



CITY of ALEXANDRIA

COMPREHENSIVE DEVELOPMENT PLAN

2009 - 2029

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Planning . Environmental Studies . Grants . Water Quality

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Table of Contents

<u>CHAPTER</u>	<u>Page No.</u>
INTRODUCTION	1
1. PLANNING PROCESS	3
2. HISTORICAL SETTING	15
3. NATURAL ENVIRONMENT	23
4. COMMUNITY ENVIRONMENT	29
5. ECONOMIC ENVIRONMENT.....	43
6. LAND USE PLAN	51
7. TRANSPORTATION PLAN	67
8. ACTION PLAN	77

APPENDIX

- A CAPITAL IMPROVEMENTS PROGRAM
- B STEERING COMMITTEE INFORMATION
- C PUBLIC MEETING INFORMATION
- D GLOSSARY OF PLANNING TERMS
- E FUNDING AND TECHNICAL RESOURCES



INTRODUCTION

Like many communities throughout Indiana, the City of Alexandria has always been a small community where all people knew one another by name. It has been a rural way of life, not impacted by urban uses. The values are those of a rural community – neighborliness, the opportunity to walk to various community facilities, and tree-lined streets.

The leaders of Alexandria have recognized a need to enhance and improve their community. Unlike some communities which might be located near growing urban areas, Alexandria is in a rural area that is not pressured by expanding population growth. Their goal is to maintain and improve their community for the existing citizenry as well as developing paths for future expansions in economic and social growth which will attract new opportunities for population growth.

This Comprehensive Development Plan is directed to helping the City of Alexandria retain the conveniences of a modern society, while at the same time retaining the values of the smaller rural community it once was. The City, through the implementation of this Comprehensive Development Plan, is attempting to begin a new era.

COMMUNITY SYNOPSIS

Alexandria was designated “Small Town U.S.A.” by the Office of War Information during WW II. Alexandria was selected as an example of a typical small American town for a portrayal of individual family and community life. The purpose of the book was propagandistic, to correct wrong impressions which the residents of many allied countries had of the American Midwest. “The town of Alexandria has its significance because it can be taken as the symbol of small towns which dot the map of the United States. *To know Alexandria is to know the American small town.*”

Alexandria emulates that of thousands of small towns in America. During the sixty-five years since it was dubbed, *Small Town U.S.A.* its downtown has deteriorated, its population has decreased, its employment opportunities have dwindled, and its youth have migrated away. Community Pride, once the

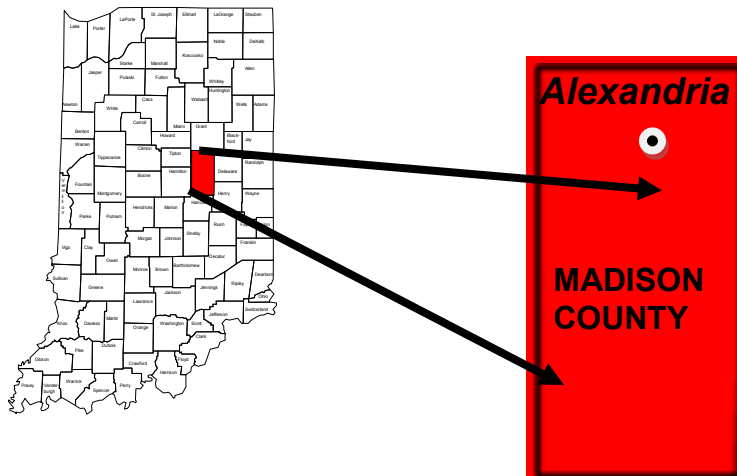
epitome of Alexandria remains dear to the majority of residents, but it too is beginning to fade with each new generation.*

**excerpt from Alexandria Hometown Competitiveness Report*

LOCATION

The City of Alexandria and the surrounding area are part of Monroe Township which is located in northern Madison County, approximately 45 miles northeast of Indianapolis. Monroe Township borders I-69 on the east and State Road 37 on the west. The City of Alexandria lies at the intersection of State Roads 9 and 28. The population, according to the 2000 census, was 6,260 residents. Alexandria Monroe School Corporation is the only school system for all Monroe Township students. The working population consists of business and professional, industrial, seasonal migrant workers, and permanent agricultural workers. A high percentage of the local work force commutes to surrounding communities.

The planning area for this Comprehensive Development Plan includes the City of Alexandria. The community is primarily residential, with a downtown core and highway corridor of local businesses. Alexandria sits directly north of Anderson the county seat and largest city in Madison County.



Alexandria's location in central Indiana provides residential, commercial and industrial opportunities because of its regional setting. It is also within the Madison County Metropolitan Planning Area and is part of a regional nine county transportation coalition.

Politically, the regional setting includes representation on a national level within the 6th U.S. Congressional House District currently represented by Congressman Mike Pence. On a state level, the planning area is represented by State Senator Tim Lalane in the 25th District, and by State Representative Terri Austin in the 36th District.



CHAPTER 1: Planning Process

PURPOSE

The Mayor and the Alexandria City Council initiated this planning effort. A CDBG grant was received from the Indiana Office of Community and Rural Affairs to develop comprehensive planning for the City.

The City of Alexandria will under Indiana planning law (IC 36-7-4-501) prepare and approve by resolution a Comprehensive Development Plan “for the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.” The Plan is based on a thorough evaluation of the existing environmental, social, and economic conditions which affect land use decisions. The Comprehensive Development Plan provides for future growth and development based on population and land use projections, and also provides for realistic goals and objectives to achieve the City’s vision and the maintenance of small town quality of life values within the community.

This Comprehensive Development Plan is based on community input, existing land uses, development trends, suitability of land uses, economic feasibility, natural land features, and the requirements of Indiana law. Indiana statute, Title 36, Article 7, as amended, empowers cities and towns to plan:

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

The Plan will, at a minimum, under Indiana planning law (IC 36-7-4-502) include in the Comprehensive Development Plan “a statement of objectives for the future

development...a statement of policy for the land use development...and a statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.” The Alexandria Comprehensive Development Plan meets these requirements by providing for:

- A summary of goals and objectives for the future development of the City of Alexandria;
- A summary of policy for development keyed to these goals and objectives for community facilities and the public/private infrastructure; and
- The land use goals and objectives illustrated on the Future Land Use Plan map in order to better understand the spatial representation and interactions.

Public law further states that a city or town may establish planning and zoning entities to fulfill this purpose (IC 36-7-4-201). Furthermore, while residents of Alexandria support the comprehensive planning process, such action is required by legislative mandate. The Indiana statutes provide for and require the development and maintenance of a comprehensive plan by a Plan Commission (IC 36-7-4- 501). IC 36-7-4-502 and 503 state the required and permissible contents of the plan.

PLANNING AREA

The planning area for which the Comprehensive Development Plan has been prepared includes the City of Alexandria. Areas outside the City boundaries are only included for planning purposes, as the City has no jurisdiction over these areas presently. However, if the City annexes additional areas, it would obtain jurisdiction. Also, if the City enters into an intergovernmental agreement with neighboring political entities, the City would gain certain types of jurisdiction. The planning area selected will accommodate additional growth and development during the projected twenty-year planning period without the necessity of altering that planning area.

PLANNING PERIOD

Even though the planning process is a continuing responsibility of the Plan Commission, Mayor and the City Council, it is necessary to identify the planning period which this Comprehensive Development Plan covers. Traditionally, the planning period is divided into both a short- and a long-range planning period. For the purposes of this Plan, the short-range planning period would be the five-year period from July 31, 2009 through July 31, 2013. The long-range period would extend the time an additional fifteen years into the future to July 31, 2029.

Planning and land use projections become increasingly subject to modifications because of changing socioeconomic trends which cannot be accurately predicted. It should be emphasized that this Comprehensive Development Plan, in addition to other ordinances designed to implement the Plan, should be reviewed annually and revised as needed after five years.

PREVIOUS PLANNING

1969 Comprehensive Plan

In 1969, the City of Alexandria through a grant from the Indiana Department of Commerce Division of Planning through the U.S. Department of Housing and Urban Development, completed a Comprehensive Plan. This Plan was authored by Beckman, Swenson & Associates out of Fort Wayne, Indiana. This Plan contained plan elements for land use, thoroughfares, public utilities, community facilities and the central business district. The Comprehensive Plan was a total of 33 pages in length.

Here is a synopsis of the 1969 Alexandria Comprehensive Plan:

The Comprehensive Plan for Alexandria, Indiana presents plans and proposals to guide and shape the future growth of the City until the year 1990. Plans for future land use, thoroughfares, public utilities, community facilities and business district improvements are presented and also interrelated as the Comprehensive Plan these plan elements contain recommendations for individually and also interrelated as the Comprehensive Plan. All of these plan elements contain recommendations for the disposition of existing conditions, facilities and as well as the proposals for future development.

A major proposal of the Plan is a Federally-assisted Neighborhood Development Program for the central portion of the City. This program proposes the removal of the dilapidated housing and commercial uses in the area and the development of new housing, commercial, and industrial blocks. The proposed new housing is intended for low income families and elderly persons.

Another major proposal contained in the Plan is several miles of controlled open space running along the City's watercourses. This open space system is composed of both public and privately owned open space and recreation areas. Incorporated within the system are existing and proposed parks, schools, and other community facilities. The open space also acts as a buffer between areas of differing land uses.

Along with the Comprehensive Plan, there were two related publications. The first was titled 'Background for Planning' which concentrated of the evaluation of existing conditions in land use, housing, natural features, thoroughfares, public utilities, community facilities and business districts. It then looked at the current

ARCHAEOLOGICAL/HISTORIC SITES

We reviewed the State Historic Sites and Structures listings and the National Register of Historic Places listings from the Indiana Department of Natural Resources' Internet site to identify structures listed within the Planning Area. We also reviewed the Interim Report of Historic Sites and Structures for Madison County to identify potentially historic sites located in the Planning Area. Several sites located within Alexandria are identified in the Interim Report. A map and a listing of the individual sites of the Historic District described in the Interim Report are shown in can be seen in **Table 1**. A map and a listing of the individual sites of the scattered sites described in the Interim Report can be seen in **Table 2**.

Alexandria Historic District



Downtown Alexandria circa 1909

Alexandria Comprehensive Development Plan July 2009

22	NC	Commercial Building	W. Washington St.	Modern	c. 1970	Historic District
23	NC	Parking Lot	W. Washington St.		c. 1900	Historic District
24	C	Commercial Building	W. Washington St.	Romanesque	c. 1890	Historic District
25	C	Commercial Building	W. Washington St.	Italianate	c. 1890	Historic District
26	R	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
27	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
28	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
29	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
30	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
31	NC	Gas Station	S. Harrison St.	Modern	c. 1955	Historic District
32	R	Commercial Building	S. Harrison St.	19 th Century Functional	c. 1890	Historic District
33	R	Commercial Building	S. Harrison St.	20 th Century Functional	c. 1910	Historic District
34	R	Commercial Building	S. Harrison St.	19 th Century Functional	C. 1890	Historic District
35	N	Commercial Building	N. Harrison St.	Italianate	c. 1890	Historic District
36	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1890	Historic District
37	C	Commercial Building	N. Harrison St.	Romanesque	c. 1890	Historic District
38	R	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1900	Historic District
39	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1900	Historic District
40	C	Commercial Building	N. Harrison St.	Italianate	c. 1890	Historic District
41	C	Commercial Building	N. Harrison St.	Italianate	c. 1890	Historic District
42	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1890	Historic District
43	NC	Commercial Building	N. Harrison St.	Modern	c. 1975	Historic District
44	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1900	Historic District
45	C	Commercial Building	N. Harrison St.	Romanesque	c. 1890	Historic District
46	C	Perry Block	N. Harrison St.	Neo-Classic	c. 1902	Historic District
47	C	Davis Block	N. Harrison St.	Neo-Classic	c. 1902	Historic District
48	R	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1895	Historic District
49	R	House	S. Harrison St.	Queen Anne	c. 1900	Historic District
50	C	Knights of Pythias Hall	S. Harrison St.	Neo-Classic	c. 1902	Historic District
51	C	Commercial Building	S. Harrison St.	Romanesque	c. 1890	Historic District
52	NC	Bank	S. Harrison St.	Modern	c. 1970	Historic District
53	NC	Bank	N. Harrison St.	Modern	c. 1980	Historic District
54	NC	Bank	N. Harrison St.	Neo-Georgian	c. 1960	Historic District
55	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1890	Historic District
56	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1890	Historic District
57	R	Commercial Building	N. Harrison St.	20 th Century Functional	c. 1910	Historic District
58	NC	Commercial Building	N. Harrison St.	Indeterminate	c. 1900	Historic District
59	C	Commercial Building	N. Harrison St.	Romanesque	c. 1890	Historic District
60	R	May Block	N. Harrison St.	20 th Century Functional	c. 1910	Historic District
61	C	Commercial Building	N. Harrison St.	20 th Century Functional	c. 1910	Historic District
62	C	Commercial Building	N. Harrison St.	19 th Century Functional	c. 1900	Historic District
63	C	Commercial Building	N. Harrison St.	Neo-Classic	c. 1910	Historic District
64	NC	Parking Lot	N. Harrison St.			Historic District
65	NC	Gas Station	N. Harrison St.	Modern	c. 1970	Historic District
66	N	Commercial Building	N. Harrison St.	Romanesque	c. 1890	Historic District

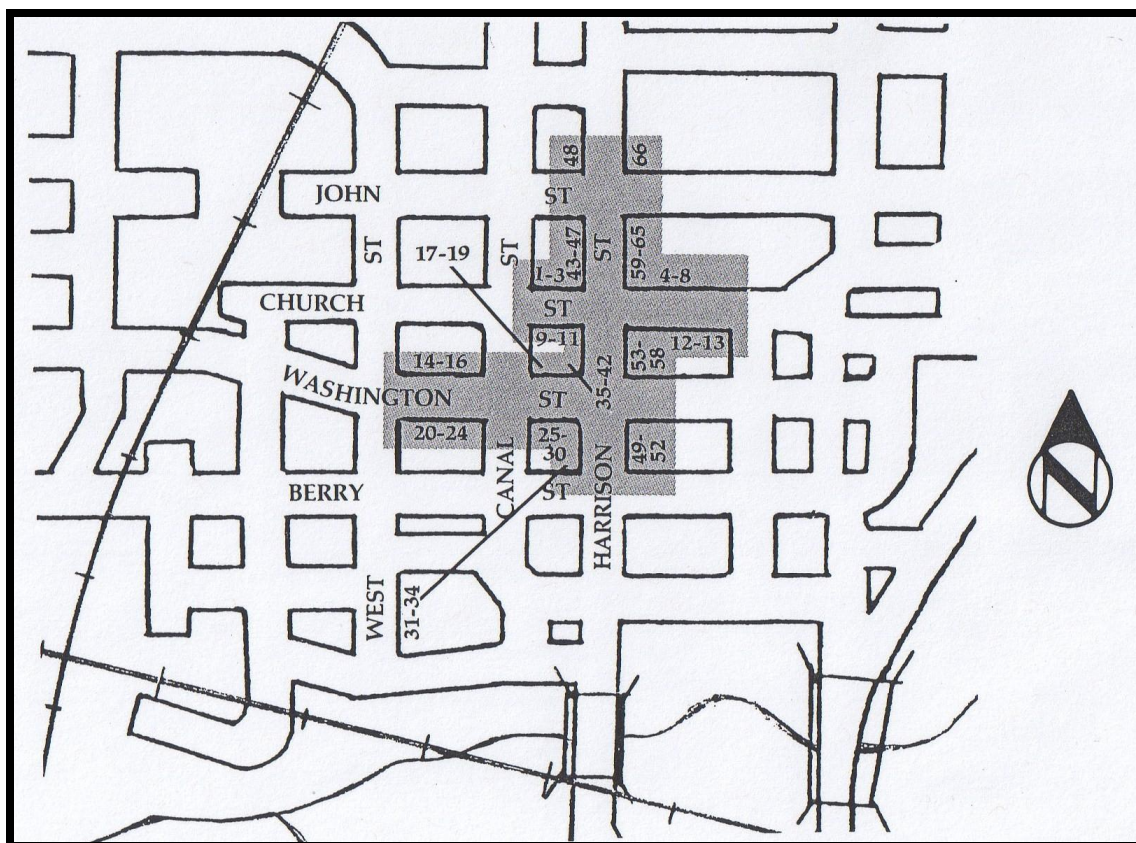


Table 1

Number	Rating	Description	Location	Architectural Style	Date Built	Historic Significance
1	C	Commercial Building	W. Church St.	Italianate	c. 1900	Historic District
2	C	Commercial Building	W. Church St.	Italianate	c. 1900	Historic District
3	C	IOOF Building	W. Church St.	Romanesque Revival	c. 1890	Historic District
4	R	Commercial Building	E. Church St.	20 th Century Functional	c. 1910	Historic District
5	R	Commercial Building	E. Church St.	20 th Century Functional	c. 1910	Historic District
6	R	Commercial Building	E. Church St.	20 th Century Functional	c. 1910	Historic District
7	C	Commercial Building	E. Church St.	Neo-Classic	c. 1910	Historic District
8	NC	Commercial Building	E. Church St.	20 th Century Functional	c. 1920	Historic District
9	R	Commercial Building	W. Church St.	Neo-Classic	c. 1910	Historic District
10	R	Commercial Building	W. Church St.	Neo-Classic	c. 1900	Historic District
11	C	Commercial Building	W. Church St.	Italianate	c. 1890	Historic District
12	R	Commercial Building	E. Church St.	20 th Century Functional	c. 1910	Historic District
13	N	Public Library	E. Church St.	Neo-Classic	c. 1902	Historic District
14	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1890	Historic District
15	R	House	W. Washington St.	Carpenter Builder	c. 1910	Historic District
16	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1900	Historic District
17	NC	Parking Lot	W. Washington St.		c. 1900	Historic District
18	NC	Commercial Building	W. Washington St.	Modern	c. 1975	Historic District
19	C	Commercial Building	W. Washington St.	19 th Century Functional	c. 1900	Historic District
20	NC	House	W. Washington St.	Modern	c. 1965	Historic District
21	R	Commercial Building	W. Washington St.	19 th Century Functional	c. 1900	Historic District

