

Culver Community Charrette Handbook



Town of Culver, Indiana
November 1998

Preface

The purpose of the Culver Community Charrette was to help the town leaders, organizations, citizens, and businesses to:

- determine what Culver residents view as primary issues facing the town
- develop short-term goals and objectives and to visualize them
- develop project and program recommendations to accomplish the goals and objectives
- explore a multitude of ideas to create a "cookbook" of recommendations for Culver, and
- develop action steps to accomplish the primary projects

During the charrette there were seven specific areas/topics focused upon.

They were:

- downtown/Jefferson Street
- Carnegie library
- midtown area
- park area
- uptown business areas
- new residential opportunities
- boys & girls club

The following report is founded on the primary issues, ideas and suggestions that were proposed by Culver residents during interview sessions, workshops and other charrette activities held June 17 and 18. Additional input came from steering com-

mittee meetings and comments made during the final presentation.

The Culver Community Charrette Handbook is a collection and elaboration of the ideas offered by the citizens, business people, town leaders, and charrette team. These ideas were refined and specific recommendations were developed. By following these recommendations, the town can build momentum for positive change.

This report is meant to help focus the issues, ideas and suggestions that were proposed during the charrette. With this document, it is now the responsibility of town leaders, citizens, local organizations, and merchants to take the next step toward transforming the ideas brought forth in the charrette into reality.

General Observations

The charrette team believes that Culver has the ability to capitalize on its unique features and to continue to prosper. Culver is like no other community in Indiana. Many small towns of similar size have small defining features that make them unique. Culver has two significant and unique features that greatly enhance the town. These unique features are:

1. Lake Maxinkuckee
2. The Culver Academies

Another unique component of the Town of Culver is the outstanding civic organizations that provide leadership and help to implement projects. This degree of civic organization leadership is rare in comparison to other communities of similar size.

The Town of Culver's identity is inseparable from these unique features. However, it appears that some representatives and residents of the Town are striving to have a separate identity.

Most people living outside the region associate the name with the Academies. The second most well-known feature is Lake Maxinkuckee. As a town, Culver has several features of its own that add to the appeal and life-style of local residents.

These features include:

- downtown businesses and historic buildings
- midtown businesses
- the Culver-Union Township Park
- schools
- community organizations
- local industry
- churches
- proximity to "regional centers" (i.e. Rochester and Plymouth)
- diverse housing styles and price ranges
- rural character
- regional agriculture

Executive Summary

This document is a summary of findings of the *Culver Community Charrette*. The charrette team consisted of community planners, landscape architects, architects, and historic preservationists with Ratio Architects, Inc., of Indianapolis.

This project was initiated and developed by the Second Century Committee of the Culver Chamber of Commerce. The concept of a charrette was derived from a needs assessment completed in 1997 by Mary Means and Associates of Washington D.C.

The Second Century Committee successfully obtained a Department of Commerce grant for the amount of \$7,000 to subsidize the cost of the project. The \$10,000 balance came through a special fund-raising drive to which several individuals, organizations and businesses contributed.

A local charrette steering committee planned, coordinated and promoted a two-day community charrette held at the Culver Depot. Many hours of work and contributions by local residents and businesses made the charrette a success.

The charrette involved a tour of the community, a series of formal and informal interviews with over 70 people, and a lengthy work session by the charrette team. At the conclusion of the charrette a draft presentation of the recommendations was given to the public.

This process resulted in the identification of issues and ideas which were built upon and translated into illustrations, drawings, and recommendations. These preliminary recommendations and more than 20 drawings were presented on August 21 at the high school auditorium for public feedback.

Acknowledgments

The Culver Charrette was made possible by the following people and businesses:

Primary Support:

- The people of Culver
- Second Century Committee of Culver Chamber of Commerce

Financial Support:

- Indiana Dept. of Commerce
- W.C. Griffith Foundation
- Marshall County Community Foundation
- NIPSCO
- Walker Manufacturing, Inc.
- Coca Cola Bottling of Kokomo, IN
- Second Century Committee

Donations Were Made By:

- Cafe Max (breakfast for team)
- Culver Public Schools (use of facility)
- Lions Club (use of depot)
- Osborn’s Mini Mart (lunch for team)
- Eby’s Drive-In (lunch for team)
- The Culver Academies (overnight accommodations)

Charrette Steering Committee Members:

- Judy Campbell (co-chair)
- Ralph Winters (co-chair)
- Dave Allen
- Teri Baker
- Barbara Behnke
- Debbie Carlson
- Ann Duff
- Cathy Epley
- Eric Freeman
- Chris Kline
- Susie Mahler
- Russ Mason
- Bob Osborn
- Tim Osborn
- Dorothy Peterson
- Mary Lou Wise

Second Century Steering Committee:

John Thompson, Chair
David Campbell, Vice Chair
Bobbie Ruhnnow, Secretary
Eric Freeman
Bob Kline
Ralph Winters

Charrette Facilitated By:

Ratio Architects
Suite 100, Schrader Building
107 South Pennsylvania Street
Indianapolis, Indiana 46204-3684
317-633-4040 phone
317-633-4153 fax

Charrette Team:

- Bradley Johnson, AICP (project coordinator)
- Todd Barker
- Kenneth Boyce, ASLA
- William Browne, AIA
- John Jackson, ASLA
- David Kroll, AIA
- Gigi Siekkinen, ASLA
- Tony Steinhardt

This project was funded in part by a Community Planning Fund grant from the Indiana Department of Commerce, Community Development Division.

Using This Document

This handbook is designed to serve as a series of *idea pieces* (or "recipes") that were developed from ideas, issues, concepts and principles set forth by the people, businesses and leaders of the Town of Culver during the *Culver Community Charrette*. The recommendations presented in this document are not intended to be final or unchangeable. Some flexibility in the timing, scope, and implementation will be necessary as circumstances change.

A successful result of the charrette would be the accomplishment of one to two short-term and visible projects over the first years. Over the second through fifth year; accomplishing one to three short-term and long-term projects per year would be outstanding. If the number of projects implemented over the next five years exceeds 35% of the recommendations in this document, the charrette should be considered a tremendous success.

Within this document there are many sections covering many different topic areas. In these sections the information gathered during the charrette process is presented along with the recommended projects. Projects and programs are described using a combination of drawings/images, supporting narrative, and in some cases, implementation strategies.

Remember, this document is a cookbook of ideas. Initially, the community should complete one project before another project begins. Generally start with short-term and visible projects to build momentum. Then begin with long-term projects. After a few successful projects, the community should be able to complete two or three projects simultaneously. Also, during long-term projects that are not highly visible, short-term and visible projects should be completed simultaneously. By doing so, the positive momentum will continue.

It is the sincere hope of the Charrette Team that the community's visions and ideas presented in this handbook are transformed into reality. As Joel Barker states in *The Power of Vision*:

Vision without action is merely a dream.
Action without vision is just passing time.
Vision with action can change the world.

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CHAPTER 1
Downtown/Jefferson Street

OSBORN HOTEL (CULVER, IND.)

Downtown - Introduction

Culver is fortunate to have a cohesive district of buildings in the downtown, most fully occupied. Most of these buildings are historic and vary in the degree of alteration. The few “modern” buildings currently do not detract from the overall historic character.

The downtown still maintains the characteristics and features of a small-town downtown. These features include:

- post office
- library
- retail stores
- cafe
- bank
- offices
- upper-story residential
- pocket park

During the two-day charrette the team identified several concerns pertaining to the downtown:

- general appearance
- condition of sidewalks
- improving customer base
- potential of the library moving out
- enhancing its overall function

Appearance was talked about more than any other concern, but the function and vitality of the downtown was a close second.

Throughout the charrette process the comments concerning the aesthetics of the downtown included:

- repair or replace sidewalks
- install decorative street lighting
- add awnings for color and protection from the weather where possible
- bury power lines where possible
- plant trees/flowers where possible
- add a few benches and trash bins

It was also suggested that a set of standards for sidewalks, curbs, signs, and lighting be developed to help maintain a consistent appearance within the downtown. Consistency is an inexpensive and simple way to improve the appearance of a downtown.

Cosmetic improvements are sometimes viewed as a solution for improving vitality. Aesthetic improvements can help, but they must be teamed with additional programmatic solutions to be completely effective.

On the following pages are recommendations pertaining to the downtown.



The Culver Post Office provides character in the downtown while securing part of the economic critical mass.

Assets:

- library and post office
- physical condition of buildings
- tourism market
- Heritage Park
- small town character
- proximity to the park and The Cove
- low vacancy in storefronts
- gas station
- quantity of parking
- proximity to Culver Town Hall
- vacant corners for redevelopment

Challenges:

- reaching/maintaining “critical mass”
- funding for enhancements
- Jefferson St. between Main Street and Lake Maxinkuckee
- vacant space in some buildings (mostly upper story and back rooms)
- underutilized bank building
- vacant corners

Recommendations:

- street enhancement (curbs, sidewalks, lighting, etc.)
- develop a farmers market
- maintain library downtown
- public pier near The Cove
- better linkage to park and The Cove
- “mall mentality” (i.e., coordination between non-competing businesses)
- minor cleanup/fixup of buildings
- develop design guidelines

Downtown - Street Enhancements

Street character (roads, sidewalks, curbs, signage, and facades) can be a factor in a downtown's overall appearance, function, and vitality. During the charrette, many residents expressed concern for the current conditions of the streets and sidewalks. There are several steps that can be taken to help improve the existing conditions. They include:

- minor cleanup/fix-up of buildings
- new sidewalks and curbs
- guidelines for building enhancements
- installing decorative lighting
- burying overhead wires
- utilize or infill vacant lots
- consistent business signs
- use of awnings to add color and protection from the weather

Recommendation #1

Develop a Farmers Market in the Downtown. One of the civic groups in town should determine a location, date and time for a seasonal farmers market. The suggested locations include the vacant lots at Jefferson and Main, along Jefferson Street, or in the parking lot behind the Library. In any event the preferred location is downtown.

