed additional ideas, including:

- While coordinating with MACOG, it was decided that the Vision Plan team should propose land uses for each site first, and that MACOG would provide remediation advice based on those proposals.
- The Vision Plan team recommended a structural analysis of the Gatke buildings, though there was not enough funding to pursue that analysis with the current environmental grant.
- During the process, recommendations became available from a housing study. The study determined a demand for housing of various types in both Warsaw and the county. Based on this, plans were updated to reflect locations for apartments and townhomes.
- · The MACOG team provided insight on needed remediation for areas where housing was proposed.
- During the planning process, a concept emerged that would require grading contaminated soil to reroute McKinley Street. Most of the
 team preferred this concept, but understood that there would be cost and coordination involved. It was determined that providing
 two concepts: one with the roadway change and one without, would provide KEDCo with the most flexibility.

Plan Review and Revisions

A draft version of the yield analysis of each catalyst site was shared with the Executive Committee on May 18th with the following comments that were incorporated into the plan:

- There was a trail-crossing shown mid-block on Argonne Road at the south end of the corridor. That crossing may have had visibility issues from cars headed north. In response, this was moved to cross at Durbin Street to align with the north end of 501 Junction.
- The amount of office space was adjusted to a lower number in favor of more flex, light-industrial, and other spaces based on realistic market demand, based on committee members' experiences.
- · Stormwater concerns were reiterated and so this plan now includes locations for detention and stormwater quality improvements.

Thematic Goals

Overview

From the project's initial kickoff throughout the planning process, many desires were repeated and widely held among the Executive Committee and project team. The six goals below distill these broader desires into a manageable list of goals to help convey the bigger picture of what improving this corridor means to the citizens of Warsaw and Winona Lake.

Goal #1: Gatke as a Destination

It was clear from the earliest conversation that the Gatke buildings, neglected as they are, hold a special place in many peoples' hearts. If you can see past the rust and leaking roof, you will find one of the more impressive examples of industrial architecture in Northern Indiana.

That is why restoring many of the Gatke's structures is highly recommended. The team is well aware that this will incur costs and challenges. However, this is the site with the best potential to become an iconic destination. Other places, such as Clipper Mill in Maryland show how distressed properties like these can ignite a wave of positive momentum if redeveloped in creative ways.

Goal #2: A Gateway Experience

This corridor is without doubt, the gateway to Winona Lake and Grace College for people coming from US 30 on Center Street. While the moment at Winona Avenue is impressive, Argonne Road and the typical suburban development along Center Street leading to it are not and can be a turn-off to those unfamiliar with the area.

The corridor is also a gateway to Warsaw, both from Center Street and US 30 as well as those leaving Winona Lake. The corridor should include gateway elements, decorative street lights, tree lawns, and welcoming front doors. It should also seek to increase activity and provide visible street-front seating.

Goal #3: Great for Pedestrians and Cars

There are concerns about traffic flow along Argonne Road, yet capacity will always be limited by the width of the underpass at Winona Avenue. No matter how many, or how wide the lanes are. the pinch point will be here. In addition, the road has worked in the past as the properties were mainly industrial in nature and were served by rail lines for shipping. As uses transition to others such as residential, commercial, office, and even a brewery, there will be a real demand for comfortable sidewalks. This plan outlines best practices for widths and design of sidewalks, bike lanes, on-street parallel parking, and tree lawns to buffer them all.

Goal #4: New Uses for Legacy Buildings

The southern half of Argonne Road contains a number of older industrial buildings. Buildings of this quality and intrigue are difficult to build today and once that history is removed, so is the character and memory of the place.

Luckily, many younger and entrepreneurial companies desire these type of settings as a draw when recruiting employees and luring customers. While some buildings and building additions are of less value, the yield analysis section of this plan outlines those buildings whose character contributes the overall area's character and appeal.

Goal #5: Stitch Together Neighborhoods

On the north end of Argonne is the east end of the East Market neighborhood. Along Center Street, many properties are either new construction or were remodeled to auto-oriented strip development in the past few decades. The southern half is the industrial district, and south of that is the very pedestrian-friendly Winona Lake.

This plan focuses on stitching all of these disparate uses together in different ways. One is to connect trails and bike lanes through to connect different areas. Another is to provide a traditional sidewalk system to tie them together. As the Argonne Corridor develops, it can become like a main street for the area - and an extension of Winona Lake's village.

Goal #6: From Gray to Green

With all of the asphalt, gravel, and vacant and deteriorating structures along Argonne Road, it has an overall gray appearance. In addition, contaminants and dirty stormwater from older industrial properties is a concern. This plan attempts to address both the visual gray and the environmental gray and turn them green.

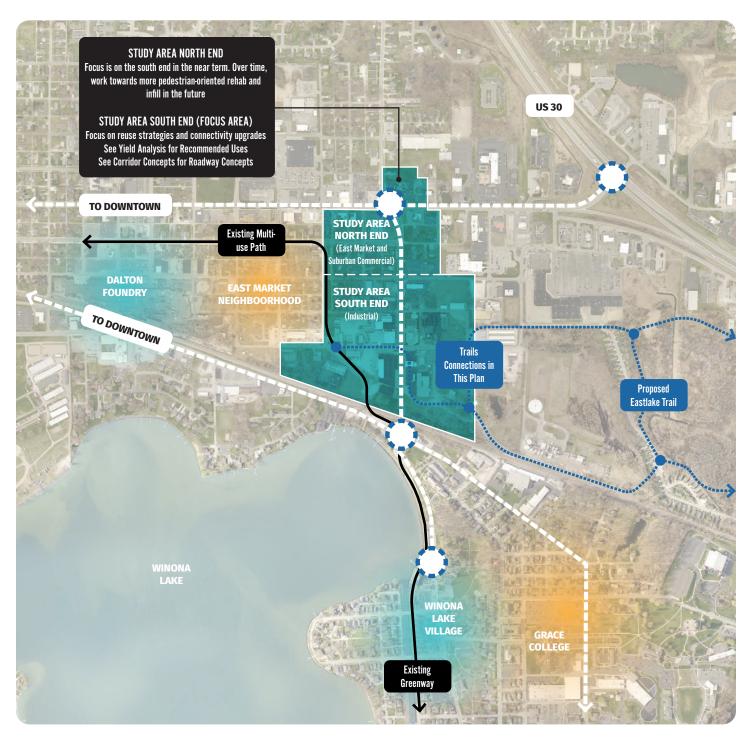
To deal with stormwater, detention is indicated along the rail line to filter stormwater runoff. In addition, tree lawns are shown all along Argonne Road and along the rail line. Lastly, cycling and pedestrian activity are encouraged to supplement the car, which can lead to improved air quality.



Larger Framework

The Bigger Picture

The Argonne Corridor does not exist in a bubble, yet this plan focuses on the study area's six catalyst sites and the Argonne Road right-of-way. The framework graphic below highlights how trails and paths in this plan connect to existing or other planned trails. It also shows how the corridor relates to roadways coming to and from US 30, Downtown Warsaw, and Winona Lake.







Catalyst Sites

Overview

The motivating factor of this plan is to provide a vision of what could be for the various legacy industrial sites along Argonne Corridor. The term "Catalyst Redevelopment Site" is intended to convey the idea that there are a handful of properties, that if redeveloped well, could spur - or catalyze - additional private investment in this area that would benefit the whole of Warsaw, the East Market Neighborhood, and the Town of Winona Lake.

The following pages show plan view renderings with descriptions of building locations and parking, square footages of different recommended land uses, and general recommendations that may be important for aesthetics, character, or other factors. These are intended to provide a vision that can be marketed to potential development partners, philanthropists, and in funding or grant applications.



Site #1 Gatke Property

The Gatke buildings are the most visually compelling and historic in this area of Warsaw. The buildings have also suffered from decades of neglect and are in need of stabilization. This will require subsidy or philanthropic support, but is worth the additional cost above new development because of the historic value of the property to the community, and more importantly, the potential that its character has to market the broader area to other developers and visitors.

There are two options shown for the Gatke site. One includes a major adjustment to McKinley and Roosevelt Streets and the other maintains the current alignment. The vision for this site includes a mix of uses occupying the historic Gatke buildings, along with new apartments on the west end of the site.

Site #2 Warsaw Chemical Property

The redevelopment vision presented for the Warsaw Chemical site is based on lightly restoring many existing Warsaw Chemical buildings and demolishing portions of others. They are also recommended to be leased to multiple tenants based on realistic expectations of demand for office or other spaces here.

The western portion of the site, which has been used for large trucks to stage for material loading and unloading, is re-imagined as residential space that allows the esplanade between South McKinley and McKinley Streets to extend to Durbin Street.

Site #3 501 Junction Property

The redevelopment vision presented for the 501 Junction site is based on building on the existing efforts occurring with the 501 Junction co-working space and a potential brewery development at the north end. The site and buildings indicated to remain are intended to build on that momentum and provide spaces and amenities that support continued growth and success. In addition, the southern portion of the site is indicated as largely open and could accommodate additional parking demand, as well as space for a future regional detention facility to improve stormwater runoff, which some of the project's Executive Committee members voiced concerns about.