Alexandria Scattered Sites

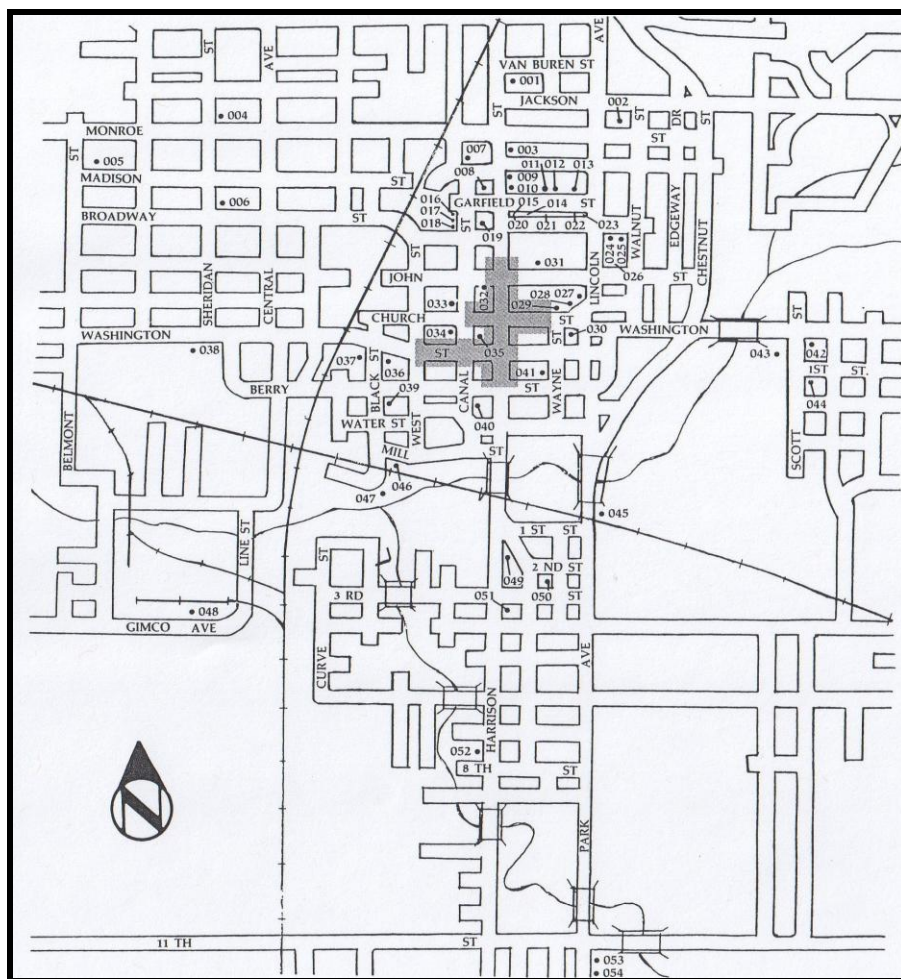
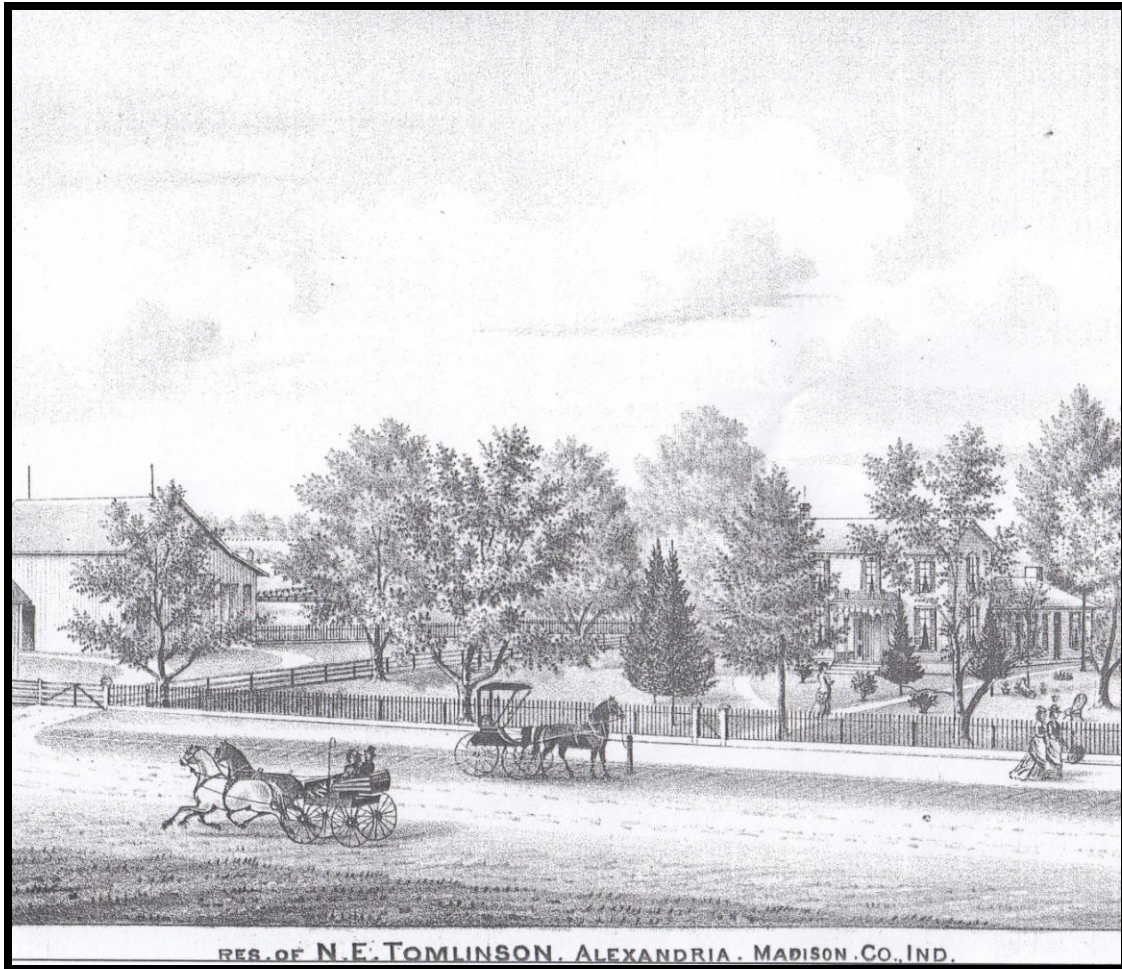


Table 2

Number	Rating	Description	Location	Architectural Style	Date Built	Historic Significance
1	C	House	E. Van Buren St.	Eastlake	c. 1890	Architecture
2	C	House	E. Monroe St.	Free Classic	c. 1890	Architecture
3	C	Hotel	E. Monroe St.	Neo-Classic	c. 1900	Architecture/Commerce
4	C	House	W. Monroe St.	Carpenter-Builder	c. 1890	Architecture
5	N	St. Mary's Catholic School	W. Madison St.	Victorian Gothic	c. 1893	Architecture
6	C	House	W. Broadway	Tudor Gothic Revival	c. 1920	Architecture
7	C	House	W. Madison	Carpenter-Builder	c. 1870	Architecture
8	C	House	N. Harrison	Queen Anne	c. 1895	Architecture
9	N	House	N. Harrison	Free Classic	c. 1895	Architecture
10	N	House	E. Garfield	Colonial Revival	c. 1920	Architecture
11	N	House	E. Garfield	Bungalow	c. 1910	Architecture
12	C	House	E. Garfield	Carpenter-Builder	c. 1880	Architecture
13	C	House	E. Garfield	Carpenter-Builder	c. 1880	Architecture
14	C	House	E. Garfield	Carpenter-Builder	c. 1870	Architecture
15	C	House	N. Harrison	Tudor Revival	c. 1920	Architecture

Alexandria Comprehensive Development Plan July 2009

16	C	House	N. Canal	Carpenter-Builder	c. 1900	Architecture
17	C	House	N. Canal	Queen Anne	c. 1890	Architecture
18	N	House	N. Canal	Queen Anne	c. 1895	Architecture
19	O	First M.E. Church	W. Broadway	Late Gothic Revival	c. 1901	Architecture/Religion
20	C	House	E. Broadway	Carpenter-Builder	c. 1870	Architecture
21	C	House	E. Broadway	Dutch Colonial	c. 1900	Architecture
22	C	House	E. Broadway	Shingle	c. 1890	Architecture
23	C	House	E. Broadway	Queen Anne	c. 1890	Architecture
24	C	House	N. Lincoln	Carpenter-Builder	c. 1900	Architecture
25	N	House	E. Broadway	Colonial	c. 1890	Architecture
26	C	House	N. Lincoln	Free Classic	c. 1890	Architecture
27	N	House	N. Lincoln	Free Classic	c. 1900	Architecture
28	N	House	N. Lincoln	Dutch Colonial	c. 1890	Architecture
29	C	House	E. Church	Carpenter-Builder	c. 1890	Architecture
30	N	Town Hall	E. Church	Classical Revival	c. 1905	Architecture/Govt
31	C	House	E. John	Carpenter-Builder	c. 1890	Architecture
32	C	Commercial Building	W. John	Romanesque	c. 1900	Architecture/Commerce
33	N	First Baptist Church	W. Church	Romanesque	c. 1899	Architecture/Religion
34	N	Post Office	W. Church	Colonial	c. 1935	Architecture/Govt
35	C	Commercial Building	N. Canal	Romanesque	c. 1885	Architecture/Commerce
36	N	Lutheran Church	N. Black	Gothic Revival	c. 1900	Architecture/Religion
37	N	House	S. Black	Carpenter-Builder	c. 1890	Architecture
38	C	Industrial Building	W. Washington	Art Deco	c. 1930	Architecture/Commerce
39	C	Apartment Building	W. Berry	Tudor Gothic	c. 1930	Architecture
40	C	House	W. Berry	Carpenter-Builder	c. 1890	Architecture
41	N	House	E. Berry	Free Classic	c. 18900	Architecture
42	C	House	E. Washington	Carpenter-Builder	c. 1890	Architecture
43	O	Farm	Scott St.	Italianate	c. 1867	Architecture
44	C	House	E. First	Carpenter-Builder	c. 1890	Architecture
45	C	House	Park Av.	Queen Anne	c. 1880	Architecture
46	O	House	S. West	Italianate	c. 1870	Architecture
47	N	RR Depot	Black St.	Stick	c. 1800	Architecture/Trans
48	C	Industry	Gimco Av.	20 th Century Functional	c. 1918	Architecture/Commerce
49	O	House	S. Harrison	Italianate	c. 1880	Architecture
50	C	House	S. Clinton	Italianate	c. 1880	Architecture
51	C	House	S. Harrison	Carpenter-Builder	c. 1890	Architecture
52	C	House	S. Harrison	Colonial	c. 1912	Architecture
53	N	House	S. Park	Colonial	c. 1900	Architecture
54	N	Alexander Paper Mill	S. Park	19 th Century Functional	c. 1900	Architecture/Commerce



population and economic statistics and developed a series of goals and objectives many which are relevant to the goals and objectives in this Comprehensive Development Plan of 2009!

Here are those goals and objectives set in the 1969 Comprehensive Plan:

Goals

At the outset of Alexandria's planning program, certain goals for community development and improvement were established by the Plan Commission. These goals are:

1. to plan the future growth of the City so that land uses will be appropriate and compatible locations;
2. to establish a program which will result in a modern, attractive central business district with adequate traffic circulation and parking facilities;
3. to reserve appropriate land areas for the expansion of existing industries and for the location of new industries;
4. to identify Alexandria's role in the region in order to take advantage of the City's geographic location;
5. to promote the development of public parks and recreation facilities;
6. to establish standards for sound housing in order to maintain and develop residential neighborhoods;
7. to analyze present and future traffic circulation needs in order that adequate roads might be constructed in proper locations;
8. to predict future requirements for public buildings, schools and utilities so that they may be programmed into the future growth of the City;
9. to prepare or amend codes and ordinances in order to establish proper development standards;
10. to prepare a feasible financial schedule for future community improvements which suggests methods of financing each project; and
11. to insure the continuation of sound planning by establishing policies and procedures for the administration and updating of the plan.

Objectives

The objectives of the Alexandria planning program as determined by the Plan Commission are:

1. to prepare a revised zoning ordinance based on the comprehensive plan to guide future development and to guard against the incompatibility of land uses;
2. to revise the subdivision control ordinance to insure proper land subdivision and sound development practices ;
3. to expedite the adoption of building and related codes which will insure the safe and durable construction of new buildings;
4. to develop and implement a plan for the improvement of the physical appearance and arrangement of the business district;
5. to develop and implement a plan providing for adequate parking facilities and improved traffic circulation within the central business district;
6. to plan the future expansion of public utilities in accordance with topography and proposed land use patterns;
7. to select specific sites for the development of and recreation areas appropriate public parks and for waterways;
8. to project future growth in order to program and select sites for additional public buildings and schools;
9. to reserve, through zoning controls, appropriate land areas for the expansion of existing industries and for the development of new industries;
10. to encourage programs for the improvement of blighted neighborhoods through rehabilitation and the adoption of housing codes;
11. to establish a plan which designates the locations of future traffic arteries and proposes improvements in existing arteries in order to capitalize on the regional highway system; and
12. to prepare a long-range Capital Improvements Program and Budget which will be a feasible financial schedule for future community improvements and which will suggest methods of financing each project.

Economic Objectives

1. to encourage and promote the establishment of stable, diversified, high value added industries in Alexandria and throughout the region, and to support and assist other organizations concerned with industrial development;
2. To sponsor and guide improvements to the central business district which will eliminate obsolescence and congestion and provide new vitality for business enterprises located there;
3. To encourage the adoption of controls that will protect residential investments and municipal structures, and will ensure an attractive, stable residential environment; and
4. To promote and protect the transportation systems serving the County and Alexandria so as to exploit their advantageous geographic location.