Farmers markets have proven to be excellent pedestrian traffic generators and inexpensive to operate. It was determined that there are numerous vegetable growers in the area that

could participate. Additionally, the Amish and Mennonite cultures in the area could also be invited to participate.

Recommendation #2

Reconstruct the existing sidewalks in the downtown and add new decorative lighting. The replacement of sidewalks and addition of new decorative street lighting will be a costly step, but they can be implemented in phases. The phasing could be completed as follows:

Phase 1: Main Street, one block north and south of Jefferson Street.

Phase 2: Jefferson Street between Main Street and the first entrance to The Cove.

Phase 3: Main Street from Lake Shore Dr. to Washington Street.

Decorative lighting should never be installed without replacing the sidewalks. Replacing sidewalks at the same time allows the electrical lines to be buried under the sidewalks.

The decorative lighting “standard” to be used should be relatively simple, yet unique to Culver. A historic lamp similar to the lamps used in the Culver Park would be appropriate. Also, the lighting standard should be a style that can, over time, be incorporated in the midtown and uptown areas.

The bulk of the cost and implementation will rest with the Town of Culver. However, local organizations can assist by raising money to purchase the lighting units. It is not recommended to use brick for sidewalks or accents in the sidewalks. Brick is a significant additional cost and adds to ongoing maintenance. Rather, if additional money is raised, it is best spent assisting building owners to enhance their facades.

New street lighting should be “pedestrian scale” and the sidewalk construction must conform to ADA standards to accommodate persons with disabilities.

One last recommendation is to replace all sidewalks versus skipping sidewalk sections that are in good condition. The construction costs to “go around” end up being the same to just replace it all. Further, the aesthetics of all new sidewalks is more appealing.



The curbs and sidewalks are deteriorating throughout the Town of Culver.

Downtown - Street Enhancements



The above photo is of a vacant lot and historic downtown buildings. The vacant lot will prove to be an excellent location for an "infill" project. The drawing on the opposite page illustrates what a new building could look like in this location.

Recommendation #3

Use awnings to add color and protection from the weather. Cloth awnings should be used as much as possible in the downtown to add color and to provide for business signage. Awnings can be purchased periodically by small groups of businesses to gain more "buying power," thus reducing the cost

to each business owner. Businesses in the midtown region should strive to install awnings as well.

Awnings also protect pedestrians from weather, making unpleasant days more bearable when in the downtown.



Downtown Culver has a mix of types of sidewalks, planters, and awnings. Uniformity of street features will help tidy-up the district. The banners are a wonderful addition to the community.

Downtown - Street Enhancements



Many small towns lack desirable or functional space for "modern" business operations. Culver has two vacant lots at the downtown's primary intersection of Jefferson and Main streets. To create "critical mass" in the district, a new two-story building, offering retail/commercial on the ground level and residential amenities upstairs (illustrated), is recommended. A consistent theme of street trees and historic character lighting (also illustrated), from the Culver-Union Township Park through downtown, is key to unifying the midtown and downtown business districts.

Downtown - Infill of Vacant Lots

During the charrette it was determined that for several years there has been low demand for space downtown. Three prime locations are under utilized. The bank building is over half empty, and two lots are completely vacant at the corner of Main and Jefferson Street. Yet, there is probably a need for a limited amount of class “A” office space, small retail space and housing in the downtown.

An infill project could help create additional *critical mass* (which is the point at which something can sustain itself indefinitely) in the downtown. Further, it has been demonstrated in other partially vacant downtowns that new investment can be a catalyst for investment and occupancy of existing structures.

Many times downtowns are vacant due to the lack of desirable or functional space for “modern” business operations. For instance, they may not have appropriate heating and cooling systems for certain computer or equipment operations. Also, they may not be able to be re-configured for the space needs of potential businesses.

Recommendation #1

Utilize the vacant lots at the intersection of Main and Jefferson Streets. The challenge is determining what type of use/structure is appropriate or feasible on either of the lots. A few ideas include:

- Build a new two-story building for retail/commercial/housing. It is believed that there is some demand for new office, retail and housing in the downtown.
- Establish a farmers market/parking lot on one site. It is very possible that a farmers market would be successful in Culver.
- Utilize both lots to build a new library and parking lot. The Library Board is considering options for expanding or building a new library.

The feasibility of each of the above mentioned potential uses/structures should be determined. The following describes the basic concepts and feasibility for each project mentioned above.

Option 1: On the northeast corner of Jefferson and Main Streets, a newly constructed, two-story building could be built. The first floor would be for retail or commercial use, and the second floor for quality apartments. The southeast corner could be utilized for a landscaped parking lot and space for the seasonal farmers market. The new parking area could provide parking for the apartments and new businesses.

Option 2: Building off of Option 1, the bank could become the main tenant in the lower floor of the new building. This would then allow the Library Board the opportunity to purchase the existing bank building. The Library Board could then fully utilize the bank property.

Option 3: A new library could be built on the southeast corner of Main and Jefferson Street with a parking lot on the northeast corner. Again the parking lot could function as a location for the farmers market periodically, but would primarily function as the parking for the new Library.

Downtown - Infill of Vacant Lots

This scenario renders the existing Carnegie Library building vacant. Therefore, a new and permanent use must be found for the Carnegie. Suggestions include using it for one or more of the following:

- Town Hall (the existing town office space could possibly be absorbed by the police and maintenance staff for the town)
- Boys and Girls Club
- Antiquarian Society office
- Chamber of Commerce office
- Community center
- a facility for non-profit organizations
- meeting rooms
- a Culver history museum
- a theme museum
- visitor center

Character of New Infill

Whether the new infill development is a library or new space for office and housing, the character of the new construction is very important. The new construction should be two stories in height to stay consistent with the existing downtown buildings. Further, durable materials (like brick) should be used on all facades of the building. It is even important to use similar colors and styles used on other buildings in the downtown.

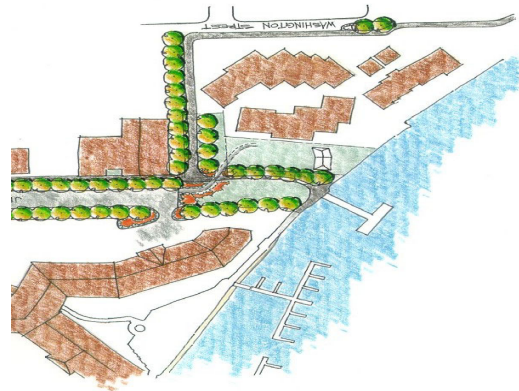
A parking area, or either vacant corner, must be designed carefully and include trees/vegetation between the sidewalk and parking surface. An alternative to trees/vegetation would be a short brick or fieldstone wall (knee wall) to enhance the character. Fieldstone would be preferred as the primary material, but because brick is more dominant in the downtown, it would also be appropriate.

Jefferson Street - Introduction

The Jefferson Street corridor has significant importance in the downtown. It creates a link to The Cove and to the Culver-Union Township Park. It also influences the aesthetics of the downtown and is the primary location for new retail/commercial development in Culver.

Currently the street is too wide, has little character, has at least one vacant building along it, and a few unkept properties. Therefore, the pedestrian linkage is unpleasant and the corridor only detracts from the quality of The Cove and the downtown area's aesthetics.

During the charrette, many comments were made expressing concern for the upkeep of properties along Jefferson Street, specifically east of the downtown. This section of the charrette report is focused on the enhancement of Jefferson Street east of the downtown.



The Cove is a unique condominium and conference center. Local citizens and the charrette team noted that the Jefferson Street corridor and the sea of asphalt in front of The Cove create an unpleasant gateway/welcome statement for visitors.



The Jefferson Street Corridor has a couple of dilapidated buildings and is unusually wide. These features detract from the linkages to Lake Maxinkuckee and the Culver Town Park.

Assets:

- potential connection between downtown, lake, and Town Park
- serves as part of the connection between downtown and park
- a lot of right-of-way for design elements (i.e. trees)
- The Cove
- vacant property for development

Challenge:

- gaining access to the lake and Town Park
- currently too wide for the traffic needs

Recommendations:

- narrow the street by bringing in the curbs
- line Jefferson Street with trees
- reconstruct the sidewalk to The Cove
- add additional parking (angled) if necessary
- enhance the terminus of Jefferson Street
- enhance the link to the Culver-Union Township Park and install signs to guide people along the route
- create a link to the lake (public lake access)
- improve connection to The Cove
- consider installation of a pier providing access for the lake to downtown

Jefferson Street - Corridor Enhancement

Current Conditions

The street currently is designed to accommodate large volumes of traffic and could feasibly have three to four lanes with on-street parking. Put simply, the road is much wider than any current or future demands.

Its widths paired with the fact that only a few buildings are located there, renders the corridor unattractive. Some of the buildings along Jefferson Street are dilapidated, are nearly a health and safety risk, and contribute to an unpleasant walk along the corridor.