Site #4 Arnolt Property

The redevelopment vision presented for the Arnolt site is based on restoring some Arnolt buildings and demolishing others. They are also recommended to be flex, light-industrial, or warehouse space based on realistic expectations of demand for office or other spaces here. In addition, the eastern portion of the site is re-imagined as a shared surface lot.

Site #5 306/310 Argonne Properties

Responding to the recent housing study which showed demand for multiple housing types, this plan recommends building both apartments and townhomes within the study area. For this site, townhomes are recommended with a small amount of Live/Work space along Argonne Corridor.

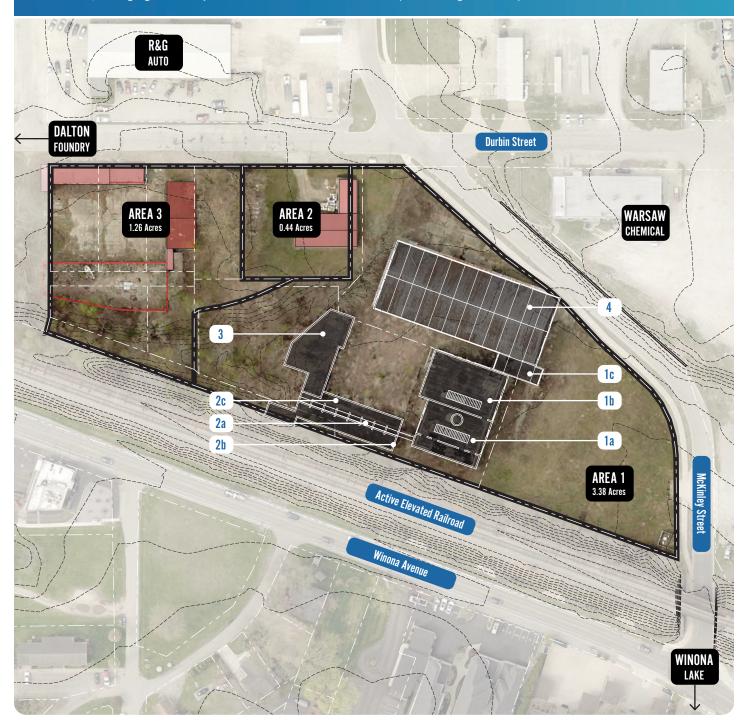
Site #6 Old Warsaw Health Building

The redevelopment vision presented for the Old Warsaw Health site is based on restoring the Art Deco building and primarily re-working the site and adjacent parcel. This includes increasing the amount of surface parking and relocating the entry drive to reduce steep areas and make the site itself more attractive - to act as a gateway to Warsaw for those coming here from the highway.

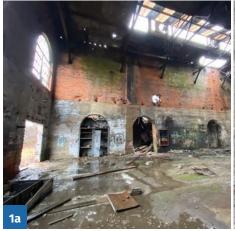
Gatke Property

Overview

The Gatke Corporation purchased the property in 1926, producing asbestos-related products and brake pads for decades. The original building - the powerhouse and adjacent platforms - served the Warsaw-Goshen branch of the Winona Interurban Railway. Only a portion of the original 175-foot smokestack remains. The company went into decline in the 1970s and closed operations in 1992. The City took ownership of the property in 2003. While the City's Comp Plan calls for demolition, other plans and development proposals have considered various levels of restoration, particularly of the larger building on the north end of the property. While the building certainly has suffered from neglect, it still retains the most iconic image of historic rust-belt manufacturing within the area. The large vertical arched windows, in particular, are striking. While it may be hard to imagine now, similarly neglected buildings have been put to reuse in other cities, turning a great liability into an attraction and an iconic center point for larger redevelopment efforts.

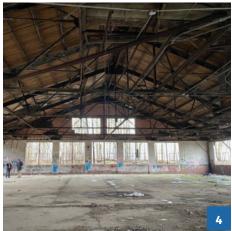












Gatke Imagery

(1-2) East facade - the left is the oldest building, the original powerhouse. The right is the largest, open building, which would be easiest to restore.

(1a) Interior showing skylight

(1b) Interior showing mezzanine

(1c) West view from connector building

(4) Interior view of open span

(2a) View of old interurban rails entering building

(3) Interior columns of building









Gatke Yield Analysis - Option A

Overview

Two options are presented in this plan for the Gatke site. Option A, presented here, is built upon the idea that McKinley Street could be reimagined between Durbin Street and Winona Avenue. McKinley currently curves, following a long-abandoned rail alignment, and Roosevelt Street dead ends to the north at Hendricks Street. This plan extends Roosevelt to the south, even though this cuts into existing grade - and then - connects McKinley into that to form a new, small, triangular-shaped park space. This more fully connects the traditional street grid and also allows for parking to align with the restored Gatke buildings.

Vision for Reuse of Gatke Buildings - A Destination and Draw for the Area

The Gatke buildings are the most visually compelling and historic in this area of Warsaw. The buildings have also suffered from decades of neglect and are in need of stabilization. This will require subsidy or philanthropic support, but is worth the additional cost above new development because of the historic value of the property to the community, and more importantly, the potential that its character has to build an identify for the broader area that can be marketed to other developers and visitors.

Demo, Dry, and Secure - and - Core and Shell Effort at Gatke

The Gatke Buildings need to be structurally stabilized and undergo basic restoration effort so that the buildings can be more marketable to potential future tenants. The following list is not definitive, but based on similar peer efforts, work could include:

- · Secure the property with fencing
- · Clearing the site of weedy trees and other debris and regular mowing and trimming until work is complete
- Structural analysis of all buildings (1a-c, 2, 3, and 4) to determine a scope and budget
- Buildings likely to need new roofing and drainage and masonry restoration for the walls
- All windows and doors will likely need to be replaced with modern, but historically appropriate materials
- All steel trusses and braces are likely to need treating and painting and basic, temporary lighting installed
- · Develop a brand and logo, building on the Gatke name, to help market and provide identity to the property

Recommended Design / Development Choices

- The buildings are industrial in nature. It is recommended that future design choices embrace a rust-belt industrial aesthetic
- · The buildings are brick and concrete, with large divided windows, which are recommended to remain as defining features
- · It is recommended that the iconic smokestack remains and that remnants such as cranes or equipment be reused as art elements

Recommended Features and Potential Uses

- The remaining buildings enclose a courtyard space in the center, which is recommended as an amenity and social gathering space
- · Buildings 1a, 2, and 3 are built around abandoned rail lines which are recommended to be incorporated as design elements
- It is recommended that Building 1a have the roof removed, walls stabilized, and string lights added to create a unique, usable
- This could serve as outdoor dining for Building 1b, which is recommended for reuse as a destination restaurant or distillery
- · Woodbury Kitchen in the Clipper Mill area outside Baltimore, is a good reference to imagine what could be here
- Buildings 2 and 3 are naturally divided by the existing structural walls into spaces that could be leased as small, creative suites, coworking spaces, and a shared amenity lounge, adding up to 18,000 square feet
- Building 4 is naturally open and large. The 20,000 square feet (with potential mezzanine to increase usable space) may be a good fit for an event center, and potentially incorporate a non-profit or business looking for a more interesting space, or education facility
- Building 1c is recommended to remain and act as a vestibule and lobby for both buildings 1a and 4

A breakdown of recommended uses here would be:

- 18,000 sqft. of small and creative office suites
- 20.000+ sqft. of event center with some office/educational space
- 11,200 sqft. of destination restaurant, distiller, and/or other use encouraging social gathering

New Apartment Development

This plan recommends both apartments and townhomes in various locations, informed by recent recommendations from the housing study. As the Gatke site is more intense, the denser residential type of apartments is recommended here.

- · Three three-story buildings are shown for a total of 93 units. That total could change as a developer is engaged
- A heavily planted buffer is provided on the west and south ends to soften the environment and make it more appealing
- The adjacent Gatke development will be used to appeal to new employees, singles, and young couples



Proposed Reuse Key

Reuse of Historic Gatke Buildings

Remnant 1a

- · Recommend removing roof and stabilizing walls
- · Use Space as "enclosed" courtyard amenity

Reuse 1b

- · Restore 1-story historic brick structure with arch windows
- · Will require structural evaluation and stabilization
- 11,200 sqft. to be used as feature space, such as destination restaurant, distillery, or other retail space that encourages social gathering.

· Restore 1-story brick entry area

Reuse 2 and 3

- Restore 2-story concrete and brick structures
- 18,000 sqft. combination of co-working and small office "studios" geared to start-ups and local design and tech

Reuse 4

- · Restore 1-story historic brick open structure
- 20,000 sqft. of open space (with potential mezzanine for added space)
- · Creative, destination uses, such as event center, education space, public market, etc...