The other publication was titled 'Guide for Action – Annexation Study'. This report contained two major sections, the Guide for Action and Annexation Study. The Guide for Action section included a series of administrative procedures and a Capital Improvements Program. The Annexation Study examined the fringe areas around the City and assessed the suitability for those areas to be annexed into the City.

Two other documents were also used as part of this planning study. The Madison County Council of Governments 2030 Transportation Plan and the Madison County 2000 Comprehensive Plan.

1995 Total Quality of Life Action plan

In 1995 the Indiana Department of Commerce contracted with the Indiana Economic Development Academy at Ball State University to provide a community action planning process called the Total Quality of Life Initiative (TQLI). Alexandria was one of the initial seventeen (17) communities that participated in the Total Quality of Life Action Planning process in the spring of 1995.

The TQL Action Planning process centered around three forums that were held in the community. As a result of this process the following major items were accomplished:

- A broad-based group of community representatives were gathered to share ideas and concerns.
- The group developed specific projects that could address community needs as well as criteria on how to measure the viability of those projects.
- The projects were analyzed via community criteria to identify those projects that were the most viable for the community to pursue.

- Action plan teams were formed around specific projects and began to write action plans to implement the projects.

Through this planning process, priority projects were identified in six specific areas of:

- 1) Business Development
- 2) Youth
- 3) Beautification
- 4) Community Development
- 5) Seniors
- 6) Social Activities

These projects were then set into an Action Plan which designated what action would be taken; how will the action take place; who will do it; and when will it be done.

PLANNING PROCESS

The process by which this Comprehensive Development Plan was developed is virtually one of the most important elements of a Plan. For without a good process, the plan will not contain the goals and objectives necessary for it to be used to its fullest extent.

The term planning can be defined as being a goal-directed problem solving activity. Planning typically includes problem identification, goal setting, design of alternative solutions, evaluation of potential impacts, decision-making and implementation. (See **Appendix D** for a glossary of selected planning terms.)

How should Alexandria manage orderly, long-term growth and development? Are community services and facilities adequate to serve current and future populations? Where should future residential, commercial, and industrial development locate? Are there sensitive, natural features within Alexandria that need to be protected or enhanced? These are just some issues addressed in this Comprehensive Development Plan.

The act of planning reflects the community's fundamental desire for a better future. Alexandria recognizes the strategic advantage of anticipating change, identifying problems, and capitalizing on opportunities. The Plan seeks to make the most efficient use, as defined in this document, of investments in land, utility services, streets, and public parks for the good of the entire community. In addition, Alexandria must balance the impact of the built environment with the protection and enhancement of the natural landscape and its agricultural heritage.

The planning process generally incorporates three separate but interrelated phases:

- 1) general data collection
- 2) public input
- 3) plan development and adoption

Since the Comprehensive Development Plan addresses community issues, it was essential that citizens have a voice in shaping their community. Public input was vital to creating a plan which reflects the vision and goals of the community. To this end, a Steering Committee of twenty-seven people was formed to serve as a sounding board for the community throughout the planning process. In addition, four public workshops and interviews with key groups were held to gather additional information and ideas from the residents of Alexandria.

Steering Committee

In the City of Alexandria, it was decided to have a comprehensive invitation list to participate in the planning process and be part of the Alexandria Comprehensive Development Plan Steering Committee. This included not only residents of the community, but many stakeholders who participate in community life who reside outside the community.

The initial kick-off planning meeting was held on March 3, 2009 at the Alexandria City Hall. There were twelve attendees whom were introduced to the planning process and the duties of being on the Steering Committee. (Agendas and sign-in sheets for all meetings are shown in **Appendix B.**)

At the second meeting on April 8th, the Steering Committee met and reviewed the current goals and objectives that had already been identified by two different entities, the Alexandria Community Visioning group and through the Hometown Competitiveness process. The steering committee then engaged in a SWOT exercise which identified the strengths, weaknesses, opportunities and threats (SWOT's) related to the community. The Steering Committee members were also introduced to baseline inventory data. They were then briefed on the upcoming first Public Meeting to be held on April 22nd.

The third Steering Committee meeting was held on June 10th. The first item was the review of the Transportation and Land Use issues that were identified through the steering committee and public meeting SWOT exercises and the Web Survey results. Then a discussion of the location of future land uses was held. The initial point of this meeting was to then develop the Goals and Objectives for the transportation and land use sections of the plan. This meeting was then continued on June 24th to finish the selection of the Goals and Objectives for the remaining three categories.

The fourth meeting of the Steering Committee was held on June 24th. At this meeting, the Goals and Objectives were developed for the community facilities, quality of life and economic development sections.

The fifth Steering Committee Meeting was held on July 8 to finalize the Action Plans. We then went over the issues to be discussed at the second and last of the Public Meetings scheduled for July 15th.

Public Meetings

The first of two Public Meetings was held at the Emory Lee Auditorium in Beulah Park on April 22nd. Two separate meetings were conducted, the first at 2:00 P.M. and then another at 6:00 P.M. The meetings were advertised in the local paper and announcements were posted at various locations throughout the City (examples can be found in **Appendix C**). Approximately 17 people were in attendance for the 2:00 PM meeting and 19 in attendance for the 6:00 PM meeting. Introductions were made and then an overview and PowerPoint presentation was given showing what a comprehensive development plan consisted of and why the City of Alexandria was developing a comprehensive plan. Tasks performed up to that date were then presented including the background information data. The public then participated in an exercise which identified the strengths, weaknesses, opportunities and threats (SWOT's) related to the community. The results were much the same as when the Steering Committee performed the SWOT exercise.

The second Public Hearing was held on July 15th at 6:00 P.M. at the Emory Lee Auditorium. Approximately 16 people were in attendance. A PowerPoint presentation was presented in which the whole planning process was described as well as the final planning results were unveiled for the public's review and comments. Review of the future land uses and transportation plan were also discussed. The meeting was then opened up for citizen questions.

Citizen Survey

In order to more fully determine the thoughts and desires of the community, a public opinion web survey was established and available during the month of May 2009. The local newspaper was used to advertise that the web survey was available on the City's website. The local library and community center was also enlisted as places where citizens could go and fill out the web survey using the facilities computers if they did not have access to a home computer. It was primarily targeted to the residents of Alexandria in order to help determine the major needs and identify issues which are important for the growth and development of the City.

PLAN COMPOSITION

Chapter 1: Planning Process

This chapter explains the Why's and How's of this Plan. It shows the planning area and period; the purpose for planning; previous planning efforts; how the plan was developed and the context of the plan; and how to use the plan.

Chapter 2: Historical Setting

This chapter explains the history behind Alexandria. It discusses the history of the community and contains an inventory of all the architectural and historic sites.

Chapter 3: Natural Environment

This chapter depicts the natural environment of the community. It examines the topography, soils, wetlands and hydrogeological characteristics of the community.

Chapter 4: Community Environment

This chapter depicts the quality of life issues of the community and the community facilities. It looks at such items as population statistics, social characteristics and the existing community facilities.

Chapter 5: Economic Environment

This chapter looks at the economic statistics and the commercial, industrial and downtown issues of the community.

Chapter 6: Land Use

This chapter looks at the existing land use conditions and provides a written summary of the future Land Use Plan, as well as providing the map for the plan.

Chapter 7: Transportation

This chapter provides a written summary of the Transportation Plan.

Chapter 8: Action Plan

The last chapter contains the implementation focus, Action Plans and conclusions which are essential to keeping the Comprehensive Development Plan current and up-to-date by responding to changing trends and socioeconomic conditions.

GOALS and OBJECTIVES

The goals and objectives are the essence of this Comprehensive Development Plan. These help to determine the direction of the community during the planning period. These are also the part of the plan that meets the primary legal requirement of the State of Indiana's enabling legislation for comprehensive planning.

The goals and objectives reflect the input of the Steering Committee, the general public through Public Meetings and the results from the Web Survey.

The goals and objectives for this plan need to address the following criteria:

Goals

- Goals provide general direction and serve as the description of a desired future for the City of Alexandria.
- Goals typically address an unsatisfactory situation, an unmet need, or an unresolved issue.
- Goals are generally ongoing.
- Goals are fundamental and are timeless.
- Goals provide the big picture of what the City of Alexandria wants for its future.
- Goals are developed for the specific areas of development: land use, transportation, community facilities, housing, etc.

Objectives

- Objectives are achievable, measurable steps taken to achieve one or more goals.
- Objectives specify a single key result.
- Objectives explain concisely the quantitative terms of what, when, how much, and how many.
- Objectives can serve multiple goals.

IMPLEMENTATION

Once the Comprehensive Development Plan is completed, the single most important aspect of the Plan is implementation. Without implementation, the Plan has no meaning. The City of Alexandria is fortunate in that the Mayor and City Council and other City officials are very committed to implementing the Comprehensive Development Plan. Implementation is the final phase of the Comprehensive Development Plan process, i.e., the realization of the goals and objectives as set forth in the Plan.



CHAPTER 2: Historical Setting

The Alexandria Monroe Township Historical Society was started in 1979 by John and Marsha Madden, Max and Nancy Draper, Curt and Rosemary Ellis, Jim Donahue and John Noffze. John Madden was the first president. The Historical Society is located at 313 North Harrison. The museum contains a great collection of articles and have displays including Aladdin Lamps, and memorabilia from Lippincott Glass, Kelly Axe and the Union Traction Co. It also includes a large library with many research books from other states.

HISTORY

Alexandria was laid out in June 1836 by Ninevah Barry, Madison County surveyor. It was named for Alexander the Great. Speculators and investors bought lots for as much as \$50 with the hope that the town would grow quickly when the Indiana Central Canal went through town as plotted. The canal program in Indiana failed, however, and the speculators' dreams of wealth died. Alexandria was incorporated as a town in 1876 and as a city in 1893. Town growth again increased as two railroads, the Cincinnati, Wabash & Michigan and the Lafayette, Muncie & Bloomington, were completed through Alexandria in 1876.

Alexandria again experienced a growth period as Madison County entered the gas boom era. The first gas well in Madison County was located in Alexandria. Gas was discovered on March 27, 1887 in Well No. 1 of the Alexandria Mining and Exploring Company. In 1880, Alexandria's population was 488, but it had grown to 5,300 by 1892. After the discovery of gas, factories began to locate in Alexandria. Local landowners lured manufacturers with promises of free lots and free fuel to reputable industries. The town was a good manufacturing location not only because of the abundance of gas, but because of the underlying layers of quality limestone.

Among the industries that located in town during this period were the Alexandria Window Glass Company and the DePauw Plate Glass Company. DePauw Plate Glass Works (now know as the American Plate Glass Company) moved from New Albany, Indiana to Alexandria which was in the center of the gas region. The DePauw Plate Glass Division was located north of the Lake Erie & Western Railroad and West Washington Street Road one block west of the Mud Creek Bridge. Its Window Glass Works lay on the east side of town between Third

Street and Lake Erie & Western. Glass industries predominated in Alexandria in the nineteenth and early twentieth century.

Other factories locating in Alexandria during the gas boom included Lippencott Chimney Works, located between West Washington and the Lake Erie & Western Railroad east of Belmont Street; the Indiana Brick Works, located south of the city; the Keely Ax Manufacturing Company, located north of Alexandria; and Union Steel, which employed 1,600-2,000 people and was located south of the city. Union Steel was one of the largest plants in the world at this time.

The decade of the 1890's was a time of great growth for Alexandria. In 1892, the "Alexandria Record" was established as a newspaper by Moore and Myers for the purpose of "booming that thriving little city." Before this, Joseph Fenimore published a paper in Alexandria called the "Alexandria Bee." The Alexandria Press Weekly and semi-weekly was established in 1893 and later became known as the Daily News. The Gas Belt News was established in 1895.

Also at this time, two banks, the Alexandria Bank and the Commercial Bank, were established. In 1890, an opera house was built at the southeast corner of Harrison and Church Streets.

A comprehensive electrical railway system connecting towns in the gas region was completed in the 1890's. The Union Traction Company interurban furnished transportation to Alexandria beginning in 1893. In fact, the first interurban in the state ran from Anderson to Alexandria.

Alexandria's Public Library was built in 1902. Several commercial structures were also built at this time such as the Neoclassical Perry Block and Davis Block on Harrison Street.

By the second decade of the 1900's, Alexandria and other cities in the gas region experienced the disastrous failure of natural gas. It was not until the late 1920's that Alexandria's economy began to make a slow comeback. Alexandria's great glass industry finally faded out in 1952.*

**excerpt from the Madison County Interim Report*

HOW TO USE THIS DOCUMENT

This Comprehensive Development Plan is required by the State of Indiana as the basis for zoning and subdivision control ordinances. In addition to fulfilling this statutory obligation, Alexandria's Comprehensive Development Plan can serve as a valuable public management tool if used on a regular basis. This Plan can best be described as a community guidebook. It will help guide the Plan Commission in its decision making process. However, it addresses many other community issues as well. When reviewing development plans, making budgets or setting priorities, this document should be used to help make decisions. Because of its emphasis on public participation this Plan gives City leaders knowledge of what the community wants and needs.

This Plan:

- Can help the Mayor and City Council when considering infrastructure or economic development decisions;
- Can give civic groups ideas on how to strengthen and enhance the community; and
- Gives the legal basis for protection and conservation of sensitive environmental areas.

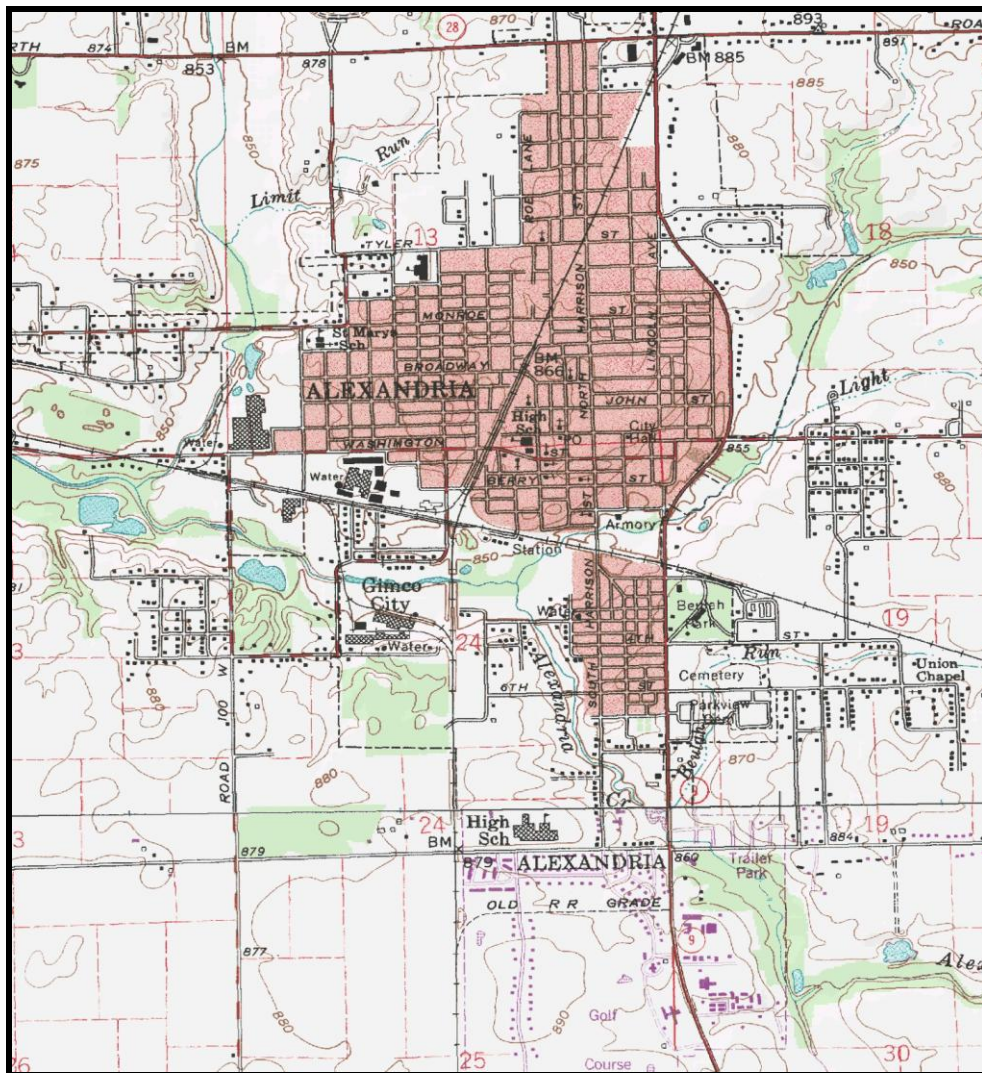


CHAPTER 3: Natural Environment

Topography and Soils

Topography

The Planning Area has a topography that is somewhat flat with only a slight rise throughout the entire City. The map shown below shows the topographical map of Alexandria.