The Cove currently seems to be “removed” from the downtown even though it is only two blocks away. The sea of asphalt for parking at The Cove seems to contribute to the stark environment and further removes it from the downtown.

Because Jefferson Street is the gateway to The Cove, any improvement to the corridor will make a more favorable impression on visitors staying at The Cove. The charrette team believes that enhancements to Jefferson Street will have a very positive effect on the downtown and The Cove.

Recommendation #1

Redesign Jefferson Street to be a better gateway to The Cove and to enhance the aesthetics of the downtown. It is recommended that Jefferson Street be narrowed considerably to reduce the driving lanes to

13-15 feet each and still maintain parallel parking along the curb. In the space gained by narrowing the road, a nice lawn area between the road and sidewalk would be created. In that grass strip, shade trees would be planted, thus creating a tree-lined street.

The trees and grass strip would buffer the pedestrian from the road. The trees would also grow high enough to not obstruct business signs or retail store fronts of current or future businesses.

The effects of narrowing the road would also include calming the vehicular traffic. The pedestrians would feel more comfortable and enjoy the walk between The Cove and downtown.

Option 1: Design diagonal parking into the first half block east of Main Street along Jefferson. This would provide additional parking and still would maintain enough space for trees to be planted.

Recommendation #2

Improve the linkage to the Culver-Union Township Park. The trail that many use to get from The Cove to the The Culver-Union Township Park is said to be privately owned between Jefferson and Washington Street. It is recommended to first determine if there is an easement through this area which would secure a linkage to the park. If necessary, the town should purchase the easement.

This “trail,” once secured, should be upgraded to an asphalt path such that walkers, bicyclers, strollers, and rollerbladers can use it effectively.

Further, small signs should be installed to mark the trail from Jefferson Street to the Town Park.

Recommendation #3

Add decorative lighting along Jefferson Street to tie it in with the improvements to the downtown. As a potential future project, decorative lighting should be added along Jefferson Street. The same decorative lighting standards to be used in the downtown and midtown areas should also be used.

Option 1: Small scale lighting could be used along the pedestrian path between Jefferson Street and Culver Park.

Recommendation #4

Improve the terminus of Jefferson Street such that it disguises or opens up the view of the lake. Most people who came to the public workshops had some kind of negative comment about the house that was built at the end of Jefferson Street. Their number one complaint was the loss of the view to the lake. A couple options should be considered to enhance the terminus of Jefferson Street.

Jefferson Street - Corridor Enhancements



Option 1: Beautify the terminus by heavily landscaping the road. This solution would include the planting of trees, plants and flowers between The Cove's last driveway and the property line of the new home. This will create a nice visual terminus to the road, but will not restore the view of the lake.

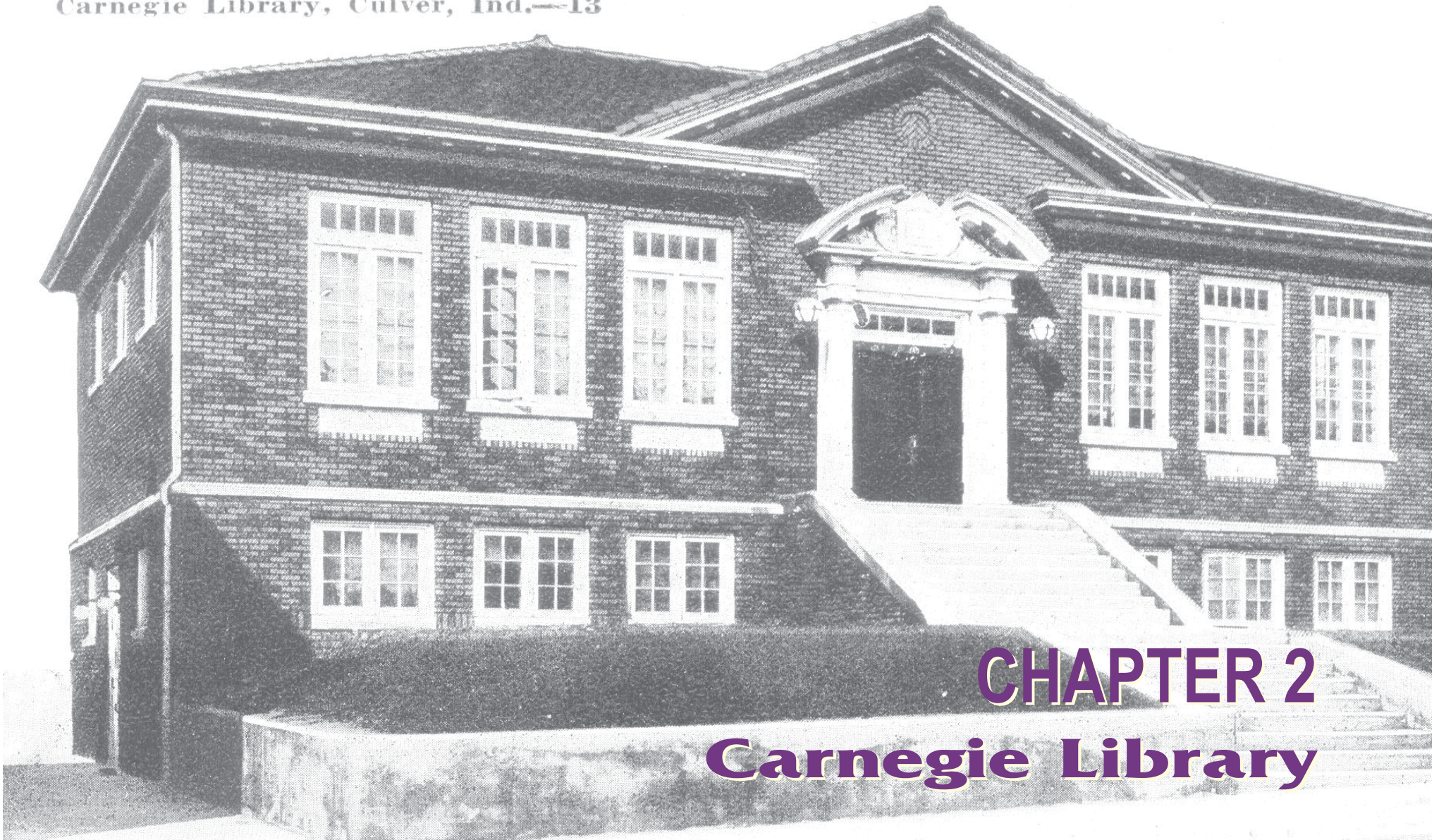
Option 2: The second option is much more bold and costly. The recommendation would be for the Town either to purchase the new home or to purchase the lot next to the new home and facilitate moving the home to the lot. The result would be the restoration of the view to the Lake from downtown.

Although this recommendation is bold, it is possible. The charrette team believes that the value to the community over the next 25-50 years greatly outweighs the cost today. Some benefits of this step include:

- ability to put in a public pier
- economic development for the downtown by allowing boaters to dock their boats and walk to the downtown
- protection of water quality in the lake by maintaining a vegetated strip between Jefferson Street and the Lake to purify and absorb water flowing down the street
- strengthened connection between the lake and the downtown
- restoration of the view of the lake which people in the community strongly desire to have restored

Jefferson Street should be lined with shade trees and the terminus of the road planted with trees and vegetation to improve the view down the street. The Town should strive to develop a public pier near the terminus of the road to allow boaters the opportunity to visit the downtown businesses.

Carnegie Library, Culver, Ind.—13



CHAPTER 2 Carnegie Library

Carnegie Library - Introduction

The most controversial topic before and during the charrette was the potential relocation or expansion of the library. Many people want to preserve and utilize the historic Carnegie Library. At the time of drafting this report, the Library Board was moving forward cautiously and appropriately to research and assess its options.

This section of the report outlines the comments and ideas that were recorded during the charrette. For this reason, this section notes a few opportunities/recommendations that may help the Library Board make its final decision.

The major decision is whether to keep the Carnegie Library and expand, or to abandon it and rebuild a new library elsewhere. Within these two primary options there are variables and secondary options. For instance, if it is decided to keep the Carnegie, should it be expanded to the north, south or west?

The Library Board's decision has become a much bigger issue than just providing more space for the local library. Historic preservationists are concerned about the Carnegie building, and local businesses are concerned about the effects on the downtown if the library were to be moved.

The opinion of the charrette team is that moving the library could have a significant adverse effect on downtown businesses. Over the past ten years, the downtown has lost several businesses and the employment base that once made the downtown a strong economic center. The library is a fundamental part of the existing "critical mass" in the downtown. It is a destination in itself, but also brings people downtown to other businesses. The loss of the library would result in further deterioration of the downtown economy.

The following section discusses recommendations as they pertain to the expansion of the library.

Assets:

- located downtown
- historic structure
- showpiece for the town
- catalyst for the downtown
- centrally located within Culver
- learning facility for children and adults

Challenges:

- expansion options are limited and complex
- people feel passionately about the issue

Recommendations:

- keep the library downtown to maintain critical mass
- expand the Carnegie if possible, even if a premium must be paid to utilize the building
- if the Carnegie cannot be expanded, the library should be developed within the downtown, on one of the vacant lots
- upgrade services to provide cutting-edge technology
- strive to make the building a multi-functional facility
- strive to include activities and amenities in the library for all age groups

Carnegie Library

Public Opinion on the Carnegie Building

During the charrette the vast majority of the participants said they did not want the Carnegie Library to be vacated. It is reasonable to say the majority of town and township citizens want the library to stay at the existing location.