Proposed New Build Key

New Residential at Gatke Site

New 5a and 5c

- 27-unit apartment with surface parking
- · Balconies face Gatke or amenity space
- 39-unit apartment with surface parking
- · Balconies face Gatke or amenity space

Roadway Alignment

Extend Roosevelt and Reroute McKinley

Where McKinley currently curves across the site - extend the alignment due north to Roosevelt and connect to the neighborhood's street grid.

This will involve costs and environmental remediation due to existing grades, but is achievable.

This would allow for additional parking for Gatke's reuse and would create a new, small triangular park feature



Gatke Yield Analysis - Option B

Overview

Two options are presented in this plan for the Gatke site. Option B, presented here, is built upon maintaining the existing route of McKinley Street. This plan includes the restoration of an additional industrial building with modest, mid-century detailing. This also indicates that the existing multi-use path will be updated with more of a trailhead at Gatke Building 4 with an intentional connection to Building 6, to create more of a pedestrian destination and plaza space.

Vision for Reuse of Gatke Buildings - A Destination and Draw for the Area

The Gatke buildings are the most visually compelling and historic in this area of Warsaw. The buildings have also suffered from decades of neglect and are in need of stabilization. This will require subsidy or philanthropic support, but is worth the additional cost above new development because of the historic value of the property to the community, and more importantly, the potential that its character has to build an identify for the broader area that can be marketed to other developers and visitors.

Demo, Dry, and Secure - and - Core and Shell Effort at Gatke

The Gatke Buildings need to be structurally stabilized and undergo basic restoration effort so that the buildings can be more marketable to potential future tenants. The following list is not definitive, but based on similar peer efforts, work could include:

- Secure the property with fencing
- Clearing the site of weedy trees and other debris and regular mowing and trimming until work is complete
- Structural analysis of all buildings (1a-c, 2, 3, and 4) to determine a scope and budget
- Buildings likely to need new roofing and drainage and masonry restoration for the walls
- All windows and doors will likely need to be replaced with modern, but historically appropriate materials
- · All steel trusses and braces are likely to need treating and painting and basic, temporary lighting installed
- Develop a brand and logo, building on the Gatke name, to help market and provide identity to the property

Recommended Design / Development Choices

- · The buildings are industrial in nature. It is recommended that future design choices embrace a rust-belt industrial aesthetic
- The buildings are brick and concrete, with large divided windows, which are recommended to remain as defining features
- It is recommended that the iconic smokestack remains and that remnants such as cranes or equipment be reused as art elements
- It is recommended that the Building 6 entry on Durbin Street is highlighted and the south facade opens up onto a plaza

Recommended Features and Potential Uses

- · The remaining buildings enclose a courtyard space in the center, which is recommended as an amenity and social gathering space
- Buildings 1a, 2, and 3 are built around abandoned rail lines which are recommended to be incorporated as design elements
- It is recommended that Building 1a have the roof removed, walls stabilized, and string lights add to create a unique, usable courtyard.
- · This could serve as outdoor dining for Building 1b, which is recommended for reuse as a destination restaurant or distillery
 - · Woodbury Kitchen in the Clipper Mill area outside Baltimore, is a good reference to imagine what could be here
- Buildings 2 and 3 are naturally divided by the existing structural walls into spaces that could be leased as small, creative suites, coworking spaces, and a shared amenity lounge, adding up to 18,000 square feet
- Building 4 is naturally open and large. The 20,000 square feet (with potential mezzanine to increase usable space) may be a good fit for an event center, and potentially incorporate a non-profit or business looking for a more interesting space, or education facility
- Building 1c is recommended to remain and act as a vestibule and lobby for both buildings 1a and 4
- Building 6 is recommended for creative retail or arts space

A breakdown of recommended uses here would be:

- 18,000 sqft. of small and creative office suites
- 20,000+ sqft. of event center with some office/educational space
- · 11,200 sqft. of destination restaurant and/or distiller, and 6,000 additional sqft. of creative retail space in Building 6

New Apartment Development

This plan recommends both apartments and townhomes in various locations, informed by recent recommendations from the housing study. As the Gatke site is more intense, the denser residential type of apartments is recommended here.

- Three three-story buildings are shown for a total of 93 units. That total could change as a developer is engaged
- A heavily planted buffer is provided on the west and south ends to soften the environment and make it more appealing
- The adjacent Gatke development will be used to appeal to new employees, singles, and young couples



Proposed Reuse Key

Reuse of Historic Gatke Buildings

Remnant 1a

- · Recommend removing roof and stabilizing walls
- · Use Space as "enclosed" courtyard amenity

Reuse 1b

- · Restore 1-story historic brick structure with arch windows
- · Will require structural evaluation and stabilization
- 11,200 sqft. to be used as feature space, such as destination restaurant, distillery, or other retail space that encourages social gathering.

· Restore 1-story brick entry area

Reuse 2 and 3

- Restore 2-story concrete and brick structures
- 18,000 sqft. combination of co-working and small office "studios" geared to start-ups and local design and tech

Reuse 4

- · Restore 1-story historic brick open structure
- 20,000 sqft. of open space (with potential mezzanine for added space)
- · Creative, destination uses, such as event center, education space, public market, etc...

Reuse 6

- · Restore 6,000 square foot, 1-story historic brick building
- Creative retail or arts uses recommended

Proposed New Build Key

New Residential at Gatke Site

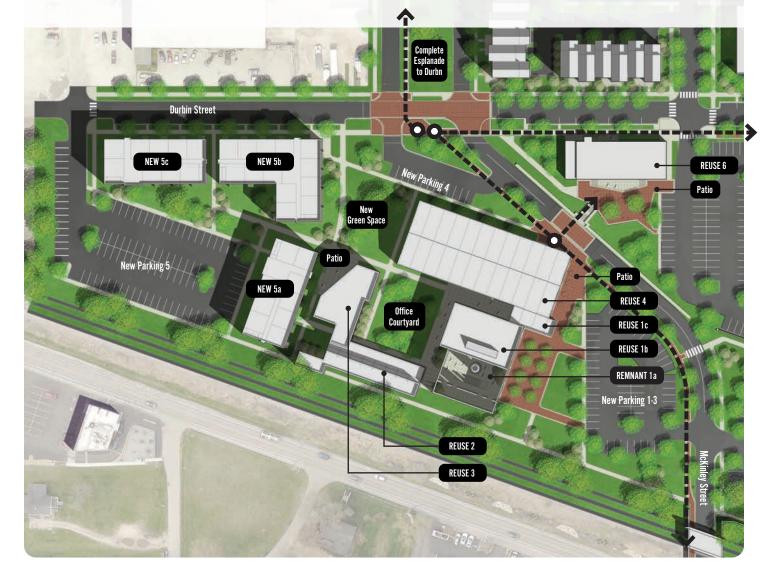
New 5a and 5c

- · 27-unit apartment with surface parking
- Balconies face Gatke or amenity space
- · 39-unit apartment with surface parking
- · Balconies face Gatke or amenity space

Roadway Alignment

Maintain McKinley Alignment

McKinley's curving path across the site - would be maintained, but new drives and intersection improvements would occur to better connect with Durbin Street and allow for the esplanade to connect to Durbin



Warsaw Chemical Property

Overview

Warsaw Chemical began in 1941, and has grown to produce carwash and janitorial supplies. The oldest building on site, 3b, was built in 1933, followed by 4b in 1940. Buildings 1 and 2 are listed on property records as being built in 1946. There is an inscription above the door on Building 1b noting "Baughn & Zent", which was a company that built hydraulic cylinders and motor drives. The exterior of the buildings are in generally good condition, though they could be greatly improved with facade improvements, signage and entry door highlights. Large portions of the property are dedicated space for truck deliveries and loading. At the time of this planning effort, the company's leadership was considering options for other locations nearer to US Highway 30. Environmental abatement is likely to be needed due to the nature of the company's products, however, their location at the front door to Winona Lake make the site an opportunity for redevelopment and reuse.

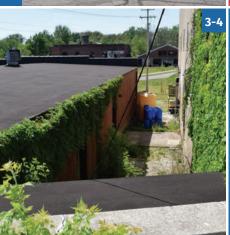










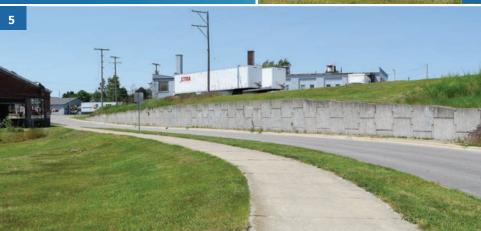


Warsaw Chemical Imagery

- (1-2) East facade of north block three different buildings connected and painted to match (1a) North part of facade with large glass (1b) Original art deco "Baughn & Zent" entry (3) Corner entry on modest art deco building (4) West facade of older, lower brick building
 - (5) Retaining wall for McKinley Street (6) Storage shed for packaged chemicals







Warsaw Chemical Yield Analysis

Overview

The redevelopment vision presented here for the Warsaw Chemical site is based on restoring some Warsaw Chemical buildings and demolishing others. They are also recommended to be leased to multiple tenants based on realistic expectations of demand for office or other spaces here. The western portion of the site is re-imagined as residential space that allows the esplanade between South McKinley and McKinley Streets to extend to Durbin Street, as shown in Option A of the Gatke Yield Analysis

Vision for Reuse of Warsaw Chemical Buildings - Modest Changes and Multiple Users

Unlike the Gatke site, the Warsaw Chemical buildings have mostly been in continuous use and appear to be relatively stable.