Soils

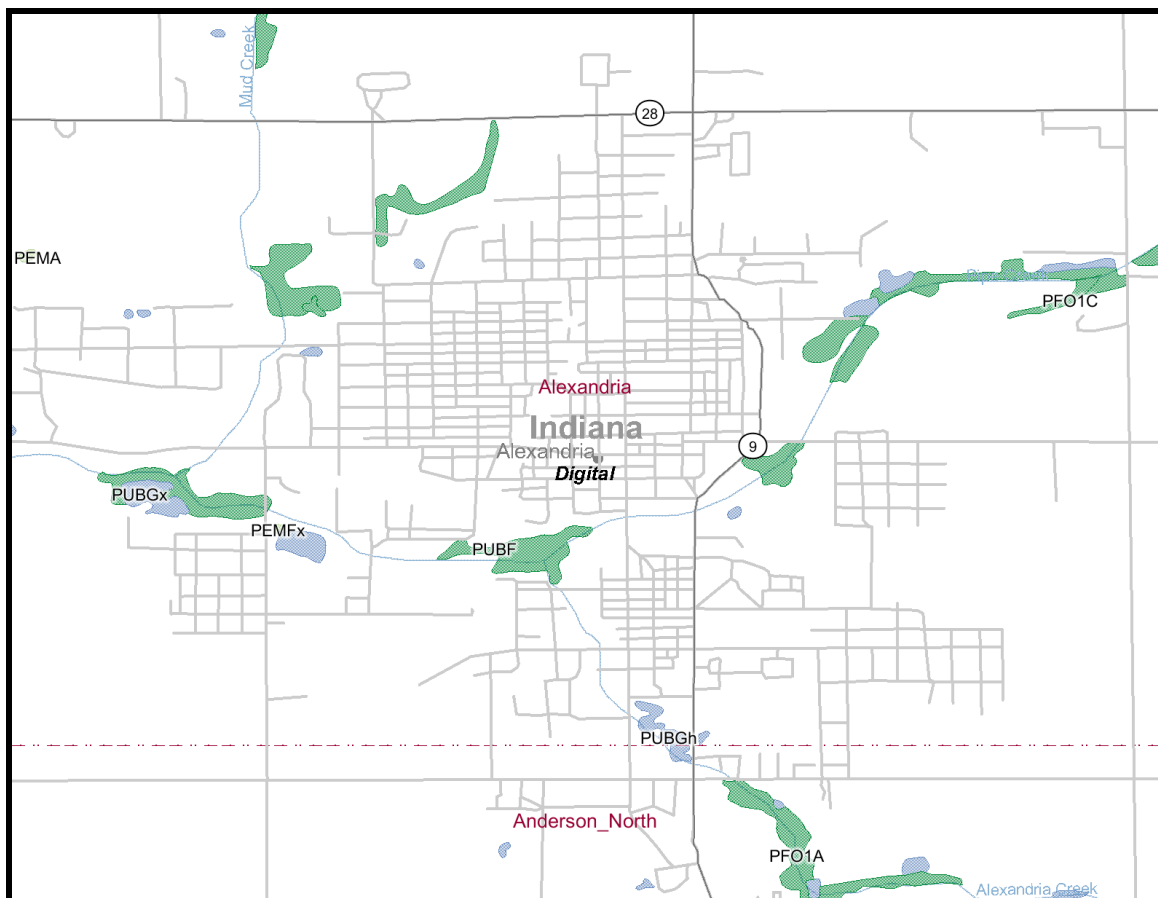
The soils in the area are predominantly of the Crosby (30%) and Brookston (18%) silty loams. Both of these soil types have poor drainage capabilities. We have included a general soil map of the Alexandria area.



Wetlands

The Federal government defines wetlands as areas with hydric soil (soil formed in the presence of water), and water at or near the ground surface long enough in the growing season to support hydrophytic vegetation. Wetlands are considered the single most productive type of wildlife habitat in the United States.

Several types of NWI wetlands are found in the Planning Area. Wetlands in the area consist of seasonally, temporarily and semi permanently flooded areas. In the map below, we show the wetland identified in the National Wetlands Inventory within the Planning Area.



Hydrogeological Characteristics

Outstanding State Resources Waters, Exceptional Use Streams and Natural and Scenic Rivers

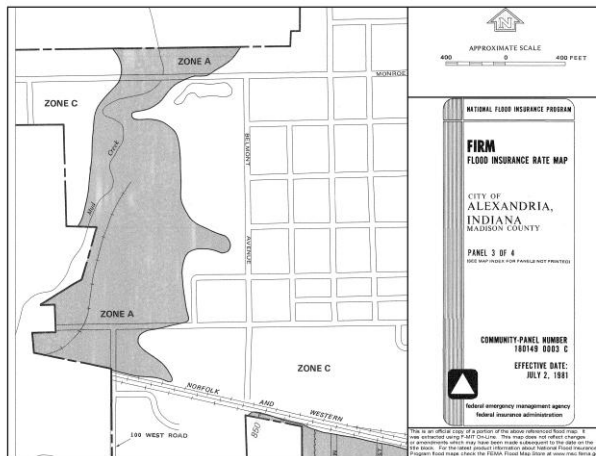
There are no outstanding state resources waters, limited use streams, exceptional use streams, or natural and scenic rivers in Alexandria.

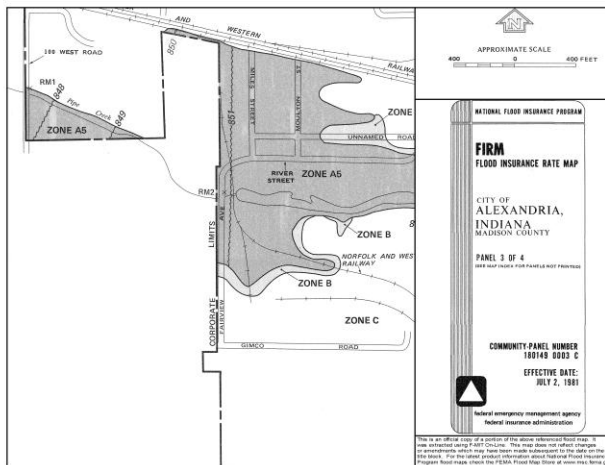
Floodways

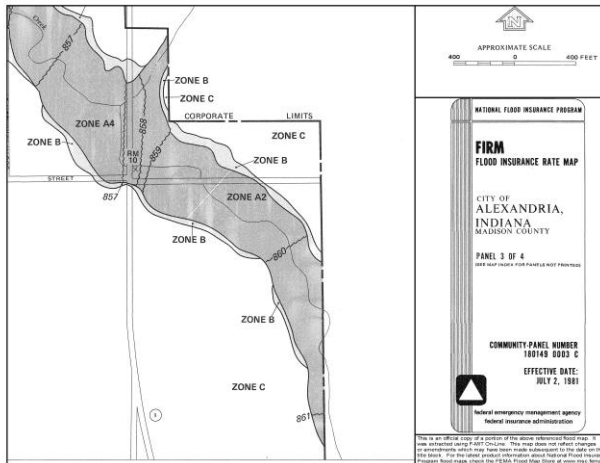
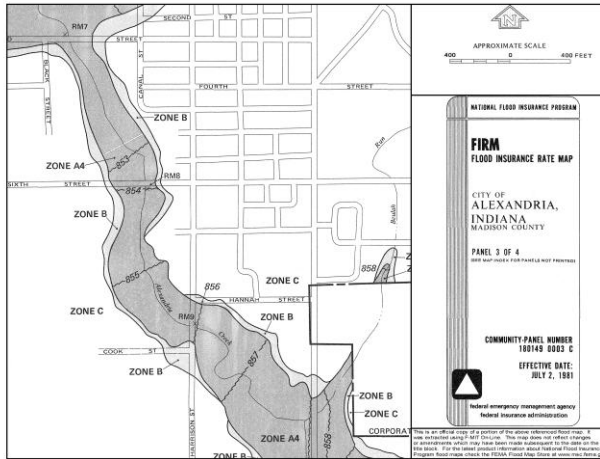
The Federal Emergency Management Agency (FEMA) completes comprehensive flood studies for the Planning Area. These studies use standard hydrologic and hydraulic computer models to find out the potential flooding from each riverine flooding source.

FEMA defines a “floodway” and a “floodway fringe” within their modeling and flood management system. A floodway is the channel of a stream and adjacent floodplain area that must be kept free of encroachment to carry the 100-year flood without substantial increases (> 0.1 ft.) in flood height. The floodway fringe is the area between the floodway and the natural 100-year floodplain boundary. The floodway fringe could be completely obstructed without increasing the water surface elevation of the 100-year flood.

In the Planning Area, there are several Flood Hazard Areas as determined by the FEMA FIRM maps.









CHAPTER 4: Community Environment

"In Alexandria, we set our standards a little differently... God, family and friends, our neighbors... are what's important! Affordable housing, great leadership, opportunities to make a difference, strong local leadership, new business practices, entrepreneurship support, all help to provide the most desirable living conditions available. Our "Small Town" values help support and provide an environment conducive for raising great kids and maintaining strong family ties."

This is the statement you will find on the Alexandria website. Community is very important to Alexandria and this section looks at the quality of life and community facilities and services provided to citizens of Alexandria.

Quality of Life is an examination of influences upon the goodness and meaning in life, as well as people's happiness and well-being. From our perspective, the ultimate goal of quality of life is to enable people to live quality lives -- lives that are both meaningful and enjoyed.

Quality of life can have a different meaning to different people. The quality of life issues we looked at included issues affecting the social as well as the physical nature of the community, i.e. seniors, youth, community image, volunteerism.

Community facilities are very important to help a community serves its citizens providing health and safety as well as providing for a higher quality of living. Having adequate community facilities is also important to a community for economic reasons as well. An overview of facilities and services can be found in this chapter.



DEMOGRAPHIC STATISTICS

Population

The population of Alexandria has risen slightly each decade for the past 80 years. Shown in **Table 1** below is the historic population from 1920 to 2000.

Table 1 Historic Population City of Alexandria										
Year		1920	1930	1940	1950	1960	1970	1980	1990	2000
Population		4,172	4,408	4,801	5,147	5,582	5,600	6,028	5,709	6,260
# Increase/										
Decrease			236	393	346	435	18	428	-319	551
% Increase/										
Decrease			5.4%	8.2%	6.7%	7.8%	0.3%	7.1%	-5.6%	8.8%

The highest population that the City of Alexandria has witnessed was during the turn of the century. In 1900 the city boasted a population of 7,221. Since the 1950's, the city had only one decade of population drop which occurred in the 1990's. This population drop was similar to what the county experienced during that decade.

By comparison, The State of Indiana from 1950 to 2000 had an average increase of only 15.5%. The City of Alexandria was slightly higher to the statewide increase at 17.7% from 1950 to 2000. Madison County by comparison grew 22% in the same time period.

Population by Sex

Shown below is the population in the City of Alexandria by sex. There is a higher percentage of women in Alexandria compared to the State of Indiana and Madison County as shown below

Population by Sex City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
	City	City	County	State
Male	2,990	47.8	49.3	49.0
Female	3,270	52.2	50.7	51.0
Total	6,260	100.0	100.0	100.0

Population by Age

Shown in the table below, is the breakdown by age group for the City of Alexandria. As can be seen by comparing it to the percentage for the State and Madison County as a whole, the City of Alexandria has a very similar percentage of persons in several age groups only different by a percentage point or two, but

is higher in the age group of adults aged 65 and above by 1 percentage points over Madison County and 3 percent over the State. This is an indication of a growing elderly population in Alexandria.

Population by Age City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
	City	City	County	State
Under 5 years	478	7.6	6.4	7.0
5 to 19 years	1,414	22.5	20.1	22.0
20 to 24 years	401	6.4	6.4	7.0
25 to 34 years	863	13.8	13.3	13.7
35 to 44 years	889	14.2	15.0	15.8
45 to 54 years	728	11.6	13.9	13.4
55 to 65 years	492	4.1	5.5	8.7
65 years and over	995	15.8	14.9	12.4
Total	6,260	100.0	100.0	100.0

Population Projection

In order to plan for future land use in the City of Alexandria, it was necessary to determine the population projection for the planning period.

It is not enough to only examine the current population's needs and conditions. To be effective, decisions made today must consider changes that will take place in the future. Changes in population have an effect not only on the level of community services and facilities that must be provided but also on the type and amount of private investment that occurs in a community. All projections are based on a variety of assumptions. For that reason, ranges of projections are often developed to give higher and lower estimates based on different scenarios. Having knowledge of the community can help to decide which projection is most likely, but it is important to keep in mind that no projection is foolproof. In particular, one should note that the longer the time interval of the projection and the smaller the geographic area under consideration, the greater is the chance for inaccuracy.

The methodology chosen for the City of Alexandria was that of Modified Exponential. The Modified Exponential methodology assumes that at some point a community's growth will be impeded by a lack of adequate resources, public facilities, available land and other amenities. Declining communities rarely disappear entirely; rather, they decline only until they reach population and employment levels appropriate to their current position in the regional or national economy.

Population Projection Table

	1980	1990	2000	2010*	2020*	2030*
Indiana	5,490,224	5,544,159	6,080,485	6,417,198	6,743,728	7,024,457
Madison County	139,336	130,669	133,358	127,256	124,918	125,728
Alexandria	6,028	5,709	6,260	5,960	5,847	6,197
* - estimated						

COMMUNITY ORGANIZATIONS/SERVICES

Community Organizations/Centers

Alexandria Community Vision

The Alexandria Community Visioning group started in October 2005 developing the ALEX 2020 visioning process. This group was formed from the Alexandria Community Resource Committee (ACRC).

The ACV has developed five Action Teams or committees. The Action Teams developed a vision for each of the five focus areas: Education, Leadership, Economic Development, Downtown Center and Quality of Life. In 2006, the ACV was established as a community action organization and held the first meeting with the new Board of Directors. In this capacity, the group would be able to apply for grants and also solidify the organization into a formal framework. Their mission is to, "foster a growing, inclusive, well-informed, and dynamic network of business, government, education, and local citizenry who can work together for the future well-being of Alexandria and surrounding Monroe Township."

The AVC Board meets the first Wednesday of each month. A focus of the AVC is to recruit people from the community to become actively involved in the AVC.

In 2007, the AVC decided to pursue the organization becoming a 501c not-for-profit organization. It sponsors many community events including a Voter Forum, Strawberry Festival, Senior Dance, and various beautification projects.

In 2008, the ACV through the City of Alexandria, was selected by the State to participate in the pilot program called Hometown Competitiveness. The Alexandria community was one of only eight communities across Indiana to receive this designation. Through the HTC program, the community developed four 'pillars' or long term goals for the community to work on. These four goals were to develop youth, leadership, charitable giving, and entrepreneurship in the community.

These goals combined with the previous five goals the ACV were currently involved in had Alexandria on its way to greatly improving its community.

Alexandria Community Center

The Community Center is a United Way of Madison County Certified Member Agency. A variety of programs are offered to youth and adults and are the result of community collaborations. United Way of Madison County, contributions, and program fees fund the Community Center.