With some speculation, it is believed by the charrette team that if a long-term and stable organization or function can be located in the Carnegie, the public would support the change. The public would want assurances that maintenance over the long-term would be provided for the building, and that there would be no loss of the character or historic significance.

What the Citizens want in a Library

A consistent theme among workshop discussions was the feeling that the library has the potential to become more than it has in the past. The most common statement was that the library should have resources, programs, and features for all age groups.

Throughout the charrette, the community and members of the charrette team shared a variety of ideas about how the library could become more than just a repository for books. It was discovered that other libraries in the State had been creative and had included leasable space within their buildings for businesses like a coffee shop.

Current Conditions

The existing library, upon a brief inspection by the charrette team, seems to be in relatively good shape for a structure of its age. Further, it is suspected that the library does not meet current ADA requirements.

The dedicated parking for the library is limited to on-street parking and a few spaces in the rear of the building. Most patrons utilize on-street parking or the library's parking lot, but from time-to-time use the bank's parking lot.

The potential to expand to the south and north are limited by the adjacent structures and property lines. Expanding to the west toward the alley is possible, but there is some restriction on how much space the library can gain in that direction. It has been estimated that the target square footage the Library Board desires can be obtained by building toward the alley. This option would probably result in the neighboring bank having to relocate its drive-up lane and perhaps its window.

Recommendation #1

Expand the Carnegie Library north, south or west if possible. It is believed that a financially responsible and quality expansion project can be identified and implemented utilizing the Carnegie Library.

Recommendation #2

Build a new library on a vacant lot in the downtown if expanding the Carnegie is not feasible. If the Carnegie cannot be expanded in a quality and reasonable manner, a new library should be built on one of the vacant lots in the downtown at the corner of Jefferson and Main Street.

The southeast corner would serve the needs of a new library facility better than the northeast corner. The northeast corner would serve better, as a landscaped parking lot for the library.

In this option, the Carnegie building would be abandoned as a library. To gain public support, it is believed that a permanent and long-term tenant would have to be identified and be committed to the Carnegie's maintenance.

Carnegie Library

Recommendation #3

Commission an architecture study to weigh pros and cons of all options, and for the reuse of the Carnegie if abandoned. It is recommended that an architectural study be commissioned to evaluate the options for expansion of the Carnegie, reuse of the Carnegie if abandoned, and feasibility of building new in the downtown. The study would result in a full assessment of the pros and cons, and cost estimates for multiple options including:

- “bridging” the Carnegie to the bank building’s second floor,
- “bridging” to the entire bank building,
- razing the bank building to expand onto a “clean” site,
- expanding toward the alley,
- “bridging” the Carnegie north to the insurance building,
- razing the insurance agency building to expand onto a “clean” site,
- relocation costs and potential sites for the insurance agency or bank branch,
- potential for new tenants in the Carnegie Library if it were to be vacated, and
- costs and potential for a new library to be constructed on the southeast corner of Main and Jefferson Streets.

The architectural study could also investigate the precedents for a coffee shop, sandwich shop, or bookstore being incorporated into a library.

Recommendation #4

Strive for Quality. The final recommendation is that, whatever the solution, a very high quality facility must be provided. Municipal buildings should be of the highest quality and built with durable material (i.e. brick or stone) such that in 80-100 years the structure is still standing. Municipal buildings should also set the precedent for the identity and character of a community.

The Carnegie building is a great example of quality architecture and character. It demonstrates how the community can enjoy years of use due to the initial quality and craftsmanship.



CHAPTER 3

Midtown Area

Midtown - Introduction

The midtown area is a mix of small retail stores, restaurants, and other entertainment opportunities. It is also home to the movie theater and a local restaurant/bar. The midtown area is in one of the most visible and heavily visited areas in town. For this reason the area will tend to be successful with little effort, especially during the summer season.

The midtown area has a small regional draw due to the movie theater, the Edgewater Grille, Papa's, and the Culver-Union Township Park. People in neighboring counties know of these places and visit periodically.

The midtown area is in need of few, if any, major enhancements. However, the charrette did result in a variety of ideas and recommendations pertaining to the midtown area.



The midtown area has developed an entertainment-like theme. It is suggested that this theme be embraced and promoted to develop a year-round regional draw.



The banners used in the downtown have been hung in the midtown area and help to unify the commercial areas. More of this type of improvement should be made.

Assets:

- cluster of entertainment businesses
- high visibility area
- proximity to Town Park
- proximity to lake
- proximity to The Academies

Challenges:

- deteriorated sidewalks
- lack of connection to the lake
- fast-moving vehicle traffic
- need for maintenance to buildings to improve overall character
- seasonal economic fluctuation

Recommendations:

- build off of the entertainment theme
- narrow the driving lanes and gain additional angled parking along the street
- paint a “super-graphic” on the wall of the exterior wall of the theater
- reconstruct the sidewalks
- add decorative street lighting
- improve areas for pedestrian crossings to the Town Park
- outline buildings with lights for a dramatic appearance at night

Midtown

Situation / Current Conditions

Of the three sections of Culver’s business district, midtown is the more playful, exciting, and youthful. It is Culver’s primary service and entertainment district. A primary conclusion of discussions with charrette participants was that midtown needs to be cleaned up and improved aesthetically. The businesses have not combined efforts to create an attractive look for the area, as all of the building facades have a different look and character. Charrette participants consensus was that, much like downtown, midtown businesses need more consistent facades.

Other participants, with an interest in coming to midtown via boat, expressed concern that they could not shop, eat, or go to a movie because there is no pier at which to dock for a short stay. As with downtown, the midtown businesses are positioned to serve people coming to the district via the lake.

Recommendation #1

Continue the entertainment theme. Charrette input suggests the creation of an “entertainment atmosphere” to begin attracting guests from the region to visit Culver throughout the year. The midtown area does not have the unique character or history of downtown lending flexibility to the treatments that can be used in creating such an atmosphere.

Like downtown, a common lighting treatment will help enhance the look of the area. This follows the recommendation in the “linkage” section, which promotes the idea of consistent lighting along the entire route from the intersection of S.R. 10 and Lake Shore Drive through the downtown.

Other treatments would include a common awning scheme and increased tree plantings. As recommended for the downtown district, infill of vacant properties, especially with structures providing upper story housing, would greatly enhance the security, appearance, and appropriate business traffic of the area.

Recommendation #2

Narrow Lake Shore Drive, add angled parking, and increase usable Park greenspace. A major enhancement project suggested by the charrette interviews was a combination of a realignment of Lake Shore Drive and a redesign of the Culver-Union Township Park. This recommendation will increase parking in front of the midtown businesses without a net loss of any parking for the district.

As a part of the Lake Shore Drive improvement, the parking lot at the park should be removed, allowing expansion of the parks’ greenspace while moving the parking and the cars from the park to the street. By

narrowing Lake Shore Drive via angled parking, traffic speeds will be reduced naturally, creating a safer district that will have an improved view of the lake and more usable park space.

If determined necessary, there may be opportunities for additional parking to the north (behind the movie theater) and east of the park (behind Papa’s).



The midtown area has opportunities for infill development as well. These vacant lots should be used to build new commercial establishments and upper story housing.

Midtown



This drawing depicts angled parking and lighting proposed for the midtown district. Also, cloth awnings have been added with shade trees placed periodically in the sidewalk areas.



LIGHT HOUSE ON
LAKE MAXINKUCKEE,
CULVER, IND.

CHAPTER 4

Gateways

Gateways - Introduction

The two areas in a community that have the most influence on resident's or visitor's impression of that community are the downtown business district and the primary gateway(s).

The way State Roads 10 and 17 traverse the outside edge of the community, some people only see a minimal part of Culver. The uptown area in many cases is all a person will see and may be all that determines his impression of the town.

It is important to give a positive image of the community at the primary gateways. Positive impressions will help:

- market the community to businesses
- market the community to potential residents
- attract tourists and patrons to local businesses
- add to local pride

The following section discusses the conditions and recommendations for the primary gateway in Culver. In addition, a secondary gateway to the lake is explained.



This photo is of the S.R. 10/17 intersection with Lake Shore Drive. This intersection serves as a primary gateway into Culver, but does not represent the quality image the town deserves.



Simple signs were supplied by the County Visitors Bureau and were placed at all gateways into Town. These signs are insufficient at the S.R. 10/17 intersection gateway.

Assets:

- major roads leading into Town are attractive areas and portray a positive impression
- The Culver Academies greatly enhance the gateway corridor from the east of Town
- the golf courses and East Shore cottages enhance the gateway corridor from the south
- existing signs welcoming people to Culver at all gateways

Challenges:

- 10/17/Lake Shore Drive intersection does not reflect the qualities of the community
- character of the businesses along S.R. 10, especially the vacant properties.
- 10/17 intersection west of Town

Recommendations:

- enhance the gateway at 10/17/Lake Shore Drive
- utilize fieldstone as a primary material when enhancing any gateway
- utilize trees and vegetation to enhance gateways and gateway corridors
- work with property owners along S.R. 10 on the north side of town to enhance the character of their properties

Gateways - 10/17/Lake Shore Drive Intersection

Current Conditions

The intersection of S.R. 10/17 and Lake Shore Drive currently does not reflect the quality of the Town of Culver. There are significant restrictions such as utility poles, gas lines, electric lines, telephone lines, fiber optic lines, utility markers, and minimal road easement, all of which create obstacles to improve.