Selective Demolition to Allow for New Uses and Parking

It is recommended that several structures be demolished to allow for easier parking to the rear. These include:

- Steel shed structures on the west end of buildings 1a and 1b
- Enclosed hallways connecting buildings 1b and 2a and 2b
- A couple of small metal sided sheds west of building 2a-2c
- Potential demo of buildings 2a, 2b, and 2c though reuse is shown here

Recommended Design / Development Choices

- The currently blue and white paint finish is unappealing and dated. It is recommended that the cluster of buildings 1a and 1b be painted and updated as a separate aesthetic from the cluster of buildings 2a, 2b, and 2c
- It is recommended that Building 1b incorporate an aesthetic that embraces the art deco elements of its facade and entry door
- Buildings 2a, 2b, and 2c have limited architectural appeal and new development may be preferable on this site. If so, the existing setbacks on Durbin Street and Argonne Road should be maintained or reduced. A main entry should remain on Argonne Road
- · If reused, it is recommended that 2a, 2b, and 2c incorporate a more engaging entry and signage, and murals on Durbin Street
- Building 3 is recommended to remain as a brick structure, with upgrades of the existing entry and canopy moments on Argonne Road
- Maintaining the 1950s aesthetic, while incorporating large and vibrant signage at both points is recommended

Recommended Features and Potential Uses

- · It is recommended that the 1,700 square foot building 1a serve as a small retail operation, such as a cafe, while 1b could be used as 8,100 square feet of office space
- It is recommended that 2a, 2b, and 2c could as 24,300 sqft. of commercial space of various size. This could include anything from
- The size of building three 52,800 square feet may be more than the market demands for office space currently. Based on this premise, it is recommended that building 3 allow multiple uses, such as flex, light industrial, or office space
- Building 4 is built at a lower grade, more in line with buildings at the Gatke site, and therefore, does not relate as strongly to Argonne Road, but more to the south, with windows and doors that open up to Winona Lake
- · This building is also in need of more restoration of walls and roof than the buildings to the north
- It is recommended that the building be maintained due to its historic character, but it may be advisable to wait to market the building until other efforts increase momentum for the site. At that time, recommended uses may focus on those more in demand from the Winona Lake community.

A breakdown of recommended uses here would be:

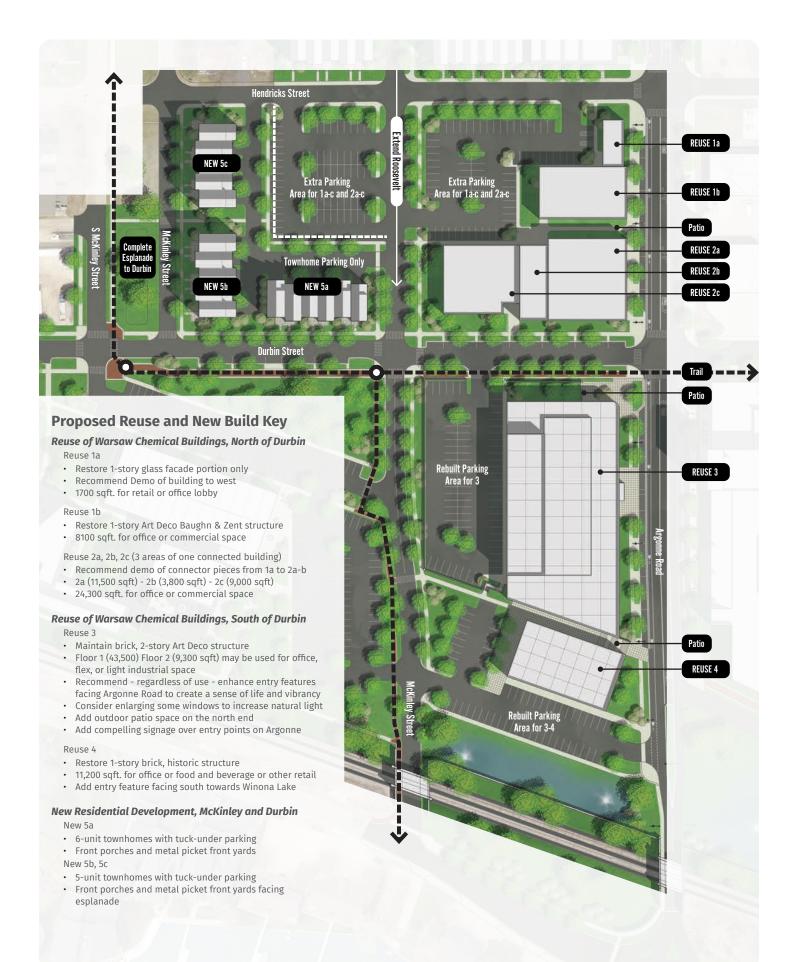
- 1.700 saft. of retail
- 32,400+ sqft. of office or other commercial space
- · 52,800 sqft. of flex or light industrial space

New Townhome Development

This plan recommends both apartments and townhomes in various locations, informed by recent recommendations from the housing study. The site indicated here would be less intense than the Gatke site, where apartments are recommended, and townhomes are recommended here to help bridge the gap between the apartments and single-family detached homes to the north.

- Three buildings are shown for a total of 16 units, all with tuck-under parking. That total could change as a developer is engaged.
- · At the time of planning, environmental restrictions on this site were not confirmed. It may be wise to assume that there may be a potential need for passive vapor mitigation and two-feet of imported soil under any foundations
- The esplanade that currently ends one-half block north is shown continuing south to Durbin Street

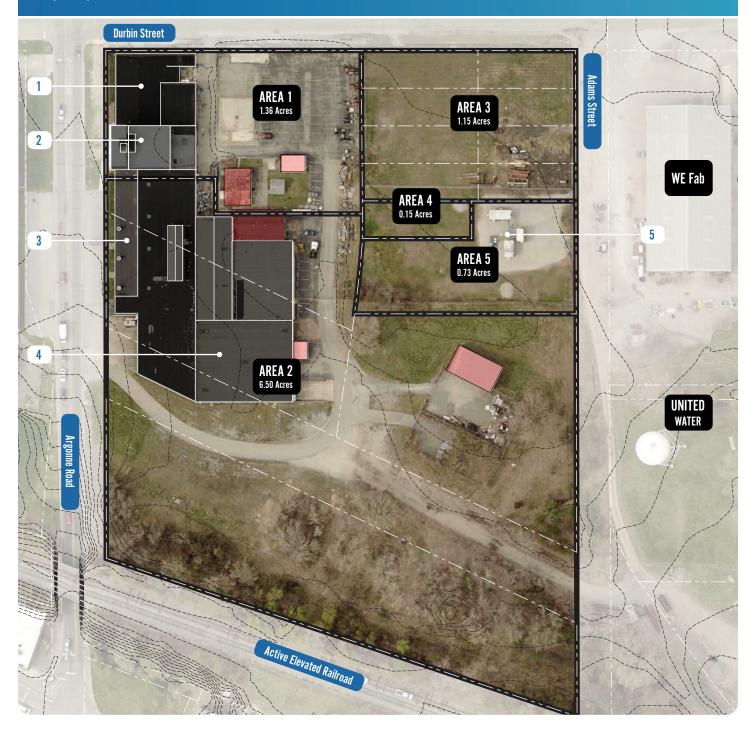




501 Junction Property

Overview

501 Junction is the name of the northern half of the building group clustered at 501 Argonne Road. The building has been rehabbed for multiple uses and is a great example of how legacy industrial buildings can be repurposed. At the time of planning, the owner was pursuing tenants for the northern end spaces. The southern half of the building group is owned by Minthorn Enterprises. Both buildings appear to have been originally built in the 1940s. The southern end of the property includes a vacated strip of right of way and vacant area south to the rail line. The east side of the property is under three different ownership entities and is largely vacant, aside from a TV or radio tower. The current owner of 501 Argonne has expressed interest in better understanding what opportunities exist for sidewalk and right-of-way improvements along Argonne Road and understanding what environmental impacts restrict land use and redevelopment for adjacent parcels.