Senior Citizens Guild

Meets at 119 W. Church St. and is open to all seniors in the community.

Alexandria/Monroe Historical Society/Museum

The Alexandria Monroe Township Historical Society was started in 1979. The museum contains a great collection of articles and have displays including Aladdin Lamps, and memorabilia from Lippincott Glass, Kelly Axe and the Union Traction Co. It also includes a large library with many research books from other states.

Not-for-Profit

There are various not for profit social organizations in Alexandria such as the Men's and Women's Service organization, Kiwanis, Elks, Eagles, Masons as well as several other fraternal and sorority clubs. Many of these organizations provide social and welfare services for the community.

Religious Institutions

Alexandria has over 13 churches representing several denominations to serve its public. Many of them have ongoing social programs which aid the needy in Alexandria.



QUALITY OF LIFE POLICY

Goal:

Vision for Alexandria must be based on common purpose and common concern for all residents. It must build on strengths in community foundations of rich heritage and civic pride. A vibrant community for all citizens will work towards much higher levels of productivity, educational attainment, and quality of life encouraging greater civic participation and rewards.

Objectives:

- Review current City ordinances and update if necessary and determine the need for new ordinances.
- Continue efforts to develop an excellent quality of life by beautification efforts and other measures to provide for a healthy and vibrant community.
- Develop Emergency Management Plan.
- Retain current residents and promote the attraction of new residents to the community.
- Encourage the retention and development of educational facilities for its youth and adult populations.
- Establish neighborhood cleanup days.
- Enhance communication/cooperation between major community groups, government, businesses, school corporation.
- Bring families out of poverty.
- Develop distance learning center.
- Develop programs for youth.
- Enhance leadership in community.
- Develop local philanthropic/endowment organization.
- Develop programs for seniors.
- Enhance community image.
- Define and develop neighborhood areas.
- Develop crime watch programs in neighborhoods.

COMMUNITY FACILITIES

Schools

The City of Alexandria is served by the Alexandria-Monroe School Corporation which serves populations in Alexandria and surrounding Monroe Township. The community is close to numerous colleges and universities including major state universities and numerous smaller private colleges and universities including Anderson University, Ball State University, Purdue University, Ivy Tech Community College, Indiana Wesleyan, Taylor University and Indianapolis area schools of higher learning. Alexandria-Monroe High School and the Intermediate School are located on the southwest side of the City. The Primary school (grades K to 5) is located on the northwest side of the City. The Alexandria-Monroe School Corp. administrative offices are located in the downtown area.

School district enrollment, as shown in the table below, has been slightly declining for the past few years. The Indiana Department of Education enrollment projections show a continuing decrease to a total enrollment of 1,423 by 2012.

Alexandria Com School Corp - Enrollment Projection																		
Year	PK	KG	Gr 1	Gr 2	Gr 3	Gr 4	Gr 5	Gr 6	Gr 7	Gr 8	Gr 9	Gr 10	Gr 11	Gr 12	Other	KG-6	7-12	Total
2012-13	0	103	102	111	112	107	127	119	120	112	125	105	80	100	0	781	642	1,423
2011-12	0	103	111	112	107	123	123	118	115	114	123	88	108	94	0	797	642	1,439
2010-11	0	113	113	108	123	119	122	114	117	112	103	119	102	102	0	812	655	1,467
2009-10	0	114	108	124	120	119	117	115	115	94	138	112	110	116	0	817	685	1,502
Alexandria Com School Corp - Enrollment																		
2008-09	0	109	124	120	119	114	119	113	96	126	130	121	126	132	0	818	731	1,549
2007-08	0	131	122	120	108	121	119	103	119	147	126	146	142	112	0	824	792	1,616
2006-07	0	122	124	116	120	114	112	114	148	114	171	142	125	107	0	822	807	1,629
2005-06	0	120	118	123	125	106	119	144	126	145	176	135	109	112	0	855	803	1,658
2004-05	0	120	117	115	104	115	138	120	154	144	166	128	127	127	0	829	846	1,675

Library

The Alexandria-Monroe Public Library has been serving Alexandria and Monroe Township for over 100 years. The library is governed by a Library Board of Trustees. The first library was started in the National Bank building on the corner of Harrison and Washington streets in 1895. The original Carnegie library was built on the present library location in 1902 and was added to in 1990.

The Director and staff members oversee the many services and programs offered by the library. These include the latest book titles, videos, DVDs, audio books, newspapers, magazines, electronic databases, computer classes, a HomeBound book delivery service, monthly adult and Christian fiction book groups, a public meeting room, a local history collection, as well as a wide variety of programs and outreach services for all ages.



The library is a member of the Evergreen Indiana Library Consortium. They offer reciprocal borrowing with the North Madison Library System and the Pendleton Community Library. Patrons can access materials from libraries across the country through our interlibrary loan services.

City Hall

The current Alexandria City Hall was built in 1906. The building is home to the Council Meeting Room, Clerk-Treasurer's Office, the Mayor's Office, and the Building Department. The City Courts are located just south of the City Hall.



Police Department

The Alexandria Police Department was established in 1893 with a merchant police force and has grown to a department of 13 full-time professional and well-trained police officers. These men and women are dedicated to providing the highest quality of professional Police service to the citizens of Alexandria.

The department has one of the four full-time 911 police and fire dispatch centers located in Madison County with 4 full-time emergency medical dispatchers (EMD). The dispatch center dispatches fire and ambulance services to all of Monroe Township and the Town of Orestes as well as police, fire and ambulance services to the City of Alexandria.

The department has a reserve officer program that has served as training starting point for many full-time officers. The reserve force of about 10 men and women

go through approximately 120 hours of training including the mandated 40 hours of pre-basic training required by the Indiana Law Enforcement Academy. They serve as a vital part of the protection and manpower for the Alexandria Police Department.

Fire Department/EMS

The Alexandria Fire Department was started as a volunteer fire brigade after a string of downtown fires, including the Opera House and Shoe Store. Then in the year of 1893 the Alexandria Fire Department became a paid fire department after a city block was lost by fire on Harrison Street. On November 21, 1905, the cornerstone was placed for the new Fire Station on Wayne Street next to City Hall. The Station was completed in 1908. At this time, they had horse drawn apparatus. We are uncertain as to we these apparatus were changed to gas powered apparatus. In 1974 the current Fire Station was built at 212 S. Harrison Street and all equipment was moved at this time. In 1978 or 1979 the City of Alexandria purchased its first ambulance which was a station wagon model. Since this time we have ungraded all of our apparatus to meet the new NFPA standards for apparatus.



The Alexandria Fire Department provides the following services for the city of Alexandria and Monroe Township of Madison County protecting an area of 51 square miles and nearly 12,000 residents.

Fire protection

- Emergency Medical Management
- Fire Prevention for nearly 700 elementary students
- Fire Code Enforcement
- Specialized Rescue (Confined Space)
- Provide Mutual Aid for surrounding Departments
- Community Emergency Alert System (Warning siren for severe weather)
- Community Connections (Safe Haven for kids)
- School Safety team
- Members on Crisis Intervention Team

Equipment

- Engine 1 (1250 gpm pumper)
- Engine 3 (1000 gpm pumper)
- Tanker 53 (3000 gallon tanker)
- Ambulance 55, 56, 58
- Grass Truck 54

Recreation

The Parks Department is dedicated to providing a safe, family orientated parks system that is attractive and beneficial to the citizens of Alexandria and the surrounding areas. The Parks and Recreation Department was established by the Alexandria City Council in 1983. The Park Board consists of 6 members

The Park Department currently has a 5 Year Master Park Plan that was updated in 2006 and runs through 2010. As part of this plan, the Board developed Goals and Objectives for the Park Department in general as well as Goals and Objectives for each of the five current parks. They also developed a list of ideas for future development which include:

- Establishing a community-wide bicycle/jogging trail system
- Improving the aesthetics of existing park facilities
- Developing a historic walking trail
- Connecting all parks with a trail system

The Parks Department currently has five park areas in the system:

Beulah Park is the largest in the park system at 16 acres and the home to the annual County 4-H Fair, the Smalltown USA festival. It contains playground equipment, various ball courts, a 750 square foot pool, an indoor auditorium, a park house, concession stand with restrooms and picnic areas.



Minnesota Park and Riverview Park are smaller neighborhood parks that both contain playground equipment, ball courts, ball fields and picnic areas.

Harrison Square Park located in the heart of the downtown provides a gazebo, the old Interurban station, a water fountain, benches and picnic tables.

Skateboard Park currently located on the outskirts of town.

There are several ball fields in the community as well as sport amenities at the public schools.

Utilities

Water

The first city water works was opened in 1895 at a cost of \$51,000 and contained six miles of water mains, sixty-nine hydrants and a stand pipe that was 100 feet high and 20 feet wide which acted as the water tower.

The Alexandria Water Department serves Alexandria's residents by providing exceptional drinking water via a Ground Water (Wells) Treatment Plant and distribution system. The Department also maintains the system by fixing leaks, flushing water lines, and thawing frozen meters during harsh winter conditions.

The City's Water system is located in one of the best underground aquifer systems in the State.

The "Tays River Valley" runs nearly 1000 feet deep under Alexandria, and is the primary source of the water. Due to the location and proximity to this aquifer, they have access to an amazing amount of very high quality drinking water. A recent study shows a safe yield amount of nearly 3 Million Gallons Per Day.

With this source, they will be able to serve many more residents, as well as existing and future Industry.



The City's water department has tediously been working to replace all of the City's existing water meters with a "Touch Read" meter system. This means every water meter in town must be replaced or retrofitted with an electronic device that transmits the exact amount of water used to a transmitter on the water meter lid. This assures for a much more accurate reading and saves labor man hours making the water department more effective and efficient. The City is working on the last few neighborhoods and this system will be complete. The City will have replaced nearly 2000 meters, in house with its own employees.

Sewer/Drainage

The Alexandria Waste Water Treatment Plant (WWTP) provides state of the art technology to provide protection to the "waters of the state" such as Pipe Creek.

All waste water from connected households flows through Alexandria's sewers and is carried to the WWTP for treatment. Once treated, the water discharged into Pipe Creek is cleaner than the creek water itself.

Recently the WWTP has been able to treat all of the City's waste water without violation of State requirements, even while they remain at their maximum treatment capacity. Several major improvements have been made to the process, procedure, and facility. These improvements will conclude with the WWTP Expansion Project.

The current WWTP expansion project (along with new sewers in the Washington St. project) will allow the City to treat almost all of the stormwater flows that, from time to time, surcharge our existing sewers and cause Combined Sewer Overflows (CSO's). CSO's are events where, during excessive rains, sewage may overflow from our sewers into Pipe Creek.



The WWTP expansion project will provide for additional treatment at the plant to treat up to 6 million gallons per day. The net result of this project will be cleaner, safer water in rivers producing a healthier environment for fish, wildlife, and recreation.

As with many small communities, the drainage system in Alexandria is fragmented and is a combination of various improvements over the years. Alexandria has several areas within floodways (see Chapter 3 for FIRM). The City currently does not have an active stormwater board and does not implement a stormwater fee. The sewer department is charged with all stormwater related duties and maintenance of the current system. The City's Lang Range Control Plan is due to be completed by 2011.

Telephone/Internet

The City of Alexandria is served by AT&T, One Communications, Inc., Sprint, and Verizon.

Cable

The City of Alexandria is served by AT&T, Comcast, DirectTV, and Dish Network.

Electricity

The City of Alexandria is served by Indiana Michigan Power.

Gas

The City of Alexandria is served by Vectren Energy.

Recycling

Alexandria has its own Recycling Program through the Mayor's Office. A collection center is located at 200 West 4th St. Curbside recycling will begin in 2011.

COMMUNITY FACILITIES POLICY

Goal:

To improve and maintain the infrastructure of Alexandria in a way that enhances community pride, provides a tool for managing growth, and ensures the well being of the community.

Objectives:

- Identify the need for future community utility upgrades.
- Investigate improvements to the storm water system and flood control efforts.
- Develop water tower on south side of City.
- Make City Hall ADA compliant.
- Continue to update and expand Parks and Park Programs.
- Develop a Police/Fire substation south of railroad tracks.
- Expand and upgrade Police Department.
- Expand and upgrade Fire Department.
- Development of a Youth/Recreational;Fitness;Senior;Conference Center.
- Implement curbside recycling program.
- Develop venue for theater/music/arts programs.
- Develop system of trails/paths for walking/bicycling.



CHAPTER 6: Economic Environment

Economic development is necessary for a community to renew itself and grow. Many small cities, towns and rural communities are losing people, jobs, and quality of life due to economic instability. Unfortunately, small towns are not self-sustaining, and it is no easy task to maintain economic quality, good jobs, good public services, and a broad tax base.

There are disturbing trends in America making overcoming economic weakness harder and harder:

1. The formulation of large discount trade stores has created a steep decline in retail trade in small communities.
2. A new global economy has brought greater international competition for low-wage industries and many have moved their operations abroad, resulting in loss of an economic base in small town America.
3. The reduction of economic development grants by the federal government is resulting in communities having to foot more of the bill for their economic development efforts.
4. Small community banks are a critical source of financing for local residents by filtering savings into local businesses and by purchasing locally issued municipal bonds.

However, the deregulation of financial institutions along with the move toward interstate banking does not benefit small communities. Larger urban banks and money market funds can offer more attractive interest on deposits that small local banks ultimately drawing away local capital.

These trends result in small downtowns across America realizing the need of taking inventory of their economic assets and setting economic goals and objectives by creating an economic development plan as a part of their communities comprehensive development plan.

The economic setting is concerned with employment statistics and the general economic development of Alexandria. These elements relate to the residents of the planning area, how they earn a living and their living standards.

ECONOMIC STATISTICS

Employment Status City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
		City	County	State
In labor force	3,225	64.8	60.7	66.6
Employed	3,066	61.6	57.2	63.3
Unemployed	159	3.2	3.5	3.3
Not in labor force	1,750	35.2	39.3	33.4

Household Income City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
		City	County	State
Less than \$10,000	219	8.7	7.9	8.1
\$10,000 to \$14,999	182	7.2	7.2	6.2
\$15,000 to \$24,999	468	18.5	15.4	13.5
\$25,000 to \$34,999	382	15.1	14.3	13.7
\$35,000 to \$49,999	515	20.4	18.0	17.9
\$50,000 to \$74,999	596	23.6	19.7	21.4
\$75,000 to \$99,999	54	2.1	9.9	10.2
\$100,000 to \$149,999	74	2.9	5.5	6.3
\$150,000 to \$199,999	16	0.6	1.0	1.4
\$200,000 or more	19	0.8	1.1	1.5
Median Household Income		\$35,359	\$38,925	\$41,567

Occupation City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
		City	County	State
Management, professional and related occupations	698	22.8	25.2	28.7
Service occupations	460	15.0	15.9	14.2
Sales and office occupations	739	24.1	26.5	25.3
Farming, fishing and forestry occupations	0	0.0	0.2	0.4
Construction, extraction and maintenance occupations	367	12.0	9.9	10.0
Production, transportation and material moving occupations	802	26.2	22.3	21.4

Household Income City of Alexandria 2000 U.S. Census				
Category	Number	Percent of Total		
	City	City	County	State
Less than \$10,000	219	8.7	7.9	8.1
\$10,000 to \$14,999	182	7.2	7.2	6.2
\$15,000 to \$24,999	468	18.5	15.4	13.5
\$25,000 to \$34,999	382	15.1	14.3	13.7
\$35,000 to \$49,999	515	20.4	18.0	17.9
\$50,000 to \$74,999	596	23.6	19.7	21.4
\$75,000 to \$99,999	54	2.1	9.9	10.2
\$100,000 to \$149,999	74	2.9	5.5	6.3
\$150,000 to \$199,999	16	0.6	1.0	1.4
\$200,000 or more	19	0.8	1.1	1.5
Median Household Income		\$35,359	\$38,925	\$41,567

CURRENT ECONOMIC DEVELOPMENT

In the past year, the U.S. economy as well as the world economy has been in a tail spin some of which the likes have not been seen since the Great Depression of the 1930's. Unemployment rates have sky rocketed as a result. According to the 2000 Census, Alexandria had an unemployment rate of only 3.2%, Madison County's rate was 3.5% and the State unemployment rate was 3.3%. The current unemployment rate for Madison County is 11.8% (May 2009) which is higher than the State average of 10.6%. From these numbers it seems likely that the unemployment rate in Alexandria is above 10%.