On the other hand there are positive attributes to include well maintained homes, the Black Horse Troop Pasture, some landscaping, and a couple of businesses.

Recommendation #1

The character of the 10/17/Lake Shore Drive gateway could be improved significantly by incorporating a four-board fence on all four corners. The material used should match the style, color and scale of the fencing used for the horse pasture. As an added design component, two fieldstone piers should be incorporated into the fence on each corner. A sign to welcome people to Culver should be installed on the southwest corner, and should be made completely of permanent materials.

The implementation of this project can be achieved at a relatively low cost with a short time frame, thus making it an excellent first project.

Because this project is relatively simple, a local organization, such as the Chamber of Commerce, by coordinating efforts with The Culver Academies, and/or the Town of Culver, could accept the responsibility for implementation. Because the fencing to be used should be the same as that used for The Academies fence, The Academies should be consulted.

It may be possible to utilize The Academies' facilities staff and resources to install the fencing once designed. A local mason should be asked to participate in the construction of the fieldstone piers. Local volunteers could be used to help construct and stain the fence.

No trees need to be removed as a part of the installation. The trees at the southwest corner may need to be trimmed to accommodate a welcome sign. Some trees and plants can be installed on the northwest corner to add color and interest.



A four-board fence, on each side of the four corners of State Roads 10 and 17, will offer a uniform and attractive northern entrance to the route leading to Culver's uptown, midtown and downtown business districts. The gateway (illustrated) is the opening of a Lake Shore Drive corridor with charrette recommendations that include signage improvements, a vista to the lake, a retaining wall more characteristic of Culver's rural heritage, Town Park renovations and restorations, and a complement of suggestions designed to attract guest and shoppers to the Town's businesses.

Gateways - 10/17/Lake Shore Drive Intersection



The plan drawing to the left depicts the approximate location of a four-board fence installed on each corner of the primary gateway. The proposed fence duplicates the character and color of the horse pasture fence on the northeast corner.

Gateways - Lake Shore Drive Curve

Existing Conditions

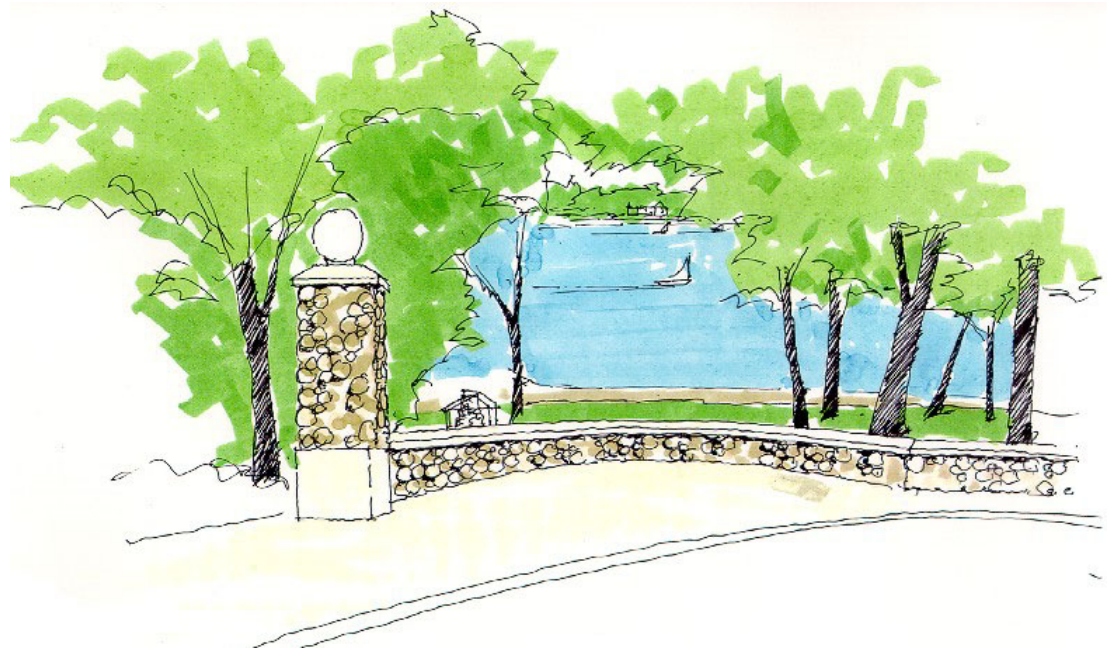
The Lake Shore Drive curve near the Culver-Union Township Park creates a secondary gateway, this one capturing a scenic view of Lake Maxinkuckee. This curve is a transitional point between the residential district and the park/midtown area. Its potential for a dramatic entry into a beautiful small town may be realized with minimal cost and effort.

Currently, the view of the lake is nearly blocked by thick vegetation trees. It is not until the driver rounds the corner that the lake is visible. One other feature of the curve is the short retaining wall that serves as a traffic and water runoff barrier.

Recommendation #1

Remove the trees and vegetation blocking the view of the lake. The object is to give a person driving south on Lake Shore Drive a peak of the lake prior to the curve. The determination of trees to be removed or thinned should be confirmed by a landscape architect or forester.

It is also recommended that the short retaining wall be extended up to a consistent height of approximately two feet and faced by fieldstone. Additional features of this wall could include a stone pier at each end



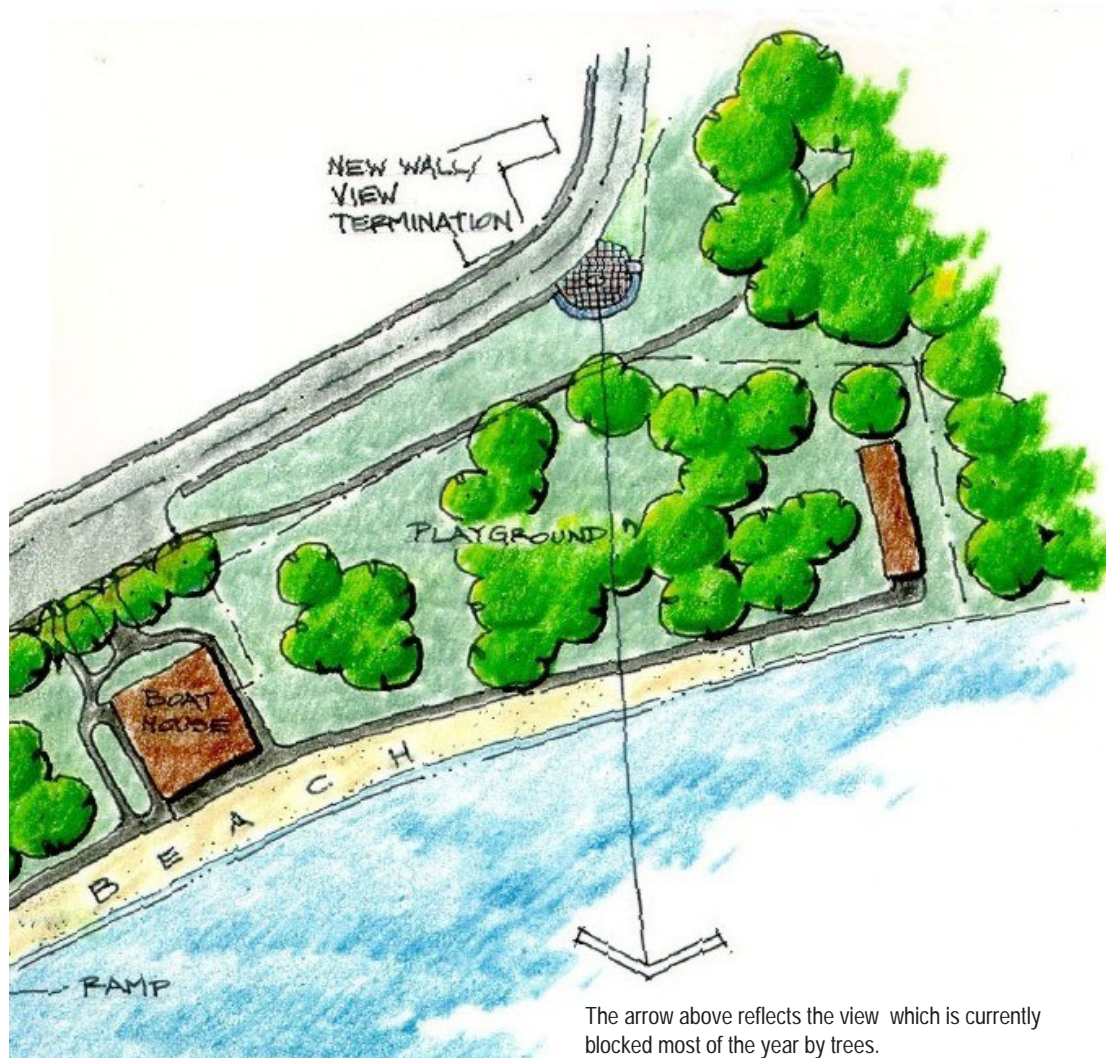
The curve along Lake Shore Drive functions as a secondary gateway within Culver that could be enhanced by facing the existing retaining wall with fieldstone. It is also proposed that some trees be cut down or pruned such that a visitor will be able to see the lake prior to the curve.

as anchor points.