501 Junction Imagery

- (1-2) West facade showing different styles of connected buildings.
- (2) Upper left image is of entry door on Argonne
- (2) Lower left image is of rear improvements
 - (2) Right image is interior remodel
- (3) West facade of southern end of building
- (4) Eastern cluster of metal sheds at south end of the site on east side
 - (5) View east to TV and radio tower







501 Junction Yield Analysis

Overview

The redevelopment vision presented for the 501 Junction site is based on building on the existing efforts occurring with the 501 Junction co-working space and the development of a potential brewery on the north end. At the time of this plan, the site's developer was planning to lease space to a local brewer. At the tail end of the effort, the planning team learned this was no longer the case. However, the owner has stated an interest in pursuing another brewery operator at that location. The site and buildings indicated to remain are intended to build on momentum and encourage more visitors and customers. In addition, the southern portion of the site is indicated as largely open and could accommodate additional parking demand, as well as space for a future regional detention facility to improve stormwater runoff, which some Executive Committee members voiced concerns about.

Vision for Continued Development at 501 Junction

As there is already a motivated developer making great improvements to this area, the recommendations included here are focused on supporting those efforts and encouraging adjacent efforts to be thematically aligned.

Selective Demolition to Allow for New Uses and Parking

Minimal demolition items are recommended. These include:

- · Several small shed-like additions on the north and east edge of building 2b
- The shed structure in the southeast area of the site

Recommended Design / Development Choices

- The intent of design and development choices in this document is to provide a vision to help market and ultimately restore and redevelop properties with active tenants. In this case, buildings 1a and 1b already have a vision and are being upgraded and enhanced currently, so recommendations are not needed for those
- The plan does, however, provide a vision for the surrounding site, in light of the potential brewery, to include outdoor seating and create a beer garden space with food trucks and seating. The intent of this suggestion is to help draw visitors and make it more likely for any brewery or similar use to become both a destination indoors and outdoors, where it may help make the larger area more
- It is recommended that building 2a be painted, and have replacement windows, while keeping the visually interesting rooftop exhaust pipes and perhaps painting them interesting colors to make a memorable moment
- The southern end of 2a, that is brick and cement block, and building 2b are not as visible and updates are only recommend based on usability needs, rather than aesthetic

Recommended Features and Potential Uses

- It is recommended that building 1a and 1b continue as planned and that a potential brewery continue to be pursued
- It is recommended that building 2a be redeveloped as 18,000 square feet of thematically-aligned medium-sized office spaces or maker space
- It is recommended that the 32,000 square foot building 2b, be marketed for flex, light industrial, or warehouse space, as the demand for office is lighter than supply could be in this area
- The buildings shown as 3a and 3b are recommended if momentum increases in the area and the projects make financial sense. This would help enclose the beer garden and provide a sort of eastern anchor to Durbin Street. 3a could be a 20,000 square foot commercial space with a smaller, 6,400 square foot restaurant space on the west edge
- · While not shown here, with the large amount of space would allow for residential infill to be considered

A breakdown of recommended uses here, outside of 501 Junction and a potential brewery, would be:

- 18,000 sqft. of office, commercial, or maker space
- · 32,000+ sqft. of flex, or light industrial space
 - · Potentially 6,400 additional retail and 20,000 additional office or commercial

Parking and/or Water Quality

The area south of the trail and parking area is generally of a low elevation and could be used for some overflow parking, or perhaps as a stormwater quality improvement area, depending on environmental restrictions on the soil, If workable, a stormwater basin could catch runoff from higher elevations to the north, which was a desire of several members of the project's Executive Committee.



Current Use / In-Progress Key

501 Junction, North End Buildings

Current 1a

- · Space for a potential brewery
- · Plan recommends street-side seating
- Plan recommends beer garden and food truck area in rear

Current 1h

- · 501 Junction has office and co-working space
- Very nice, recent interior renovations offer a model for other spaces in the corridor

Proposed Reuse Key

Reuse of South End Buildings

Reuse 2a

- · Restore 1-story structure with rooftop vents as "feature"
- · 18,000 sqft. of office studios with Argonne frontage
- Thematically aligned uses, when possible

Reuse 2h

- · Light improvements of existing sheet metal buildings
- · 32,000 sqft. of flex or light industrial use

Potential New Build Key

If Market Gains Momentum, The Following are Suggested

New 3

- · 2-story, infill building with entry facing Durbin
- 20,000 sqft. of office or commercial space

New 3b

- · 1-story infill building with roof as outdoor seating
- 6,400 sqft. of retail or restaurant space
- Entry facing west to beer garden

Trail / Brewery Destination

Connect Trails to Bike-Friendly Destinations

Trail connections are shown extending from the existing Market Street and McKinley multi-use paths, along Durbin Street to Gatke and to the potential brewery site at Argonne Road

A north leg continues along Durbin Street and a south leg follows the rail line. Both head east to the proposed Acres Land Trust Eastlake Trail

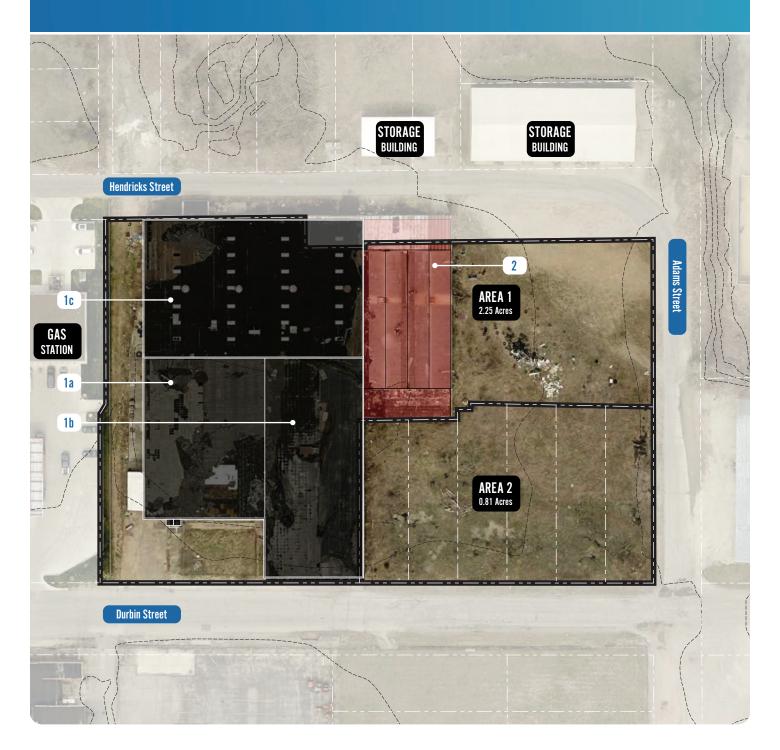
Trailheads are encouraged at destination with bike racks, signage, and gateway features



Arnolt Property

Overview

The Arnolt Corporation moved operations from Chicago to Warsaw in 1939 and built the building on Argonne Road for expanded capacity in 1942. The current building is vacant and was part of an environmental investigation by MACOG at the time of this study. The building is a largely open volume. The southeastern part of the area is under different ownership than the rest of the property and has environmental issues of its own.











Arnolt Imagery

(1a-b) Shows south facade, old entry door, and signage on painted block wall

(1a) Left image is of entry door on Durbin

(1a) Right image is of interior which is a largely open volume

(1a-c) The space between Arnolt and the adjacent gas station looking south from Hendricks

(1c-2) Shows where the north facade of buildings 1c and 2 meet

(2) Left image is east facade

(2) Right image is south facade







Arnolt Yield Analysis

Overview

The redevelopment vision presented for the Arnolt site is based on restoring some Arnolt buildings and demolishing others. They are recommended to be flex, light-industrial, or warehouse space based on realistic expectations of demand for office or other spaces. The site could also be considered for residential redevelopment, if the opportunity arose. In addition, the eastern portion of the site is reimagined as a shared surface parking lot.

Vision for Reuse of Arnolt Buildings - Modest Changes

As the intended user for these buildings is likely to be flex, light-industrial, or warehouse space, the recommendation is for light improvements that stabilize and modernize the space in an affordable manner, while still presenting a good image, particularly along Durbin Street.

Selective Demolition

Recommendations for demolition are limited to the multiple combined structures on the east side of buildings 1b and 1c.

Recommended Design / Development Choices

- It is assumed that all remaining structures will need to have a new roof and gutters
- · It is recommended that all masonry conditions be reviewed and tuck-pointed as needed
- · It is recommended that the structure be prepped, primed, and re-painted
- It is recommended that building 1a have its entry facing Durbin Street enhanced

Recommended Features and Potential Uses

- It is recommended that the 13,600 square foot building 1a could serve as flex or light-industrial space and include a lobby into the larger development
- · It is recommended that the 15,000 square foot building 1b could serve as flex or light-industrial space
- · It is recommended that the 21,000 square foot building 1c could serve as flex, light-industrial, or warehouse space

A breakdown of recommended uses here would be:

• 49,600 sqft. of flex, light-industrial, or warehouse space

Parking Transition

The area east of the buildings to remain is indicated to become parking to serve the buildings, but also to help provide cleaner and more easy to maintain edges between this area and less developed industrial sites to the east.