The majority of the workforce in Alexandria has historically been dependent upon the manufacturing industries. In the 1990's and continuing into the 2000's, the community and its surrounding areas had already experienced a dramatic loss of manufacturing facilities. This departure of employment is also reflected in the population decreases that affected both the City of Alexandria as well as Madison County.

Even before this historic economic downturn of the past year, the City of Alexandria had already begun efforts to concentrate more on the economic viability and sustainability of their community. In the past year the City created an Economic Development Director position and the creation of a Redevelopment Commission. The City's Chamber of Commerce has been established since the 1960's and continues to grow in membership.

The City of Alexandria is fortunate to host a variety of both commercial and industrial businesses. Some of the commercial businesses include restaurants,

grocery, convenience store/gas station, small variety retail stores, package stores, and auto parts/service. It also provides most all of the professional services found in major communities.

Alexandria's visibility along State Route's 9 and 28 and active railroads that running east/west as well as north/south through the heart of the City makes it attractive to both commercial and industrial businesses. It is also only approximately 6 miles east of an I-69 interchange. It has the added advantage of being located approximately half way between Indianapolis and Fort Wayne the two largest economic areas in the State.

Commercial Use Overview

A community's commercial land uses provide employment, goods and services, recreation, tax revenue, and many other amenities and necessities. The features of commercial areas reflect the economic vitality of a community as well as local character. The location and characteristics of commercial areas directly effect local transportation and growth management.

Existing Conditions

There are two major commercial areas in Alexandria. The first area is the downtown district. Historically this has been the heart of commercial activity for the citizens of Alexandria since the 1800's. Currently, the businesses/services in the downtown district consists of government services (Chamber, city offices, post office, fire and police, library, personal services, food services (restaurants/cafes) and specialty stores. Most of the buildings in the downtown district are historic in nature.

The other commercial area is along the State Road 9 corridor. Commercial businesses and retailers are scattered and stretch from the southern city limits to the northern city limit. The majority of retailers are concentrated on the north side from Lincoln Ave. to State Road 28. The commercial businesses along this SR 9 corridor are typical of the newer types of 'highway' designated businesses found in most cities and towns across the country; fast food restaurants, gas stations/convenience stores, video rentals shops, food stores, drug stores, banks, etc.



Industrial Use Overview

Industrial land uses in a community provide employment and contribute positively to the local tax base. These uses however do have the potential to promote transportation conflicts, pollution, and the reduction of aesthetic quality. Industrial land uses are commonly in conflict with other community uses as they can

negatively affect residential and commercial quality. The traffic from adjacent commercial and/or residential uses often imposes on industrial vitality.

Existing Conditions

Alexandria has an industrial area on the west and southwest sides of the city. Most of the industries in these areas have long been closed down and either demolished or are sitting vacant. The City must evaluate and determine the environmental consequences of these older industrial areas and should assess them for potential brownfield areas.



FUTURE ECONOMIC DEVELOPMENT

Alexandria is poised to embrace new economic development opportunities. The Chamber of Commerce, Economic Development office, and the newly formed Redevelopment Commission and Main Street program are dedicated to the economic resurrection of the Alexandria community.

Communities must take advantage of local resources such as their location, physical setting, financial resources and citizens. This includes the readiness on the part of local banks, businesses, and private citizens to donate their time and money.

A strong comprehensive planning effort must be implemented to guide growth and to improve the community. Local responsibility and problem solving are the foundations of long-term success.

Downtown

A Downtown Revitalization Plan is currently in the works. Grant monies will be procured from the Indiana Office of Community and Rural Affairs to undertake this study. The plan will address the objectives set forth for in the 2009 Comprehensive Development Plan. The plan will include a profile of existing conditions, an extensive downtown market assessment, analysis and implementation plan, public participation, building inventory and analysis for façade improvements, historic preservation design standards, streetscape design concepts and project options with design standards, a recommended streetscape project with timeline for construction coordinated with the Washington St. improvement project, cost estimates including a mix of grant funding opportunities, and an evaluation of funding opportunities.

General

The Economic Development office needs to also develop an economic development plan which will help the community:

- Identify the stakeholders and get them to participate in the planning process;
- Determine the community's current condition providing information on community setting, trends, issues and factors affecting economic development;
- Identify and map businesses that currently make up the economy;
- Define economic development options and document the analysis conducted in determining how to manage future economic development efforts;
- Identify community concerns and goals for economic development; and
- Develop policies that translate community concerns and goals into clear statement.

ECONOMIC DEVELOPMENT POLICY

To develop the current economic environment in Alexandria, the following issues have been established through Steering Committee and public meetings as well as information from the citizen surveys.

Goal:

To encourage planned growth while retaining a balance between residential neighborhoods and business/industrial centers and at the same time retain the integrity and heritage that makes Alexandria unique.

Objectives:

- Work with the Madison County Economic Development to foster quality business and industry to locate in Alex.
- Encourage patronage of local businesses.
- Develop SR 28 corridor for new commercial businesses.
- Continue infill of businesses along SR 9.
- Develop new industrial area northeast of City on SR 28.
- Develop fiber optics for City.
- Develop a farmers market.
- Investigate opportunities for tourism related businesses.
- Develop a business incubator.
- Encourage entrepreneurship.
- Revitalization of the historic Alex downtown.
- Use new Washington St. project for additional business corridor and gateway to downtown.
- Reuse of the Aladdin property.
- Identify Brownfield areas within the City.



CHAPTER 8: Land Use Plan

REGULATIONS

The City of Alexandria has had land use regulations in place since the 1960's. The Plan Commission and Board of Zoning Appeals were established on September 15, 1969. There are seven members that serve on the Plan Commission and five serve on the BZA. The Plan Commission meets the 4th Monday of the month and the BZA as needed.

The zoning and subdivision control ordinances were also passed in 1969. The zoning ordinance has been amended a few times, mostly in the 1980's and the last amendment was in 1996. The subdivision control ordinance has not been amended since it went into effect in 1969.

The only City employee dealing with land use issue is the Building Commissioner whom is a part time employee. The Building Commissioner's responsibilities include the issuance of building, sign and demolition permits and the ensuing inspections as well as the enforcement of violations of both State and local codes.

There is currently no established housing authority for the City. The newly formed Redevelopment Commission along with the office of the Building Commissioner has taken on any and all responsibilities and issues concerning housing for the City.

EXISTING CONDITIONS

Looking at the existing land use in Alexandria can tell us about how the community developed and grew over time. It also lets us look at how the City may develop in the future. The planning area incorporates the land within the city limits as Alexandria has no planning jurisdiction outside of those limits.

The City of Alexandria consists of primarily residential land use, commercial land use, institutional land use, some industrial land use and park or open space land use.

Housing

The City of Alexandria does not have a Housing Authority established. It does however utilize the recently formed Redevelopment Commission to carry out any housing related municipal duties in conjunction with the Building Department and the Inspector.

Housing by Type

The City of Alexandria has 2,704 housing units according to the 2000 U.S. Census. The housing units are predominantly single family dwellings. Single-family units makeup 73.1% of the total housing units. Duplexes make up the next highest percentage at 18.0% of the total housing units. There are 108 (3.8%) mobile home units in Alexandria.

Housing Units by Type City of Alexandria 2000 U.S. Census				
Type	Number	Percent of Total		
	City	City	County	State
One Unit, Detached	2,057	72.9	77.6	71.2
One Unit, Attached	5	0.2	2.1	2.9
Two to Four Units	507	18.0	8.1	7.4
Five to Nine Units	97	3.4	2.1	4.6
Ten or More Units	47	1.7	4.3	7.3
Mobile Home/Other	108	3.8	5.8	6.6
Total	2,821	100.0	100.0	100.0
Owner Occupied	1,639	66.1	74.2	65.9
Renter Occupied	842	33.9	25.8	26.4
Total Occupied	2,481	100.0	100.0	92.3
Vacant	223	8.2	6.8	6.4
Seasonal	0	0.0	0.0	1.3
Total	2,704			100.0

Out of the 2,481 occupied units, 1,639, or 66.1% are owner occupied. The home ownership rate is just about equal to the state average of 65.9%, but is lower than the county average of 74.2%.

The total of rental units at 842 or 33.9% is much higher than either the county average at 25.8% or the state average at 26.4%. This high rental rate has been a topic of discussion for the community during this planning process. A few years

ago, Anderson University did a small housing analysis which put the rental rate at nearly 50%.

223 units or 8.2% of the housing stock were reported vacant at the time of the census. This amount is also higher than the county or state rates and has been amplified by the recent downturn in the economy.

The Alexandria Redevelopment Commission in conjunction with the Building Department is aggressively taking on the rental housing issues confronting the City as well as the abandoned properties.

Housing by Age

Alexandria has a comparatively older housing stock. Approximately 66.6% of the homes were constructed before 1960 which makes them almost 50 years old. By comparison, the percent of Madison County houses built before 1960 was 52.6% and only 41.3% for the entire state. More than one third of the housing stock in Alexandria was built before 1940. This may require additional new housing units to be built in the future to replace those that deteriorate due to age. The 1940's and 1950's also show the highest percentages of new housing units constructed at 30.2%.

Year Structure Built City of Alexandria 2000 U.S. Census				
Year Built	Number	Percent of Total		
	City	City	County	State
1999 to 2000(March)	105	3.7	1.5	2.5
1995 to 1998	23	0.8	4.9	7.8
1990 to 1994	31	1.1	4.0	7.0
1980 to 1989	152	5.4	6.0	11.3
1970 to 1979	330	11.7	14.3	16.4
1960 to 1969	301	10.7	16.7	13.6
1940 to 1959	851	30.2	27.2	21.1
1939 or earlier	1,028	36.4	25.4	20.2
Total	2,821	100.0	100.0	100.0

Housing by Value

The 2000 Census reported the median housing value in the City of Alexandria to be \$72,800, much below the state median value of \$94,300, and well below the Madison County average of \$86,200. The table below shows Alexandria's Housing Values in comparison with those of Madison County and The State's. The median value rose from \$34,900 in 1990, nearly 52% increase which was much less than the nearly 75% increase for Indiana during the same time. The median rent in Alexandria was \$442. This is significantly lower than the state's median rent of \$521 and lower than the county at \$490.

An increase in the median value of homes could indicate that the average size of homes is increasing which is the trend nationwide. According to the National Association of Homebuilders, the average square feet of a newly constructed home in the U.S. is 2,324. This is an increase from 2,080 square feet in 1990. If this trend continues, then more land may be devoted to residential land use in the future or development restraints will be needed to increase housing density.

Housing Value City of Alexandria 2000 U.S. Census				
Year Built	Number	Percent of Total		
	City	City	County	State
Less than \$50,000	301	18.6	16.1	11.4
\$50,000 to \$99,999	1,093	67.7	54.4	43.9
\$100,000 to \$149,999	173	10.7	20.4	26.2
\$150,000 to \$199,999	9	0.6	5.8	10.2
\$200,000 to \$299,999	38	2.4	2.6	5.7
\$300,000 to \$499,999	0	0.0	0.6	2.0
\$500,000 to \$999,999	0	0.0	0.1	0.5
\$1,000,000 or more	0	0.0	0.1	0.1
Total	\$72,800	100.0	100.0	100.0

Building Permits

The City of Alexandria issues its own building permits. Unfortunately, building permits records could only be located for the past 3 years. Since 2005, 2 permits have been issued for residential dwellings and 0 permits have been issued for commercial uses.

Residential Use Overview

Several factors including type, size, cost, character, and availability of housing significantly influences the local quality of life in communities. The location of the housing is also a significant factor in the overall quality of a community. Quality housing, of any size or type, is that which is in a well-maintained neighborhood which is accessed by local streets and conveniently located in relation to community activities and facilities, goods and services, and employment.

The City of Alexandria has never had a Housing Needs Assessment performed. One of the objectives is for the City through its Redevelopment Commission and the Indiana Housing and Community Development Authority is to develop such a plan that would evaluate the current housing stock and develop programs for home ownership and rehabilitation of the housing stock.

Existing Conditions

The existing housing stock in Alexandria is similar to that which is common in small cities and towns throughout Indiana. The housing stock is dominated by single -family detached homes on smaller lots. However, several buildings in the commercial downtown are used as apartments. There are 2 mobile home parks in Alexandria.

Most of the single-family homes sit on less than one-fourth acre lots which make up the original platted town or “old town” area. These types of homes stretch west, east, south and north from the center of town.



There are a few areas with homes that occupy a ½ acre or more of land. These homes are concentrated in the north and south ends of town. Most of these homes seem to be neighborhoods built after the 1960's. Newer build homes seem to be situated in the northwest and southwest sections of town.



Duplex units are spread throughout the town and there are several apartment complexes. There are also several senior housing units in Alexandria.

Commercial Use Overview

A community's commercial land uses provide employment, goods and services, recreation, tax revenue, and many other amenities and necessities. The features of commercial areas reflect the economic vitality of a community as well as local character. The location and characteristics of commercial areas directly effect local transportation and growth management.

Existing Conditions

There are two major commercial areas in Alexandria. The first area is the downtown district. Historically this has been the heart of commercial activity for the citizens of Alexandria since the 1800's. Currently, the businesses/services in the downtown district consist of government services (Chamber, city offices, post office, fire and police, library, personal services, food services (restaurants/cafes) and stores. Most of the buildings in the downtown district are historic in nature.



The other commercial area is along the State Road 9 corridor. Commercial businesses and retailers are scattered and stretch from the southern city limits to the northern city limit. The majority of retailers are concentrated on the north side from Lincoln Ave. to State Road 28. The commercial businesses along this SR 9 corridor are typical of the newer types of 'highway' designated businesses found in most cities and towns across the country; fast food restaurants, gas stations/convenience stores, video rentals shops, food stores, drug stores, banks, etc.



Institutional Use Overview

Institutional land uses include those which are generally public, or semi-public such as churches, schools, and government buildings. Institutional land uses are a necessary element of a community and their locations can either contribute to, or detract from, the overall quality of the area.

Existing Conditions

Institutional uses in Alexandria include municipal (City Hall, Courts, Police, Fire, utilities, etc.), the Alexandria-Monroe Library, several churches, both public and private schools, cemetery and both State and Federal offices.

Industrial Use Overview

Industrial land uses in a community provide employment and contribute positively to the local tax base. These uses however do have the potential to promote transportation conflicts, pollution, and the reduction of aesthetic quality. Industrial land uses are commonly in conflict with other community uses as they can negatively affect residential and commercial quality. The traffic from adjacent commercial and/or residential uses often imposes on industrial vitality.



Existing Conditions

Alexandria has an industrial area on the west and southwest sides of the city. Most of the industries in these areas have long been closed down and either demolished or are sitting vacant.