This project would make a good short-term project for the town or a local organization to complete. The costs are minimal and the implementation time and effort are reasonable.



Gateways - Lakeshore Drive Curve



MAIN STREET LOOKING NORTH, CULVER, IND.



CHAPTER 5 Linkages

Linkages - Introduction

The importance of connections between primary nodes of activity in Town have been mentioned in earlier sections of this document. Generally, linkages are road corridors, trails, or sidewalks. A more abstract definition would be the mental or visual connection between two places or activity nodes.

The linkages mentioned in other sections include

- Jefferson Street between Main Street and The Cove
- the pedestrian trail/sidewalk that links The Cove area to the Culver-Union Township Park

This section evaluates and makes recommendations for improving other linkages in Town. These linkages include

- Academy Road between the Academies and Lakeshore Drive
- Lake Shore Drive between S.R. 10 and the Culver-Union Township Park
- Lake Shore Drive from Culver Park to Main Street and into the downtown

Assets:

- most of the basic network is in place for the primary linkages in Town

Challenges:

- some activity nodes are not linked by sidewalks
- most sidewalks or paths are in poor condition
- some linkages are not marked very well for visitors to get from one place to another

Recommendations:

- mark the sidewalk/path between The Cove and the Culver-Union Township Park
- construct a sidewalk between the park and the Park & Shop
- construct a sidewalk along Academy Road, between Lake Shore Drive and The Academies
- utilize the same lighting and streetscape features along Lake Shore Drive and Main Street from S.R. 10 to the downtown
- plant trees along Lake Shore Drive between S.R. 10 and the curve

Linkages

Recommendation #1

Develop a “way-finding” system in Town. This simply means that small, tasteful signs be used to indicate how to get to primary activity nodes and features in Town. Items that should have “way-finding” signs for visitors include

- The Cove
- downtown
- Culver-Union Township Park
- mid-town
- boat launches

All way-finding signs along roads should be uniform in design, color and scale. Because signs can clutter a roadway, use of existing sign post locations is suggested where possible.

Recommendation #2

Install a sidewalk along Lakeshore Drive to connect the Culver-Union Township Park to the Park & Shop area. This sidewalk is a missing link in the primary network of linkages. This sidewalk will keep bicyclists and walkers safe by keeping them off Lakeshore Drive.

A portion of this sidewalk already exists for about one block north of the curve and along the west side of the road. This segment of sidewalk should be extended north. There is no need to have a sidewalk on the east side of Lake Shore Drive.

Ideally, the sidewalk should be constructed four feet from the pavement edge to allow a small buffer between the vehicle lanes and the sidewalk. This green strip could also accommodate trees.

Recommendation #3

A sidewalk should be constructed along the north or south side of Academy Road between The Academies and Lake Shore Drive. This road is commonly traveled by walkers and bicyclists who are often in danger from the vehicular traffic.

There isn't a strong argument for a side on which to construct the sidewalk, except that in the winter, the north side of the street will allow less ice and snow buildup because it will be exposed to the sun more. Other issues to consider when deciding the side for the sidewalk include

- number of property owners
- number of obstacles to be moved
- topography
- amount of lighting
- number of roads that intersect the sidewalk

Recommendation #4

Utilize a uniform decorative lighting standard throughout the major linkages in Town. The Lake Shore Drive and Main Street corridor from S.R. 10 to the downtown should utilize the same streetscape and lighting to help unify all districts in Town. Already, banners are used throughout the entire corridor, but additional features will further link the major activity nodes in Town.



The path between The Cove and the Culver Town Park provides a simple way to get between the two destinations. However, the path needs to be better marked and lighted.

Linkages

Recommendation #5

Reduce the scale and frequency of signs used along Lake Shore Drive. Lake Shore Drive has several large-scale signs for businesses in the uptown area. These signs are out of scale; patrons of these businesses are local residents who already know where the businesses are located.

Small-scale ground signs are recommended for businesses along Lake Shore Drive to the midtown region. Further, intense lighting should not be allowed. Subtle lighting on the signs can be equally effective.



Most of the signs along Lakeshore Drive are too large and detract from the visual character of the corridor. Residents in Culver have expressed a dislike of the signs. Ground-mounted and small-scale signs would be more attractive and equally effective.



CHAPTER 6 Parks & Recreation

Waiting for the Boat, Lake Maxinkuckee, Culver, Ind.

Parks & Recreation - Introduction

Parks and recreation are basic features necessary in every community; however, there are few parks in Indiana located on such a grand lake and woven so intimately into a community's business district. Culver's park is even more special with the Beach Lodge, depot, and large number of mature trees.

Parks are intended to provide recreation opportunities for all age groups. They are frequently sites for festivals and community activities, and provide green space among built environments while preserving and protecting the natural environment.

In Culver, the park is a primary asset of the midtown district and a unique, functional asset to the larger community. Many

residents live within walking distance of the park. The following section coalesces and reflects public input and the experience of the charrette team.



The Beach Lodge is one of several historic assets in the Culver Park.



The Culver-Union Township Park has one of the most beautiful settings in all of Indiana.



The asphalt parking lot in the park uses too much prime park land, blocks the view of the lake from the road, and detracts from the natural beauty of the park and lake.

Assets:

- public access to the lake edge
- primary recreation area in town
- the beach
- boat slips
- historic depot that is a source of community pride
- proximity to midtown and downtown
- proximity to residents
- location of LakeFest

Challenges:

- teenagers congregating in the parking lot
- no boat parking to visit park or midtown
- park is getting cluttered with activities
- parking lot takes up too much prime land, necessary for expanding the park's functions

Recommendations:

- develop a five-year, Department of Natural Resources-approved park master plan
- remove the parking lot over time to allow more park space/function
- remove road in front of the depot
- program the space in the park more effectively (by age groups & activities)
- build a wide and long public pier for fishing and docking boats temporarily
- redesign flowing well as a focal point
- develop a tree planting program to replace the mature trees over time

Parks & Recreation

It is undeniable that Culver has a nice park. However, it can be greatly improved with a plan, a program of regular maintenance, use of private donations, a financial and grant program, and vision.

Recommendation #1

Develop a Five-year Master Plan. It is strongly recommended that a Five-year master plan be created for the Culver Park. The master plan must be a Department of Natural Resources-approved plan in order to qualify for grant money through the State of Indiana.

The master plan will inventory and prioritize the park's features and determine the best methods for maintaining them. It will also create a long-range vision for the park, thus eliminating the potential for improvement in the first year interfering with improvement in the future.

A park master plan should be completed with the assistance of a landscape architecture or planning firm. It should outline major and minor new features and structures to be added over time.

Park master plans are completed for \$10,000 to \$15,000 and will qualify the park and town for State grants. The fees for the plan can be recaptured over the course of five years via grants and efficiencies of operations.

Recommendation #2

Build a large public pier for fishing and temporary boat parking (and handicap accessibility). The recommended location is where the existing "fishing pier" is placed.

Historically, this location had a large-scale pier which accommodated large tour boats that transported people across the lake. This feature can become one of the most dramatic and exciting features of the park.

The concept of the pier is to

- be at least six feet in width
- have a system for paid temporary boat parking
- include seating, lighting, and land seating
- be a central feature of the park

Recommendation #3

Remove the fencing around the swimming area. This fence was installed to be able to facilitate charging for swimmers. Aesthetically it is a significant detractor in the park. Other methods to charge for swimming such as wrist bands (like hospital bands) to be worn by paid swimmers should be considered.

Recommendation #4

Remove the access road in front of the depot. This road adds very little value to the park; it only adds to the sea of asphalt which is