Proposed Reuse Key

Reuse of South End Buildings

- Restore historic brick part of structure with original entry
- 13,600 sqft. of office or flex space
- · Reuse historic entry door facing Durbin Street

- · Light improvements of existing block building and roof
- 15,000 sqft. of flex or light industrial use

- · Light improvements of existing block building and roof
- 21,000 sqft. of flex or light industrial use

Transition to Light Industrial / Warehouse

Larger spaces for more current industrial uses

Just east of Argonne, the properties are more typical of modern industrial and warehouse activity.

This plan recommends utilizing a portion of the Arnolt building as a more public facing feature with an entry along Durbin. This will help to align thematically with 501 Junction and any potential brewery.

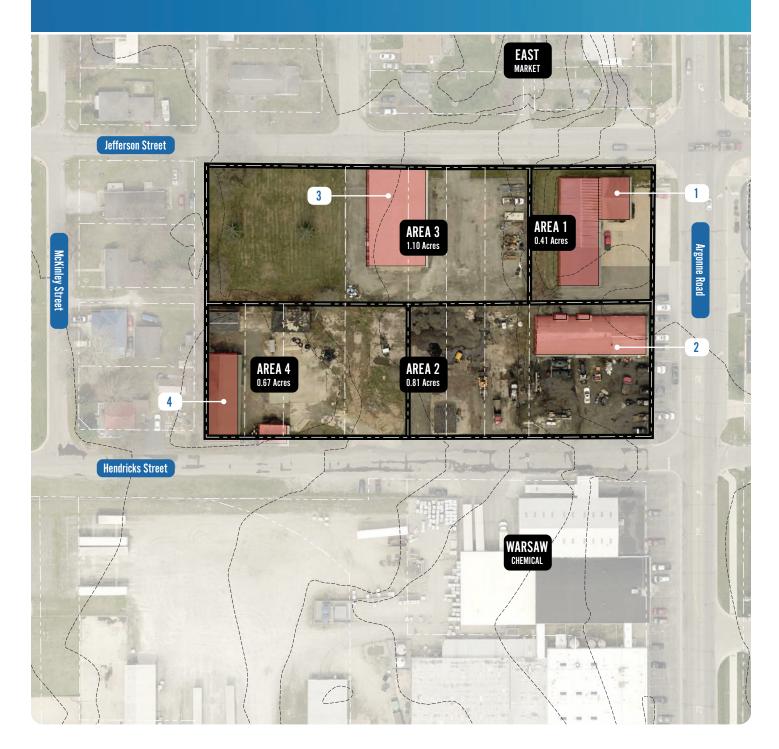
The larger bulk of the building may be used for more in-demand uses in the area, including flex space, light industrial, and warehousing. Businesses that align thematically with adjacent activities are encouraged.



306-310 Argonne Properties

Overview

This area is made up of a cluster of individual properties and smaller buildings that are more utilitarian in nature. The property in the northeast area was listed "for sale" at the time of this effort. This area is bordered by residential homes to the north and west, including the esplanade formed by the west and east runs of McKinley Street. This forms a natural transition moment of sorts as property north of this area is not of a legacy industrial character as much of the property and rail abutments are to the south. There is a signalized intersection at the northeast corner of the area.





306-310 Argonne Imagery

- (1) Shows Eagle Creek Firearms east facade
- (2) Top shows the east and north facade of Ranger Materials
- (2) Below shows the west and south facade
- (4) Shows multiple, small utilitarian structures along Hendricks
- (3) View along Jefferson of JL Hurt Portable Restrooms business









306-310 Argonne Yield Analysis

Overview

The redevelopment vision presented here for the 306-310 Argonne site is based on assembling multiple diverse sites for the opportunity to develop a townhome infill project.

Vision for Townhome and Live/Work Development

Responding to the recent housing study which showed demand for multiple housing types, this plan recommends building both apartments and townhomes within the study area. For this site, townhomes are recommended with a small amount of Live/Work space along Argonne Corridor.

If the sites indicated were able to be acquired and assembled, this plan recommends a demolition of the existing, one-story sheet metal structures.

Recommended Design / Development Choices

- · The townhomes shown here are arranged to front onto Jefferson and Hendricks Streets and onto Argonne Road. This is to help establish a visual presence on the street grid
- · Front porches are included and front yards with decorative metal-picket fencing
- · Fenced-in, individual back yards are included for those units with detached garages

Recommended Features and Potential Uses

- An amenity area is shown at the center of the buildings that can be shared by residents
- · The two buildings nearest the existing homes on McKinley include detached garages with rear yards
- Buildings 1a and 1b include 1,000 sqft. of live work space at the street intersections. There are seven (7) individual units in each for a total of 14 townhome units. Each has a 2-stall tuck-under garage
- · Buildings 2a and 2b include six (6) individual units each for a total of 12 townhome units. Each has a 2-stall tuck-under garage
- Buildings 1a, 1b, 2a, and 2b each have use of the shared internal green amenity space
- Buildings 3a and 3b include five (5) individual units each for a total of 10 townhome units. Each has a 2-stall detached garage. Each has a fenced-in, private, rear yard

A breakdown of recommended uses here would be:

- 2,000 sqft. of ground floor live/work space
- · 36 total townhome units



Proposed New Build Key

Argonne Road Townhomes

- · Live/work unit in NE corner
- 1,000 sqft. work space for live/work unit
- Non-corner units are traditional townhomes
- All have tuck-under garages

New 1b

- · Live/work unit in SE corner
- · 1,000 sqft. work space for live/work unit
- · Non-corner units are traditional townhomes
- · All have tuck-under garages

Durbin Townhomes

- · 6-unit townhomes with tuck-under parking
- Front porches and front yards with decorative metal picket fence

- · 6-unit townhomes with tuck-under parking
- Front porches and front yards with decorative metal picket fence

- 5-unit townhomes with detached garages and fenced-in, individual back yards
- · Front porches and front yards with decorative metal picket fence

New 3b

- 5-unit townhomes with detached garages and fenced-in, individual back yards
- · Front porches and front yards with decorative metal picket fence

Transition to Neighborhood

Creating desirable housing

Just north of Durbin and west of Roosevelt, the area is a residential neighborhood with a variety of single-family, detached homes. Most streets do not have sidewalks until closer to downtown, with the exception of Market Street.

This plan recommends the development of medium-density housing, specifically townhomes on this site. This is intended to help blend the scale and appearance between the existing single-family homes with the adjacent industrial reuse developments proposed. To balance the more urban nature of the area, each should include street-side sidewalks and generous



Warsaw Health Property

Overview

The Old Warsaw Health building was built here in 1941. It is a 3-story masonry structure designed in the Art Deco style. It is sited at the key intersection of Center Street and Argonne Road / Parker Street. The impressive southern facade aligns directly with Argonne Road to the south, and as such, the building acts as a terminus of views. This makes the building a natural gateway feature for those leaving Winona Lake towards US 30. Kosciusko County Community Health is no longer interested in using the building for their needs and as such, it is a ripe opportunity for redevelopment. This plan is focused on updating the site in a way that makes the building more functional and attractive from the corridor.



Overview

The redevelopment vision presented here for the Old Warsaw Health site is based on restoring the Art Deco building and primarily re-working the site and adjacent parcel. This includes increasing the amount of surface parking and relocating the entry drive to reduce steep areas and making the site itself more attractive - to act as a gateway to Warsaw.

Vision for the Site

Parking

- · The entry drive is moved to the north, reducing the steep slopes currently on site
- · The site currently has 67 stalls, but this concept increases capacity to 118 stalls
- Much of the parking is moved to the north, which allows for a concentric drive aisle and drop-off area at the front entry
- · A decorative wall is shown that can be used to hold grade, which can be balanced east to west, as opposed to the current condition

Seating Areas

- The areas on the north side of the building that currently are only utilitarian access points for supplies and waste, are turned into seating plazas
- These can be used as an amenity to potential tenants of the building

Variety of Uses

- · This plan is not recommending a favored land use for the 13,400 square foot building, as it may accommodate a wide variety of uses
- One use that may be worth considering is residential. In that case, parking may be drastically reduced and/or additional structures may be built to the north
- The existing building may accommodate 12-15 apartments, depending on unit size and configuration





ARGONNE CORRIDOR VISION PLAN
CORRIDOR CONCEPTS

Balancing Cars, Cyclists, and Pedestrians

Overview

The Argonne Corridor carries an average of between 11,000 and 13,000 cars daily, based on the most current counts from the Indiana Department of Transportation (INDOT). Because of older trends in roadway design and the nature of the corridor itself as predominantly industrial, this has led to the corridor being good for cars, but difficult for people. In this study, there has been an attempt to create more of a balance between cars, pedestrians, and cyclists, while still maintaining good standards for traffic circulation. This idea is built from many previous recommendations and plans. The following pages show a conceptual layout for the roadway that is better aligned with planned future uses.