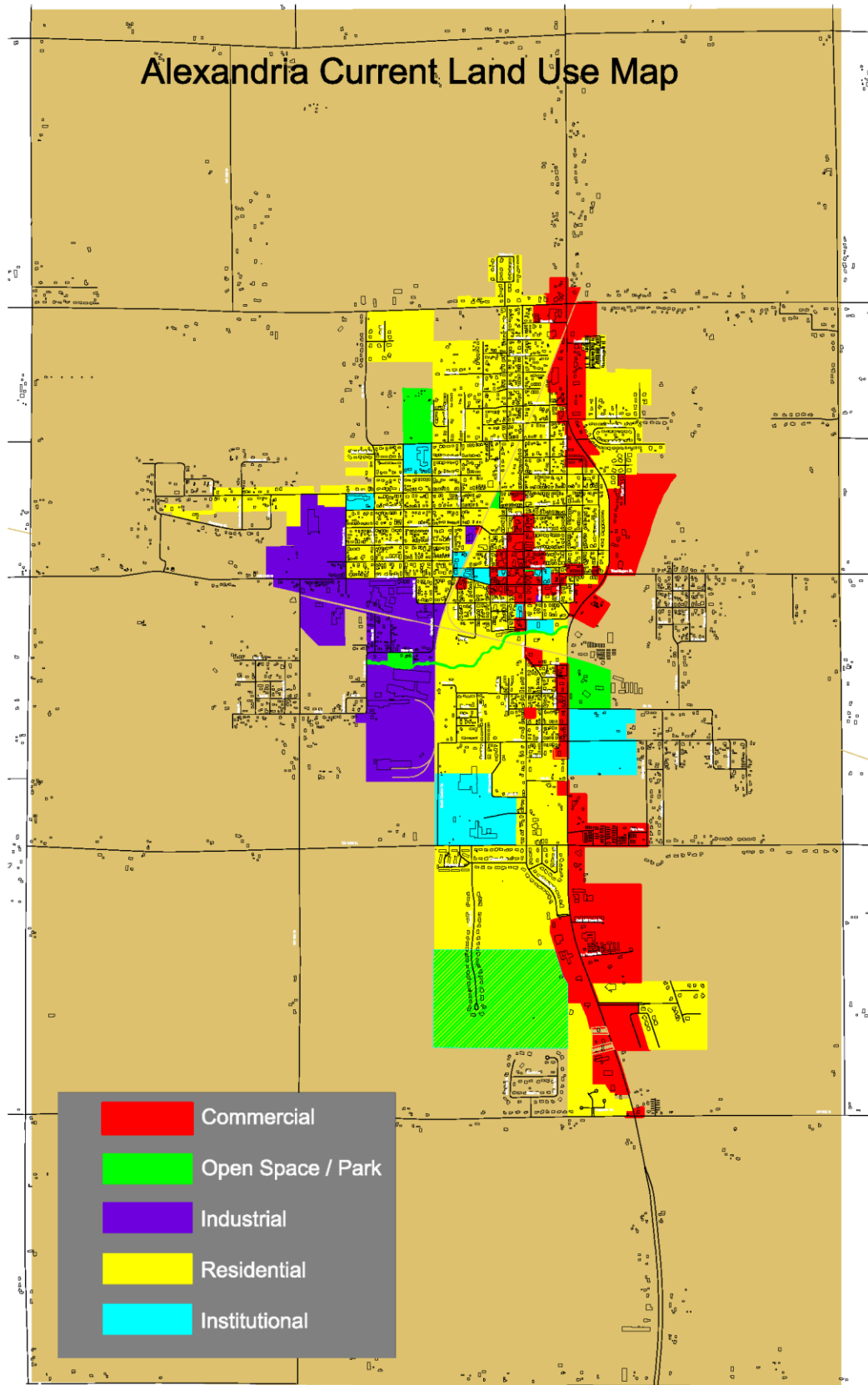
Agricultural/Open Space Use Overview

Agricultural land uses are necessary globally for the production of food products. On the local level agriculture is a source of employment, community character, and economic vitality. In a broader sense, agriculture is a way of life for many families. In many areas, agricultural land is considered to be simply undeveloped land.

Open Space uses are often set asides for park and recreational activities and general green space. These amenities provide a community a certain quality of life level. Parks and open spaces can provide not only recreational opportunities, but also educational, spiritual and health related functions.

Existing Conditions

There are no major agricultural areas within the city limits although the community is surrounded by agricultural lands. Alexandria has four municipal parks. There are several areas along both the Pipe and Mud creeks which remain wooded and void of development. The Yule Golf Course on the very southern edge of the city provides a large open space expanse. There are also several areas containing ball fields.



FUTURE LAND USE

The future land use is the culmination of the physical reality of land use planning which is linked to the goals and objectives. The information in this chapter provides a summary of the future land use plan for the City of Alexandria and how it is based on these goals and objectives for the community.

The future land use plan (**end of chapter**) shows areas where general growth is to take place. The future land use plan map included this report are intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline; **it is not intended as a zoning map**. Please note that the City of Alexandria does not have a 2-mile fringe planning area and does not control areas which are outside the city boundaries. The City can only make suggestions to the Madison County Plan Commission, which has planning control over those areas, as to what manner they would like to see the areas developed. It was decided to go ahead and look at new development outside of the town limits as part of this study.

Future land use is shown in the categories described below.

- Residential
- Commercial
- Institutional/Public
- Industrial
- Open Space/Recreation

Madison County Future Land Use

Since most of the land within the current city limits of Alexandria has been developed, the Steering Committee decided to look outside of the municipal limits and determine future land uses surrounding Alexandria.

Since the Madison County Planning Commission regulates the areas surrounding the City, it was important to look at what future land use designations were set by the most recent county comprehensive plan. The Madison County Comprehensive Plan was last updated in 2000.

The Madison County Comprehensive Plan states the following for the areas surrounding Alexandria in Monroe Township:

This area has received 15.6% of the new development since 1988 (Source: County Planning Department). Development in this area has been influenced by sprawl along State Roads 9 and 28. Fringe development surrounding Orestes and Alexandria has been either adjacent to these communities or the highway corridors. The natural aesthetics of the Pipe Creek Corridor has also attracted residential development. Development in this area has been slower than areas

further south for the following reasons: their distance from Interstate 69 and Indianapolis; the lack of utilities with the ability to expand quickly beyond their service boundaries; and the large working agricultural areas within the area.

The following physical planning issues are noted:

Constraints:

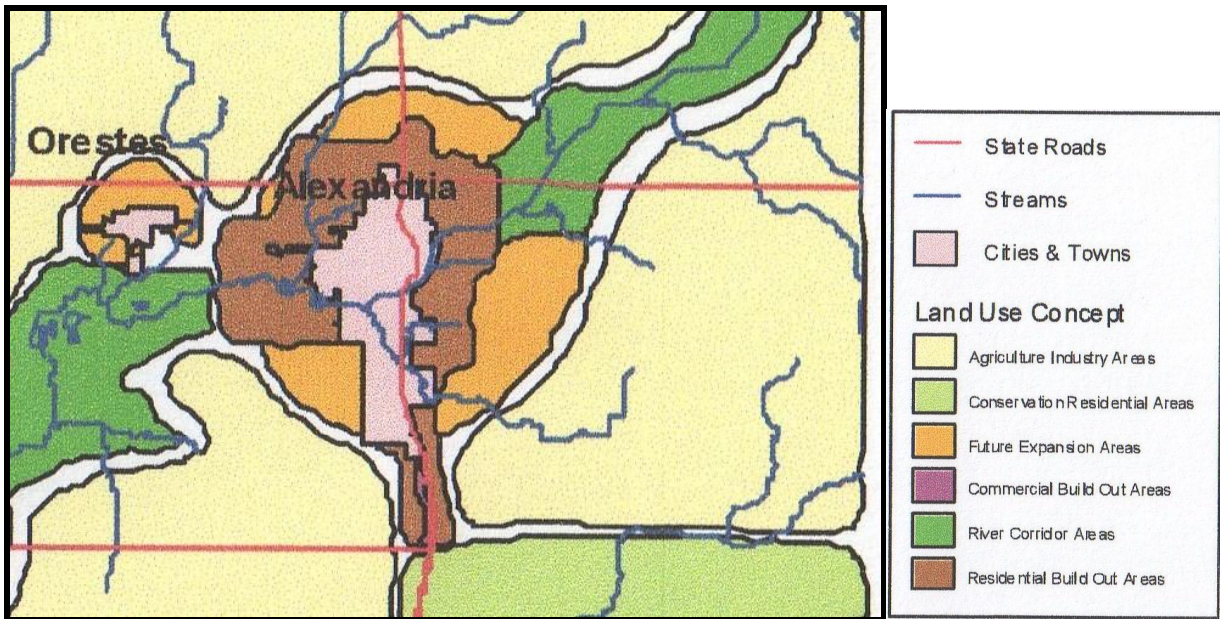
- Limiting factors for development include septic constraints, soils, floodplains, waterways, slopes, drainage and flooding, wildlife, woodland and wetland resources.*
- The majority of local roads in the area are not designed to accommodate large volumes of traffic; thus, any new development should be encouraged to make road improvements.*
- Access cuts along both state and local roadways threaten their viability to carry traffic in the future as development intensifies, specifically those heading west on State Road 28 from Alexandria.*
- Negative environmental impacts from development pressures along Pipe and Mud Creeks have occurred.*
- Flooding has occurred regularly during heavy rain events in the community of Alexandria.*

Opportunities:

- Large areas in both townships are still characterized by agricultural use and remain very viable for productive farming.*
- In-fill development potential exists in the communities of Alexandria and Orestes as well as along the adjacent highways near these urban areas where suburban development has occurred.*
- Communities in this township have compact development forms, and directing development to their urban fringes should be encouraged.*
- State Road 28 should become a commerce corridor within the county at its urban node connections.*
- Orestes has developed a sewer system partnership with Alexandria which opens up opportunities for both communities for growth.*
- Conservation design subdivisions are possible adjacent to waterways provided the floodplain areas are conserved.*

The Madison County Comprehensive Plan has two overlay areas designated for the Alexandria area. The first is east of the city and is designated for residential uses. The second lies between Alexandria and Orestes and is to encourage the development of light industrial uses. It also states that land use development inside Alexandria should be high to medium residential with mixed commercial uses and developed to infill only.

The following map shows the future land use concept for the areas around Alexandria. It designates future build out areas for both residential and total expansion for all land uses.



These conditions and findings were taken into account when discussions concerning the future land uses surrounding Alexandria were made.

Residential

Residential areas are shown as being a density of one to three dwelling units per acre and as more than three dwelling units per acre. The areas for the lower density uses are located in areas which are more rural in nature. This land use category includes residential dwelling units suitable for a lower density environment and generally encompasses single family and two-family units. It also includes accessory buildings for garages and other outbuildings.

Any new residential land use has been limited to infill areas within the city and to areas east and southeast outside of Alexandria.

Commercial

The primary commercial areas are located in areas where the highest traffic volumes are expected along major corridors. Commercial land use includes all business, retail, and wholesale commercial activity. It also includes accessory buildings and areas devoted to parking and storage. The goal of the Plan is to support commercial business to help provide employment opportunities and strengthen the tax base of the community.

Most original downtown commercial areas are limited in space and buildings to accommodate new commercial establishments. Alexandria's downtown area has vacant lots as well as vacant buildings that can be utilized for further downtown development. As part of the Action Plan, the City will be developing a detailed plan for the downtown corridor within the next year. This plan should provide detailed information on the further development of the land and buildings in the downtown area.

There are two other areas of note for current commercial use as well as future developments. One area is on the north side of Alexandria along SR 28. Currently there are a few commercial establishments along this corridor. The area was identified in the web survey as an area to be developed as commercial. SR 28 is also defined in the Madison County Comprehensive Plan as an economic development corridor. The proposed future industrial land use is located to the north of this corridor. This factor combined with the fact that it lies adjacent to the high traffic SR 9 highway and commercial corridor makes it a prime area for future commercial growth.



The other commercial area is located along SR 9. This is currently the major commercial corridor in Alexandria. Future commercial uses should continue along this corridor as infill developments utilizing vacant commercial lots. Both of these areas would be prime for future commercial uses.

Industrial

Industrial land uses are located in areas that are available to transportation arteries. Alexandria currently does not have an industrial park, but instead has an area that has been historically used for industrial purposes. This area lies to the west and southwest of the City along both of the railroads that crisscross the City. There is not good access to either SR 9 or SR 28 from this industrial area without traveling through the city. This combined with the fact that the current industrial areas are either still occupied with older abandoned structures or are possible brownfield sites makes future industrial land use adjacent to these areas not a very good option.

When deciding future land areas for industrial uses, it made sense to use areas along the existing railroad lines and the major highways. Two areas designated for industrial land use closely follow the east/west rail line running both west to the Red Gold facility in Orestes and the other running along the rail line southeast from the City.



The other major area designated for industrial use lies northeast of Alexandria. This particular area has several factors conducive for industrial development. It has a rail line running on its western border, a highway (SR 28) running along the southern border which connects the area to a major interstate highway (I-69) and the city already has a water main running one mile east along SR 28. This potential industrial area already contains the Poet biofuel plant as well as an INDOT maintenance facility.

Institutional

The Plan is intended to encourage the development of adequate community facilities and programs to fulfill the social and service needs of Alexandria. This type of land use is comprised of schools, churches, and other public-related and governmental facilities.

There is no area on the Future Land Use map that is designated for expansion of institutional land uses outside of the current city limits.

Open Space/Recreation

The Future Land Use map shows several areas outside of the current city limits to be developed or preserved as open space/recreational land uses. Most of these areas lie along either the Mud or Pipe Creeks. The areas designated for open space preservation are consistent with the Madison County Comprehensive Plan preservation areas. The open space preservation areas typically run adjacent to the Mud and Pipe Creeks.

Agricultural

This category includes agricultural and farmland areas. There are a large number of existing farm operations just outside of the city limits. The areas surrounding the City are blessed with abundant farmland. The Madison County Comprehensive Plan has the northern portion of the county designated as preserving the agricultural areas that currently exist. In the Future Land Use map, the areas to the west of SR 9 and north of SR 28 are designated to remain agricultural in use.

LAND USE POLICY

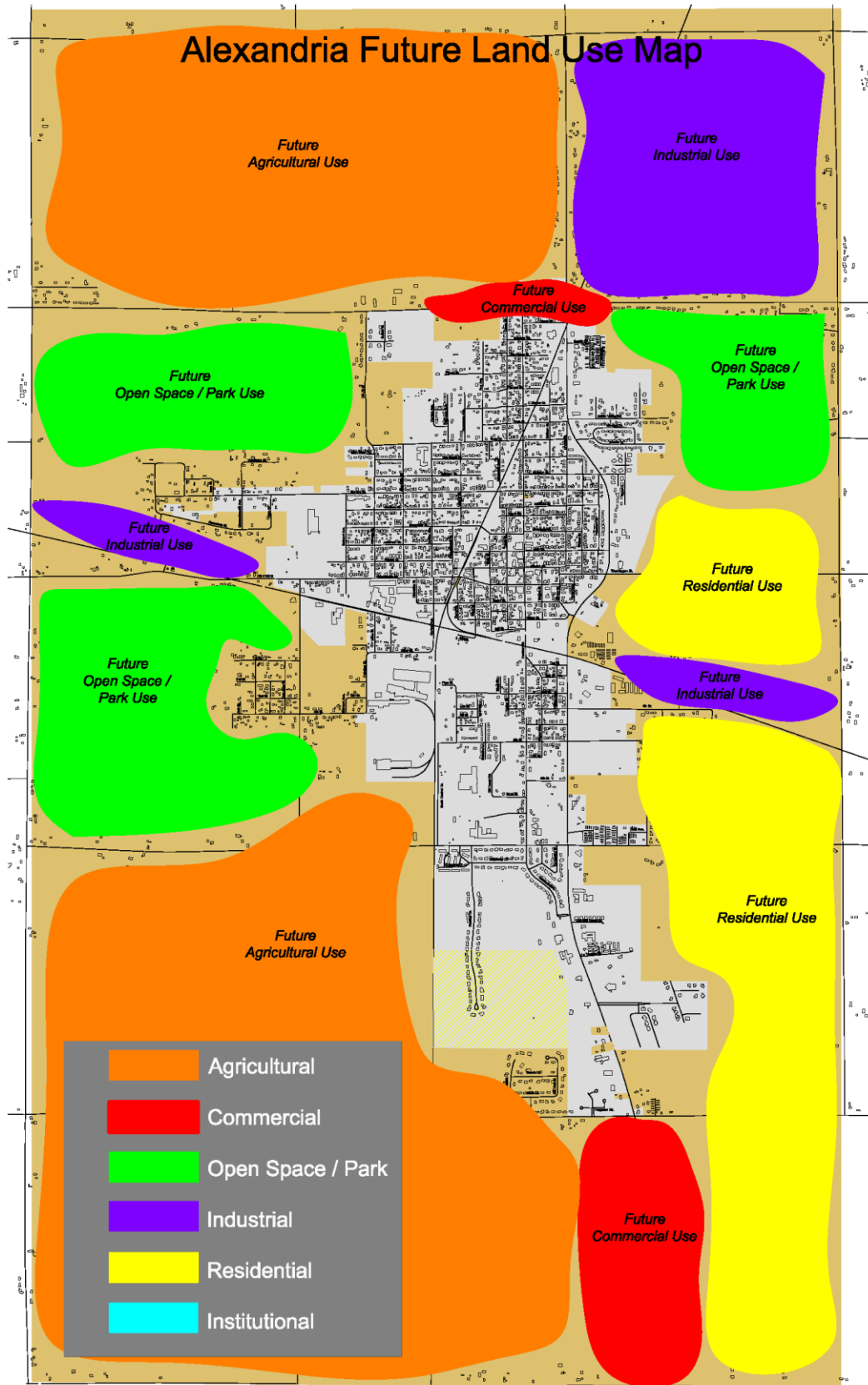
Through input from the Steering Committee, Public Meetings and the Citizen Survey we can begin to paint a picture of what the future land use would be for the City of Alexandria. This information, along with information from the Madison County Comprehensive Plan, is the culmination of the physical reality of land use planning which is linked to these goals and objectives:

Goal:

To manage the growth and development of Alexandria in a way that contributes positively to the community. To encourage the orderly, responsible development of land in order to promote the community goals, and to determine and direct land use patterns in the most positive way for the community as a whole, in a manner consistent with its long term interests.