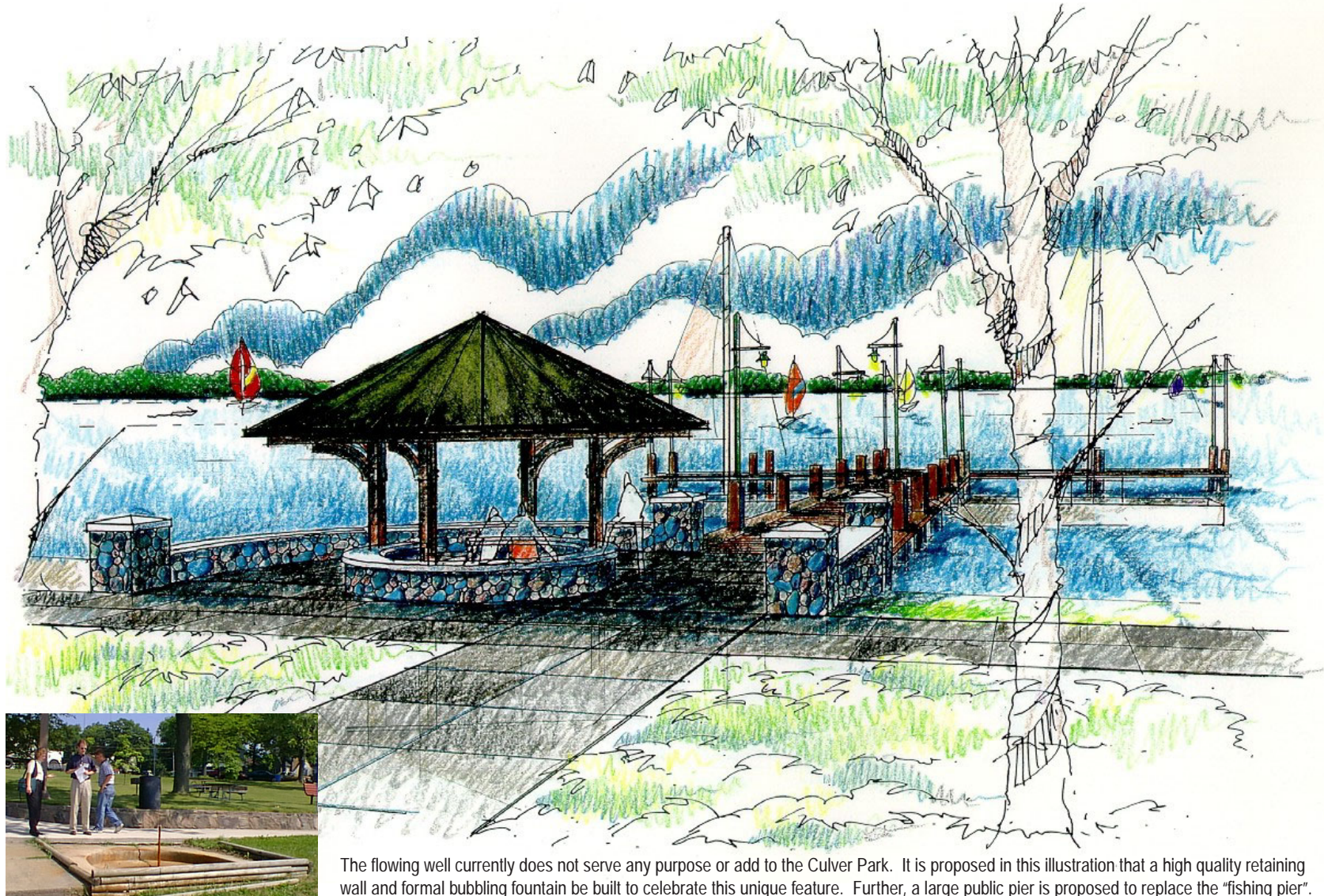
prevalent in the midtown and park areas. Drop-off and pick-up access can still be maintained in the near-term via the existing Culver-Union Township Park parking lot.

By removing this road and restoring it to a lawn, the park will be able to utilize the triangle-shaped island in front of the depot. Also, pedestrian and vehicular safety will be improved.

Recommendation #5

Utilize the Fire Department parking lot for basketball courts. It is recommended that the parking lot for the Fire Department, adjacent to the movie theatre, be used for basketball courts. This lot is reserved for emergency parking during fire-runs, but the majority of the time the lot is not used. Converted to accommodate basketball goals, the parking lot will serve two purposes.

The existing basketball courts could be converted to a small parking lot for the depot. This change will eliminate the need for high-intensity lighting and will reduce the noise for neighboring homes. Many residents complained about the "profane language" used by many of the players and questioned whether that was appropriate near young children.



The flowing well currently does not serve any purpose or add to the Culver Park. It is proposed in this illustration that a high quality retaining wall and formal bubbling fountain be built to celebrate this unique feature. Further, a large public pier is proposed to replace the "fishing pier".

Parks & Recreation

Recommendation #6

Redesign and reconstruct the flowing well.
A slow-flowing fountain/waterfall, with a gazebo-like shelter surrounding it, should be created to address two issues: One, it creates a focal point feature within the park; and two, it ends the mystery surrounding the purpose/function of the current flowing well. Interestingly, several charrette participants did not know what the flowing well was or why it was there.

This project will be a major improvement to the park and can become an element of pride--similar to the Beach Lodge and depot--not only for an underwriting civic or community group, but for the town as a whole. To implement this project, a master plan should first be created in order to coordinate the relationship of the flowing well with the purposes and functions of the beach and public pier. Because this is to be substantial feature of the park, professional assistance should be sought on its design and durable materials must be used.

Recommendation #7

Develop a tree planting program. Begin to plant trees in the park to replace the existing mature trees when they die, get diseased, or are damaged in storms. The park is at great risk of losing the ambience created by the trees. It may be too late in some areas to have new trees grow large enough prior to

mature tree loss.

A forester should be consulted to determine the best locations for new trees and species type. The park master plan will also influence planting locations. Funds are available for tree planting programs upon DNR approval of the plan.

Recommendation #8

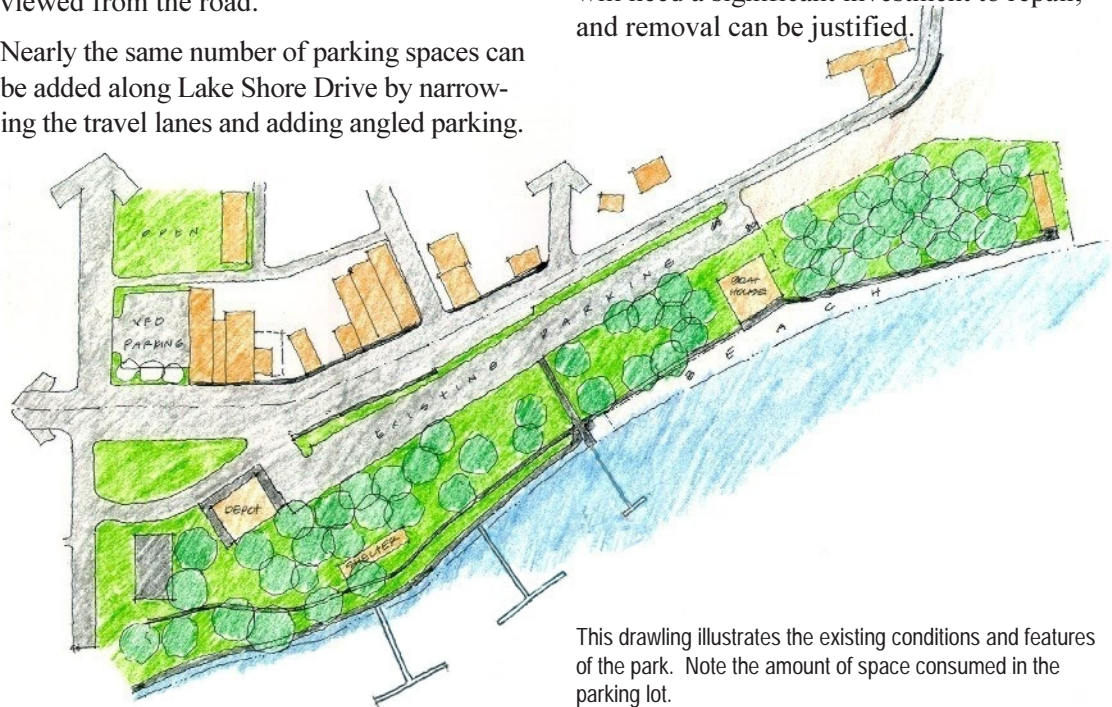
Remove the asphalt parking lot in the park to maximize space in the park. This parking area uses too much prime real estate and reduces the visual appeal of the park as viewed from the road.

Nearly the same number of parking spaces can be added along Lake Shore Drive by narrowing the travel lanes and adding angled parking.

By narrowing the road, traffic will be calmed and the midtown and park area will be safer for pedestrians.

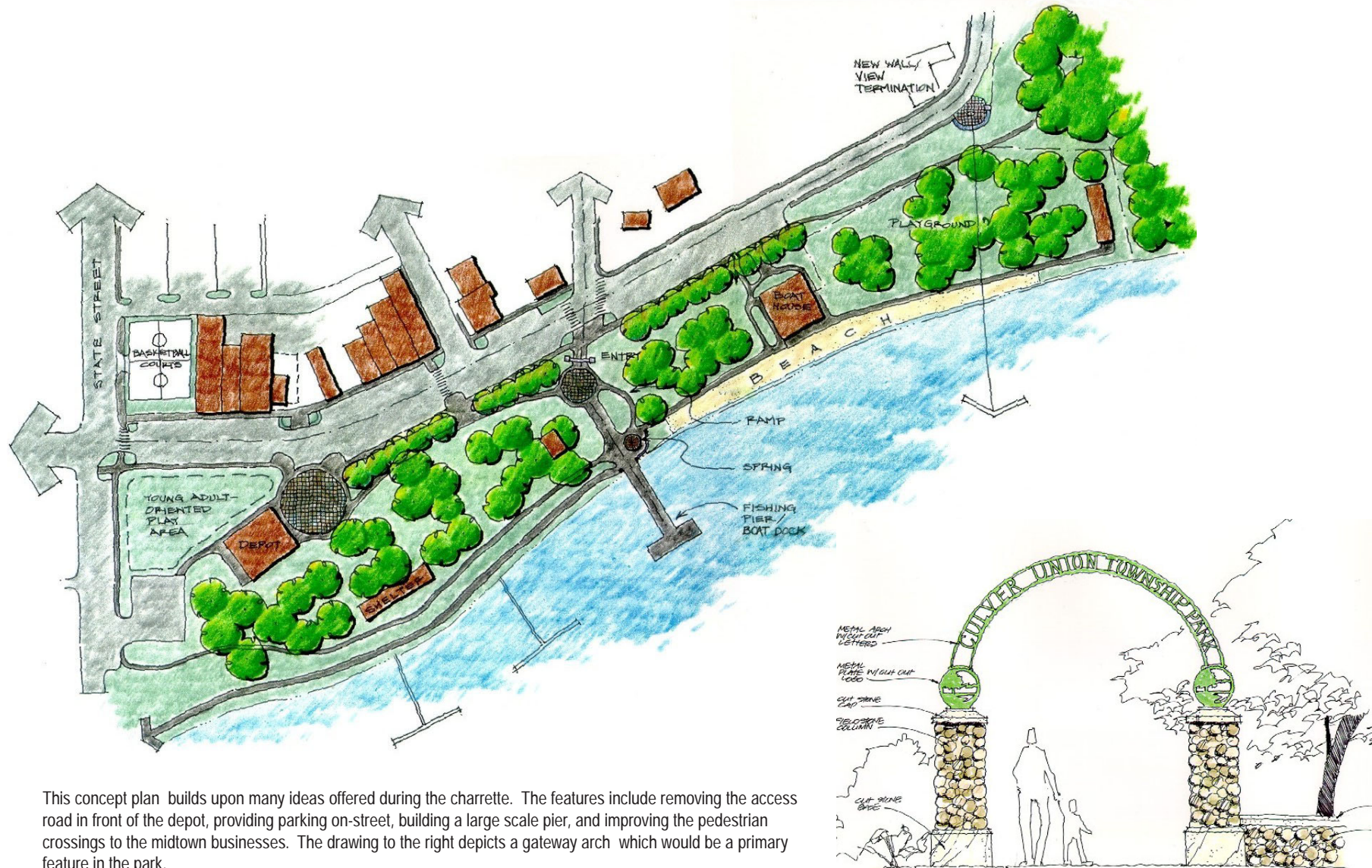
The overflow parking could be accommodated on the other side of the fire department's parking lot. The new on-street parking spaces can have meters effective on week-ends, thus eliminating the need for a person to collect money at the parking lot entrance.