General Corridor Design

Basis of Standards

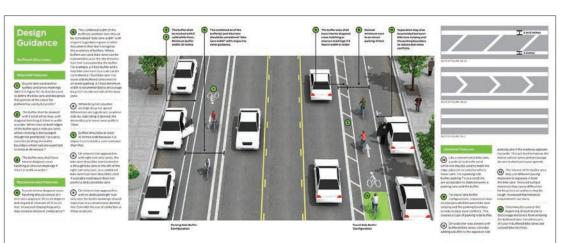
This plan builds on the momentum already created by citizens and civic leaders of Warsaw and Winona Lake. To that end, the concepts for the layout of Argonne Road's travel lanes, bikeways, and sidewalks are informed by multiple existing plans, including:

- Stellar Communities Grant Application | This grant included a roundabout at Winona Avenue, which is already in process. In addition, concepts showed beautification of the rail underpasses, and updated sidewalks and street parking concepts.
- 2013 Warsaw and Winona Lake Bicycle and Pedestrian Master Plan | This master plan, created with RW Armstrong, called for sidepaths" along Market Street, McKinley Street, and Winona Avenue, much of which now exist.
- 2014 Bike/Ped Plan Map Update | This plan included many updates to the previous plan from 2013. Most notably for this study, it recommends on-street bike facilities for Argonne Road.

Key Components

In addition to including recommendations from previous plans, many new recommendations are indicated based on proposed new land uses and community desires, including:

- Sidewalk Design | This vision shows 6-foot wide sidewalks, with a 6-foot wide tree lawn throughout and decorative street lights. This will be critical to make pedestrians feel safe and beautify the corridor as new land uses are proposed to replace old industrial uses.
- On-Street Parallel Parking | This vision shows on-street parking in various locations to support land uses that benefit from its ease and visibility. Studies show, that retail and food and beverage businesses, in particular, rely on on-street parking to perform well.
- Bike Lanes | This vision shows continuous 7-foot bike lanes on both sides of the street. This allows for a full 5-foot bike lane, even when 2-feet of buffer is required due to on-street parking.
- Travel and Turn Lanes | This vision shows 11-foot travel lanes in both directions, and a center turn lane that supports left turns and turns into the three drive aprons into existing businesses on the corridor. This layout with new markings will help facilitate traffic flow, but allow for calming to improve conditions for cyclists and pedestrians.
- Best Practices | These recommendations are informed by guidelines released for this type of roadway by the National Association of City Transportation Officials, or NACTO (see below).



NACTO's 2012 Urban Bikeway Design Guide

This graphic includes recommended practices for three-lane roads with bikeways and on-street parking, which is the same condition as Argonne





North of Center Street

The 2014 Bike/Ped Plan Map Update recommends continuing bike lanes north on Parker Street, eventually crossing US30 and continuing for quite a distance. In this plan, since the focus was between Center Street and Winona Avenue, our plans do not show configurations north of Center Street. That can come in a later or future phase.

Center Street to Jefferson Street

Center Street and Jefferson Street will be the only two intersections with traffic signals in the study area once the roundabout is built at Winona Avenue.

This section of the corridor has been recently updated with sidewalks, and is the only part of Argonne Road with sidewalks. They continue north of Center Street on Parker Street to Dubois Drive. While this is a welcome change, to create a consistent roadway condition for cars, cyclists, and pedestrians, some recommendations are included.

This two-block section is primarily made up of auto-oriented businesses and a few homes today. Over time, as the southern area develops, this may increase market demand for this section of the corridor.

Jefferson Street to Durbin Street

This section of the corridor is a mix of commercial and industrial uses. Over time, this plan recommends reuse and new uses here that will necessitate improved pedestrian conditions, including residential development fronting the street.

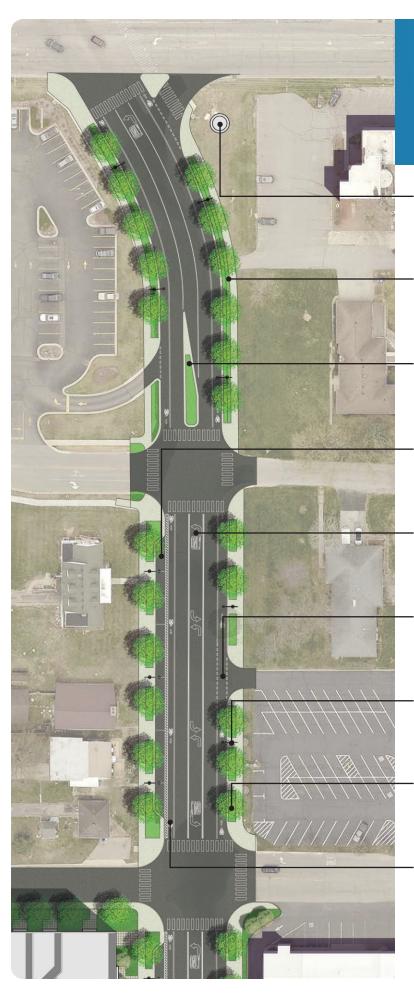
Durbin Road to the Underpass

This section of the corridor is critical. The southern third of this section moves downhill so that cars can pass under the rail line. The historic rail bridge is striking but suffers from neglect. It is also more narrow than the roadway to the north, requiring the three-lane configuration to slim to two.

The existing buildings are proposed for reuse, including a potential brewery, which should open soon. Between this and proposed uses, it is anticipated that pedestrian and cyclist activity will increase.

The Gateway to Winona Lake

This section is already determined for the coming future as a group of engineers has worked with the Town of Winona Lake on the configuration shown here. This plan advocates to include a piece of sidewalk on the western side of the street, even though the space is narrow. This is not currently reflected in engineering plans. However, this would greatly improve the convenience of pedestrians moving between Winona Lake and Warsaw.



Section A

Center Street to Jefferson Street

Gateway Moment

This corner is highly visible for anyone coming to Argonne Road or Winona Lake. It is an opportunity to incorporate a gateway element to welcome visitors and potential investors.

Tree Lawn

The are existing tree lawns on the street will need to be adjusted in order to include bike lanes. As this happens, maintaining tree lawns of a minimum of 6-feet wide is recommended.

Small Median for Center Street Left Turn

To make sure the turn lane left onto Center Street is as large as possible, a small median is placed at the intersection with Market Street, which has much less travel demand.

On-Street Parking and Bike Lanes

On-street parking is shown in parallel configuration, as opposed to the angled parking there today. As bike lanes are included, a 2-foot striped buffer is shown, as recommended per NATCO.

Center Turn Lane

Left-turn only markings are located at intersections, with double-turn or single-turn markings in the center to allow for existing or potential future curb cuts for development.

Bike Lanes at Drive Aprons

Solid bike lane markings are indicated in most areas. A double dashed line is shown at drive aprons to make motorists and cyclists aware of potential turns and conflicts.

Decorative Street Lights

Decorative street lights are shown on Argonne Road. This element is seen on many main street environments as a placemaking element and to make walking and cycling safer at night.

Streetscape Type Planters

Tree lawns are broken into segments. This gesture helps to break up longer lawn panels, which creates a human-scale. This is typical of traditional urban mixed-use environments.

Bike Lane Design

Bike lanes are all either 5-feet wide with a 2-foot buffer for parking, or 7-feet wide to allow that in the future. This builds in flexibility to add on-street parking in the future, if desired.



Section B

Jefferson Street to Durbin Street

On-Street Parking and Bike Lanes

On-street parking is shown in parallel configuration and is 8-feet wide, with 22-foot long stalls. As bike lanes are included, a 2-foot striped buffer is shown, as recommended per NATCO.

Bike Lanes at Drive Aprons

Solid bike lane markings are indicated in most area. A double dashed line is shown at drive aprons to make motorists and cyclists aware of potential turns and conflicts.

Proper Building Frontage

Townhomes proposed here indicate front porches and yards. This creates a welcoming atmosphere that improves the corridor

Streetscape Type Planters

Tree lawns are broken into segments. This gesture helps to break up longer lawn panels, which creates a human-scale. This is typical of traditional urban mixed-use environments.

Decorative Street Lights

Decorative street lights are shown on Argonne Road. This element is seen on many main street environments as a placemaking element and to make walking and cycling safer at night.

On-Street Parking and Bike Lane

Bike Lanes at Drive Aprons

Center Turn Lane

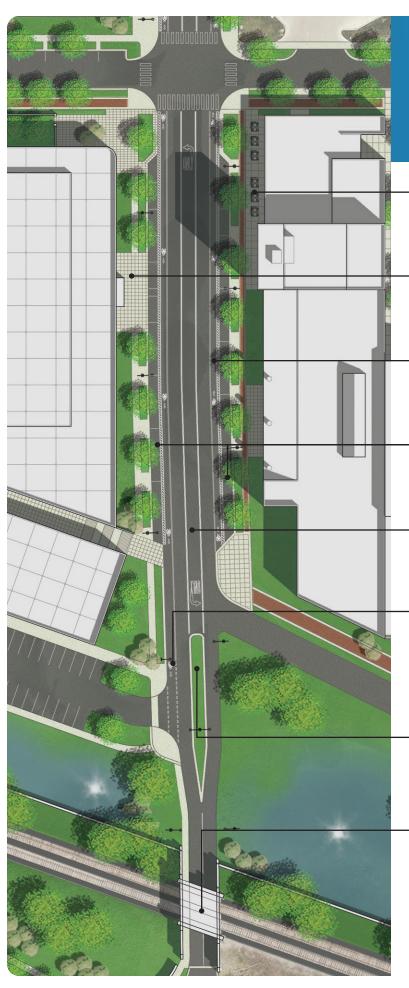
Left-turn only markings are located at intersections, with double-turn or single-turn markings in the center to allow for existing or potentially future curb cuts for development.

Proper Building Frontage

The reuse of the Warsaw Chemical buildings shown here indicate the sidewalks coming all the way to the building face, even if that exceeds the 6-foot minimum.

Bike Lane Design

Bike lanes are all either 5-feet wide with a 2-foot buffer for parking, or 7-feet wide to allow that in the future. This builds in flexibility to add on-street parking in the future, if desired.



Section C

Durbin Street to Rail Underpass

On-Street Activity

Street-side seating is shown at the location recommended for a potential brewery. This type of feature greatly improves the appeal of a street and encourages more visitors and patrons.

Entry Patios

Entry patios are shown at front doors in several key locations and are encouraged in others. This improves the appearance of any business and the overall impression of the corridor.

Bike Lane Design

Bike lanes are all either 5-feet wide with a 2-foot buffer for parking, or 7-feet wide to allow that in the future. This builds in flexibility to add on-street parking in the future, if desired.

On-Street Parking and Bike Lanes

On-street parking is shown in parallel configuration, as opposed to the angled parking there today. As bike lanes are included, a 2-foot striped buffer is shown, as recommended per NATCO.

Center Turn Lane

Left-turn only markings are located at intersections, with double-turn or single-turn markings in the center to allow for existing or potentially future curb cuts for development.

Bike Lanes End

There is currently not space for the bike lanes to continue, so at this point they merge into traffic with sharrow markings. Because these lanes end in a higher traffic corridor, there should be a more detailed study on how to safely terminate these lanes and move the connecting elements east and west.

Small Median for Center Street Left Turn

A left turn marking is indicated at the final drive entry on Argonne Road and a small median is provided to help alert drivers that the center lane will end as they enter the underpass.

Gateway Moment

The rail underpasses at Argonne Road and McKinley Street are fitting, as they are industrial in character. They also offer an opportunity to incorporate welcome signage and gateway features.



Section D

The Gateway to Winona Lake

Gateway Moment

The rail underpasses at Argonne Road and McKinley Street are fitting, as they are industrial in character. They also offer an opportunity to incorporate welcome signage and gateway features.

Green the Railway

Only trees and lawn areas are shown near the rail lines. Rail utilities can be challenging to coordinate with at times, yet this plan recommends seeking permission to mow and maintain these areas.

Welcome to Warsaw

While much of the gateway conversation focuses on the entry to Winona Lake - and rightly so - this area offers an opportunity to welcome those leaving Winona Lake to the corridor and Warsaw.

Roundabout

The roundabout is currently designed and planned for implementation soon. The linework shown is from the project's engineers. Our plan recommends tying into their design and encouraging, however challenging, a small sidewalk, that is not currently reflected in engineering plans.

The Stellar Communities grant application called for a piece of sculpture here. Our team recommends an element that combines aspects of both the Legacy Industrial nature of the Argonne Corridor and the lakefront village of Winona Lake.





Implementing the Vision

What Follows this Plan?

Once the plan is released, the real work begins. The goal of this effort is only to create a vision for the study area. It is a vision based on stakeholder input and on realistic market dynamics. However, the ideas contained herein will not be completed without additional effort. This will include working with the City of Warsaw and the Town of Winona Lake. It will also include marketing the area to prospective businesses. It may also involve working in conjunction with outside developers to help implement proposed development concepts.

Companies move and expand in Warsaw. New business start and outside investors show interest. This document is intended to help market this area and particular properties to prospective new businesses and developers. The yield analysis for the chosen catalyst sites were selected as the key components to helping build a sense of place.

Timing and Priorities

Timing is an important factor in implementing a vision. Two of the key factors are site availability and the ability of a project to build market momentum. Another is to understand how long a project may take, and which projects may benefit from waiting for an improved market for development. For those reasons, the catalyst sites are list in an order here for prioritizing. These priorities may shift over time depending on available grant funding or development or partner interest.

First - 501 Junction

- · 501 Junction is already underway with a community-minded local developer
- · The planned brewery is the type of place-making amenity that can create a draw that benefits each of the surrounding properties
- It is recommended to support the coming brewery and create as unique, interesting, and inviting a space and outdoor environment as possible, so that it is wildly popular and becomes a desirable destination for the whole county and beyond

Second - Gatke Property

- · The Gatke property is listed early because of the neglect it has suffered. It is important to raise funds to stabilize the structure, its roof, and the masonry
- The Gatke Property is a key part of this plan, creating one of the key destinations and draws for the overall corridor
- · Marketing efforts should begin early and seek to convey the site's potential to be a boon to Warsaw to the philanthropic community

Third - Arnolt Property

- The Arnolt property, much like Gatke, is listed early because of the neglect it has suffered. It is important to raise funds to stabilize the structure, its roof, and the masonry
- The Arnolt property does not have the architectural quality of Gatke, but has open space that can be marketed

Fourth - Warsaw Chemical Property

- The Warsaw Chemical property is currently in use by Warsaw Chemical, so its reuse is not as urgent as vacant property
- · Once the property is available, its relatively intact buildings may be appealing to some developers. In addition, as the need for truck parking is removed, the area on the west end may be a manageable residential development to potential partners

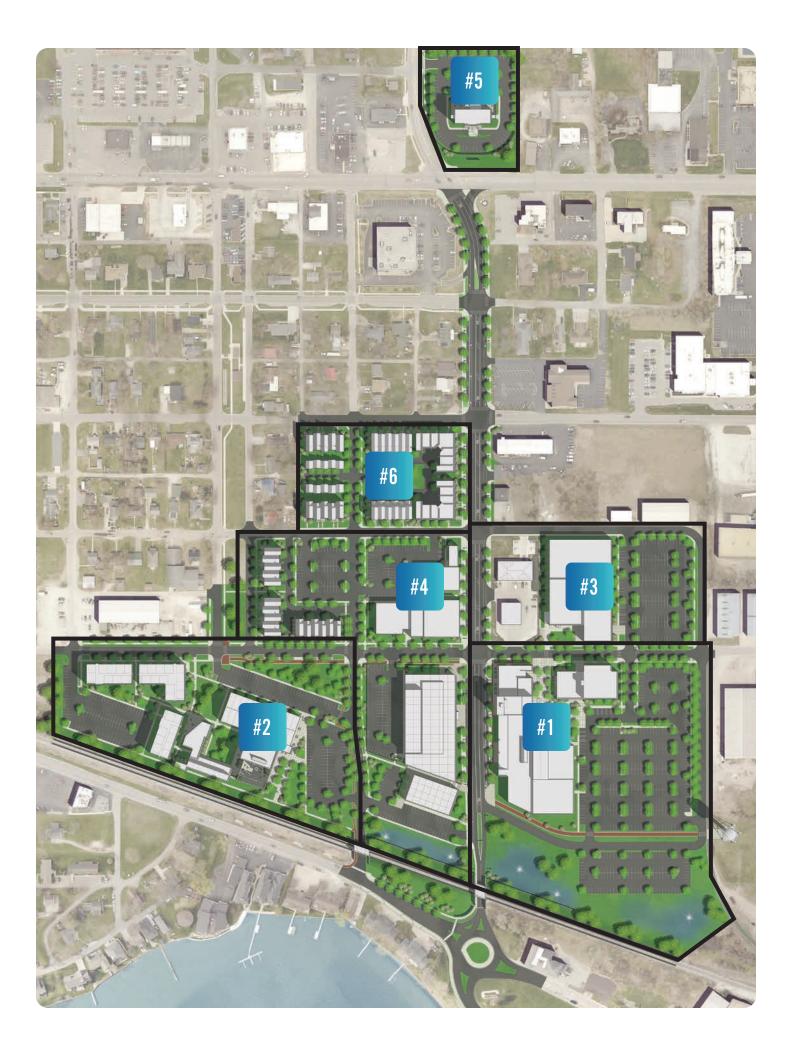
Fifth - Warsaw Health Property

- The Old Warsaw Health building is beautiful with a lot of potential
- The only reason the property is not as high on this list is that it is on the northern end of the corridor and may cause less of a ripple effect to the other properties once developed
- · This property is still important as it acts as a gateway to Warsaw and Winona Lake

Six - 306-310 Argonne Properties

- These properties are expected to face demolition if acquired and assembled
- · Due to this, and to the time it may take to assemble the needed properties, the priority is somewhat lower than adjacent sites
- In addition, this site may benefit from an improved market for development in the overall area





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Thank You

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