It is recommended this change take place in 5 to 10 years. At that time the parking lot will need a significant investment to repair, and removal can be justified.



This drawing illustrates the existing conditions and features of the park. Note the amount of space consumed in the parking lot.

Parks & Recreation



This concept plan builds upon many ideas offered during the charrette. The features include removing the access road in front of the depot, providing parking on-street, building a large scale pier, and improving the pedestrian crossings to the midtown businesses. The drawing to the right depicts a gateway arch which would be a primary feature in the park.



CHAPTER 7 Miscellaneous

Miscellaneous Recommendations

Boys and Girls Club

There is a need for additional youth activities in Culver. The children and young adults in Town tend to be limited to

- after-school sports/activities
- hanging out at the Culver Park,
- swimming or utilizing the playground equipment at the Park
- hanging out at home
- traveling to Plymouth or Rochester

The most talked about was hanging out at the park. For the younger children, supervised by parents, this is a great place. However, adults generally do not want the teenagers congregating in the parking lot of the Park, and the teenagers say they have nothing else to do.

In nearly every small town the lack of things to do for children is an issue. Also, the congregating of teenagers at one location or another is very common.

There isn't a quick and easy solution. Without significant resources and excellent youth leadership, these issues will be present in any community.

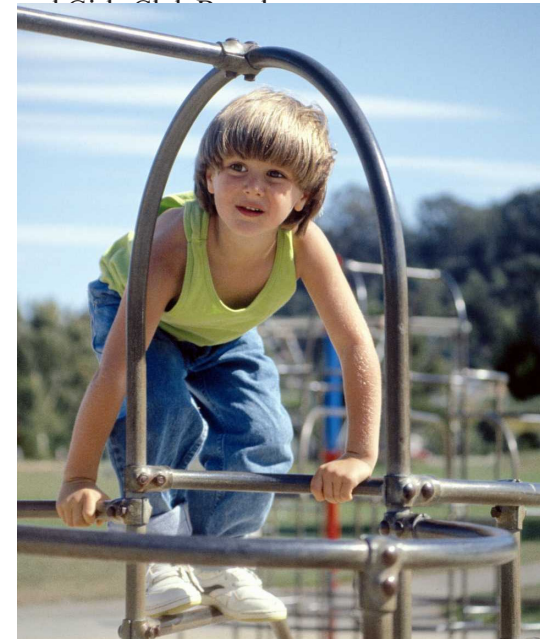
One pursuit currently being explored is a Boys and Girls Club. The charrette team and residents of Culver support this endeavor and have offered some suggestions for implementation.

It is not the objective of this report to suggest the type of programming to be included in a Boys and Girls Club. However, this report does address specific criteria that should be considered to make the Boys and Girls Club an integral component in the community. The recommendations are as follows:

- 1) The club should be centrally located in Town to be accessible to as many children as possible by walking.
- 2) The club should be located in an under utilized or vacant building/facility in Town if possible. There are several structures that could provide adequate space for the club if a lease or purchase can be arranged. These buildings include
 - Gazebo Marina
 - vacant upper stories in the downtown
 - vacant or under utilized downtown building space
 - the building on the south side of Jefferson Street between Main and The Cove
 - school buildings after hoursAlthough this is not an exhaustive list, it is hoped that an existing facility can be utilized.
- 3) The future new/expanded library facility should be considered for the club. A temporary facility would have to be

found until the new library space was available. Further, the Library Board and Boys & Girls Club leaders would have to agree on the monetary compensation for permanent space in the library.

One additional recommendation is to survey young people prior to determining the type of programming and facilities to provide. To assist in this understanding of what kids want, a separate youth advisory committee should be formed to help advise the Boys



Many Culver citizens believe there isn't enough for children to do, especially when they become teenagers. A Boys & Girls club will help address their concerns.

Miscellaneous Recommendations

Update the Comprehensive Plan and Zoning Ordinance

A town the size of Culver will not need to revise its comprehensive plan or zoning ordinance very often. The reasons for changing a comprehensive plan or zoning ordinance include

- outdated goals and objectives
- the goals and objectives have been accomplished
- significant growth and physical changes that effect the accuracy of the plan
- outdated language to meet State planning laws
- threats of undesirable changes,
- new opportunities
- to reconfirm the direction of the town with the citizens

Culver should revise the comprehensive plan and zoning ordinance to strengthen the legal mechanisms to manage growth. It is feared that extension of sewer and water to the lake cottages will result in new development on the outside of the road surrounding the lake. Further, to encourage the appropriate housing and business development, the plan will have significant influence on how this is done.

The comprehensive plan can also address the strategy to expand water and sewer lines, improving streets and sidewalks, and environmental protection.

Encourage New Housing

Culver has a shortage of housing in all price ranges. It is believed that additional housing is necessary to help retain Town residents as well as to attract new residents. It has been observed that many homes north of the midtown area have been purchased by part-time residents.

Because there is a demand for housing, the housing prices keep going up. Local residents are in some cases forced to live elsewhere because they cannot afford housing in town.

It is recommended to determine in the Town's Comprehensive Plan new areas for affordable housing, mid-range housing, and executive housing. It was communicated to the charrette team that the Academies are in immediate need of 20 to 40 new homes/lots for faculty and staff.

The number one constraint for building housing is the capacity of the existing infrastructure. This issue must be overcome in the near future by the Town of Culver. The expense to do such an upgrade to the infrastructure is significant, but growth cannot occur without it. Also, the less year-round residents, the weaker the local economy will become.

Expand and Improve Water and Sewer Systems

The Town of Culver is significantly constrained by the existing treatment capacity and distribution system. The result of this constraint is:

- inability to build new houses in areas where land is available
- inability to attract new industry or businesses due to water pressure and availability
- inability to expand the distribution system around the lake
- a weakening of the local economy

The priority areas for new water and sewer include the lake cottages along the south and east shores, and the vacant land north of Town.

The Town should consider trying to get a grant through the Indiana Department of Commerce or Build Indiana Funds program to fund infrastructure expansion. The Town should also pursue private/public partnerships to help fund specific projects.

Alternative waste treatment systems should continue to be considered as they are currently on the East Shore. The systems to be considered are constructed wetlands and/or solar aquatic treatment, both of which are friendly to the environment and will easily serve pockets of 10 to 50 homes.

Miscellaneous Recommendations

Economic Development

A small town like Culver that does not lie along a major highway or interstate needs to seek nontraditional economic development efforts. It is difficult to attract large business without available building space, top-notch water distribution (and pressure), waste treatment capacity, and excellent fire suppression equipment.

Other disadvantages of Culver are

- availability of housing for workers and managers
- few support businesses

What Culver does offer is

- quality of life
- proximity to Chicago, Indianapolis, and South Bend
- a strong work ethic borne of an agricultural heritage
- lower cost of living.

Culver's best strategy to add jobs and to strengthen the economy is:

- 1) Work to expand local businesses into regional and national markets utilizing catalogues and internet technology. As an example, a small retail clothing business in New England decided to use catalogues to broaden its market. The company, LL Bean, is now a multimillion dollar enterprise located in town smaller than Culver.
- 2) Consider constructing a small-to medium-sized spec building to use to attract a new company.
- 3) Become the best community for the people that live there. Businesses want to locate in great places, no matter where they are. People working in other communities will experience the community spirit and will want to move to Culver to live and work.
- 4) Expand the summer tourist/vacation season. Some examples include having an early or late festival to encourage people to come to town earlier or to stay later, or holding a winter festival or winter sport activity.
- 5) Develop a theme for economic development. Focus on a specific industry. The City of Muncie decided to focus on manufacturers and organizations that provide products or services for the remote control model industry.
- 6) Find businesses in other communities that you believe will work in Culver. Approach those businesses to see if they would open a second operation in Culver. An excellent approach would include an offer to provide a facility/building space for one year on a trial basis.