Objectives:

- Ensure adequate and suitable land and the development of residences, businesses, industry, parks, and open spaces.
- Designate specific land use districts in the community for residential, commercial, industrial, agricultural, institutional, and recreational uses.
- Educate and inform the community on the land use laws and policies, as well as, the reason for them.
- Review and update the current Zoning Ordinance and Subdivision Control Ordinance, including administrative and regulatory procedures.
- Limit the amount of growth in the community preventing sprawl and unmanaged growth patterns.
- Continue communication with the Madison County Planning Department on all land use issues outside the city's planning jurisdiction.
- Investigate the possibility of annexing adjacent areas into its corporate limits.
- Encourage the rehabilitation of existing housing stock.
- Encourage homeownership and affordable housing.
- Develop program for demolition of unsafe buildings.

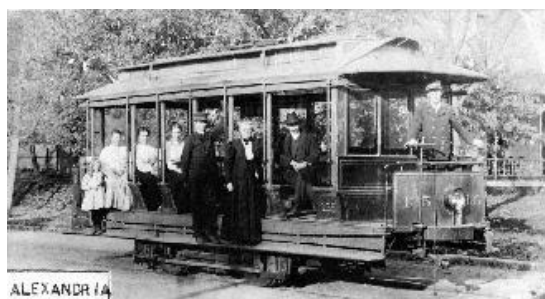




CHAPTER 9: Transportation Plan

ALEXANDRIA TRANSPORTATION PLAN

The overall objective of the Transportation Plan is to offer a system of thoroughfares that will allow for the safe movement of people and commodities, quickly, economically, and conveniently between all points of the City and the surrounding area to provide a reasonable choice of facilities and routes.



CURRENT CONDITIONS

Roadways

Roadways are classified according to a functional hierarchy. In this hierarchy, a street should connect with a roadway of equal or higher ranking so that local streets carry traffic to collectors, collectors carry traffic to arterials and arterials carry traffic to freeways. These functional definitions are as follows:

Freeways (Interstates) – These are divided highways with full control of access and grade-separated interchanges. The primary function of this classification is movement of traffic, in particular, longer trips. These roads are designed for relatively high speed operation.

Primary Arterials – These routes have greater traffic-carrying capabilities and higher levels of service than other at-grade routes in order to channel major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the

freeway system and to other primary arterials, and are oriented primarily to moving through traffic rather than serving abutting land uses.

Secondary Arterials – These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity.

Collectors – The primary function of collectors is to collect traffic from an area and move it to arterials while also providing substantial service to abutting land uses.

Local Streets – These roads include the remainder of the surface streets. Their primary function is to service abutting land uses.

All of these roadway classifications can be designated as either urban or rural. All of the roadways in Alexandria are classified as rural.

Rural Arterials

The 2030 Transportation Plan lists both SR 28 and SR 9 as Rural Arterials.

The City of Alexandria has two major routes going through the City. State Road 28 is a two lane east/west route that runs along the northern city limits of Alexandria and is the major east/west route through the northern part of Madison County. SR 28 connects Alexandria to Interstate 69 approximately 6 miles to the east and to SR 37 and the City of Elwood approximately 6 miles to the west.

State Road 9 is a two lane north/south route which connects the City to Anderson approximately 8 miles to the south. Most of the SR 9 route to Anderson is four lanes starting just south of the city limits. SR 9 runs north to the City of Marion which is approximately 20 miles to the north.

Rural Collectors

The Rural Collectors in and around Alexandria include CR 100E, 100W, 200E, 200W which are all north/south and CR 1100N which runs east/west turning into Washington St. inside the city limits.

Local Roads

The remainder of the roads within Alexandria are considered rural local roads. The City of Alexandria Street Department takes care of minor maintenance of the local roads and contracts out any major maintenance o road projects.

Sidewalks

The sidewalk system in Alexandria is a conglomeration of historic brick and old and new concrete. It is piecemeal in nature with many areas going without any sidewalks at all.

Trails

There is a trail dedicated to walking in Beulah Park. There is also within the city, bike route markers.

Public Transportation

Alexandria is served by TRAM (Transportation for Rural Areas of Madison County) which was established in 1985 as a demand response transit system for rural residents of Madison County. Riders are requested to make arrangements for transportation at least 24 hours in advance. LifeStream Services, Inc. is the private provider of TRAM, and the service goes by the name of "The New InterUrban".

Railroads

Madison County's rail system is characterized by good connections to regional and national hubs for extended service. Three rail companies service the County: CSX, Norfolk-Southern, and Indiana Central Western Railroad companies. CSX owns the primary north-south link in the County, known as the Indianapolis-Cleveland line. Norfolk-Southern operates the main east-west line through northern Madison County. Both of these companies provide service connections to the City of Alexandria.

Airports

The County has three small airports that service local traffic. Alexandria has a small airport which services local recreational pilots. Nearby Anderson has a commercially rated airport that handles a considerable amount of traffic flow each year. Anderson Aviation operates out of this facility and provides local and national freight service.

The majority of commercial passenger service to state, national, and international airports is provided by the Indianapolis International Airport (located near the junction of Interstate 70 and Interstate 465), and is approximately a 1 ½ hour drive from Alexandria.

FUTURE TRANSPORTATION PLAN

The City of Alexandria is located in Madison County which is a Metropolitan Planning Area (MPA). Since 1969, the Madison County Council of Governments has provided transportation planning for the county and its incorporated cities and towns. Because this planning entity already exists, it was decided to follow the recommendations from the Anderson/Madison County 2030 Transportation Plan which was completed in 2005. These recommendations are shown for the following categories of roadways, bikeways, trails, and public transportation in the maps on the preceding pages.

Anderson/Madison County 2030 Transportation Plan

According to the 2030 Transportation Plan:

The 2030 Plan is a comprehensive list of transportation improvements recommended for action or further study. It is a blueprint for local, state, and federal transportation planners as well as local citizens, identifying the vision of the MPO and, in this plan, specific proposals to support that vision.

*In order for a proposed transportation project to receive federal approval, the concept for it must be included in the **2030 Plan**. The Plan does not specify design features or other levels of detail for projects, allowing flexibility for these to be developed as the proposed project moves toward implementation. In this plan, some basic features such as number of lanes in a proposed road or endpoints of a proposed transit route are suggested, but final decisions on these features are made in later stages of planning and design.*

*Not all the projects in the **2030 Plan** are certain to be developed; some may be determined to be unfeasible or too expensive after further study, while, in other cases, new alternatives may be found to be more effective than the proposed project. For this reason, the Plan is updated every three to five years, so that projects can be dropped, added, or changed as transportation needs and land use plans develop.*

Roadway Projects

There are only two projects identified for the Alexandria area. Of these two projects, only one of them is within the cities incorporated limits.

CR 800 N, Between SR 9 and CR 500 E (No. 16 on map)

Madison County Road 800 North is a minor arterial extending between SR 9 and Interstate 69 Interchange Exit # 41. CR 800 North continues east into Delaware County and becomes SR 332 at the I-69 interchange. The average daily traffic ranges between 7,000 and 7,500 vehicles per day with a heavy truck

classification of 6-8%. This county road segment exhibits many of the characteristics of most state routes and road reconstruction of CR 800 North is recommended.



Washington St., Between SR 9 and CR 100 W/Madison Ave. (No. 37 on map)

This one-mile road segment is the continuation of Madison County Road 1100 North and becomes Washington Street at the West corporate limits of Alexandria. Average daily traffic ranges between 3,500 and 4,200 vehicles per day. Road reconstruction is recommended for the 2006-2015 project time table. The total project cost is estimated at \$5.9 million (2005 dollars).

Project Overview

The proposed project consists of resurfacing and minor relocation of Washington Street in the City of Alexandria, Indiana. Also included in the project is the installation of a trunk storm sewer line to collect storm runoff from Washington Street.

Project Need

There are three basic areas of the existing Washington Street that are in need of improvement. The first is the street surface itself. The existing pavement has

been in service for approximately 15 years and is in need of repair. There are numerous potholes and rough spots that are indicative of old, failed pavement.

The second is the existing alignment of Washington Street in the vicinity of its intersection with Clinton Street. Washington Street is the main east-west thoroughfare through Alexandria. It has the governing right-of-way along the entire project route with the exception of two locations. One location is the intersection with Harrison Street, the main north-south thoroughfare through Alexandria. This intersection is controlled by a stoplight. The other location is the intersection with Clinton Street. There are two issues with this intersection that need to be addressed. The first issue is the fact that westbound Washington Street is approximately 200 feet south of eastbound Washington Street, traveling away from Clinton Street. This offset forces Clinton Street to govern the right-of-way as traffic on Washington Street approaches Clinton Street from the east and west. This is the second issue that needs to be addressed. Washington Street traffic is controlled by stop signs at both of its intersections with Clinton Street. The overall need for this issue is to make Washington Street the governing right-of-way to allow for smooth flow of traffic. In order to accomplish this, Washington Street will need to be slightly realigned in this area.

The third issue is the stormwater runoff from Washington Street. Most of the runoff from Washington Street is collected by existing catch basins. These basins drain to combined sewers. The remaining runoff, in general, flows to low spots or potholes along the route. A storm trunk line would provide an outlet for runoff from Washington Street as well as providing a means for removing storm water from the existing combined sewer.

Existing Environmental & Historical Conditions

As stated above, this project centers on an existing street with a small amount of proposed realignment. The realignment will require approximately 0.39 acres of additional right-of-way. The existing route does not intersect a stream and it does not proceed through any form of park or refuge. The proposed improvements do not include additional driving lanes or additional turn lanes and increased vehicular volume is not anticipated.

It is anticipated that four buildings will be removed as a result of the realignment of Washington Street. Two of the buildings are commercial structures, the third is a residence that is being used as a rental unit and the fourth is a residence. See attachments for proposed alignment. None of the buildings are anticipated to be of historic influence.

Even though it is assumed that there are no adverse environmental or historical impacts resulting from this project, some level of further research needs to be done to make a final determination on these issues. This summary is provided as a tool to help make those final determinations.

Bikeways, Trails and Walking Paths

The 2030 Plan:

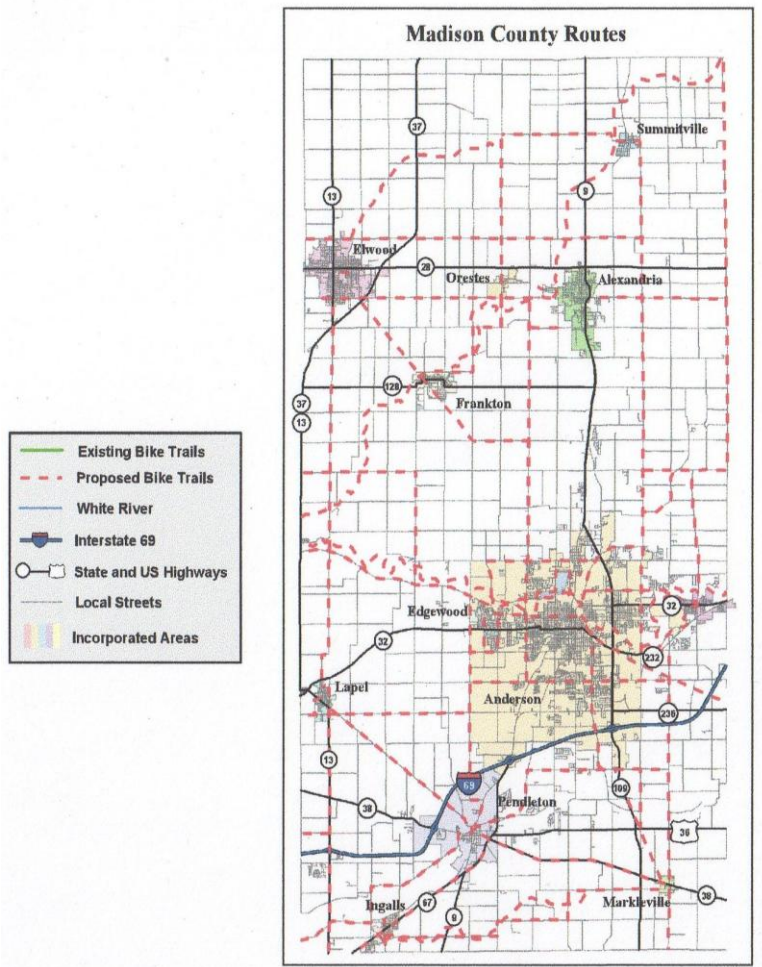
- Identified bicycle and pedestrian linkages

Regional Bike Linkages on State Roads: Work to establish bicycle linkages on state roads whenever INDOT is improving the facility, if possible.

Regional Bike Linkages on County Roads: Work to establish bicycle linkages on county roads whenever it is improving the facility, if possible.

Local System Bike Links on Existing Roads: Work to establish bicycle linkages on local roads whenever it is improving the facility, if possible.

Proposed Off-System Links: Develop coordinated, regionally funded programs to build and promote off-system links that create connectivity within and between communities and the metropolitan region.



Alexandria 5 Year Master Park Plan:

The Park Plan identifies these goals for trails and paths:

- Establishing a community wide bicycle/jogging trail
- Developing a historic walking trail
- Connecting all parks with a trail system

The City of Alexandria along with the Park Board is planning to link all recreational areas by a trail system. This trail system would incorporate historical sites in downtown Alexandria and all along Pipe Creek. Not only would this trail system provide users with historical data, but would provide access to all the parks in the city.

The Madison County Bicycle and Pedestrian Plan provides Alexandria with references on how to encourage people to bicycle and walk more often and how to increase the number of facilities while improving safety. It also focuses on a regional network linking to surrounding counties.

Public Transportation

The 2030 Plan outlines future improvements to Public Transit in Madison County. These are some of the improvements listed in the 2030 Plan concerning rural areas:

- Establish sustainable funding and structure to maintain services, support growth and coordinate decision making for countywide and regional transit.
- Improve transit service efficiency and effectiveness.

Night and Weekend Service: Establish service for nights and weekends, particularly targeting needs of health care and retail employees.

Increased Service Frequency: Increase the frequency of service along priority corridors during certain times of the day to improve transit's status as a viable alternative to the automobile. Targeted corridors include areas of increasing congestion such as State Road 9.

Strategies for Senior Citizen Services: Update strategies to serve increasing numbers and percentages of senior citizens.

Bicycle/Bus Connections: Improve connections between bicycle and bus transportation, including placing bike racks on buses.

TRANSPORTATION POLICY

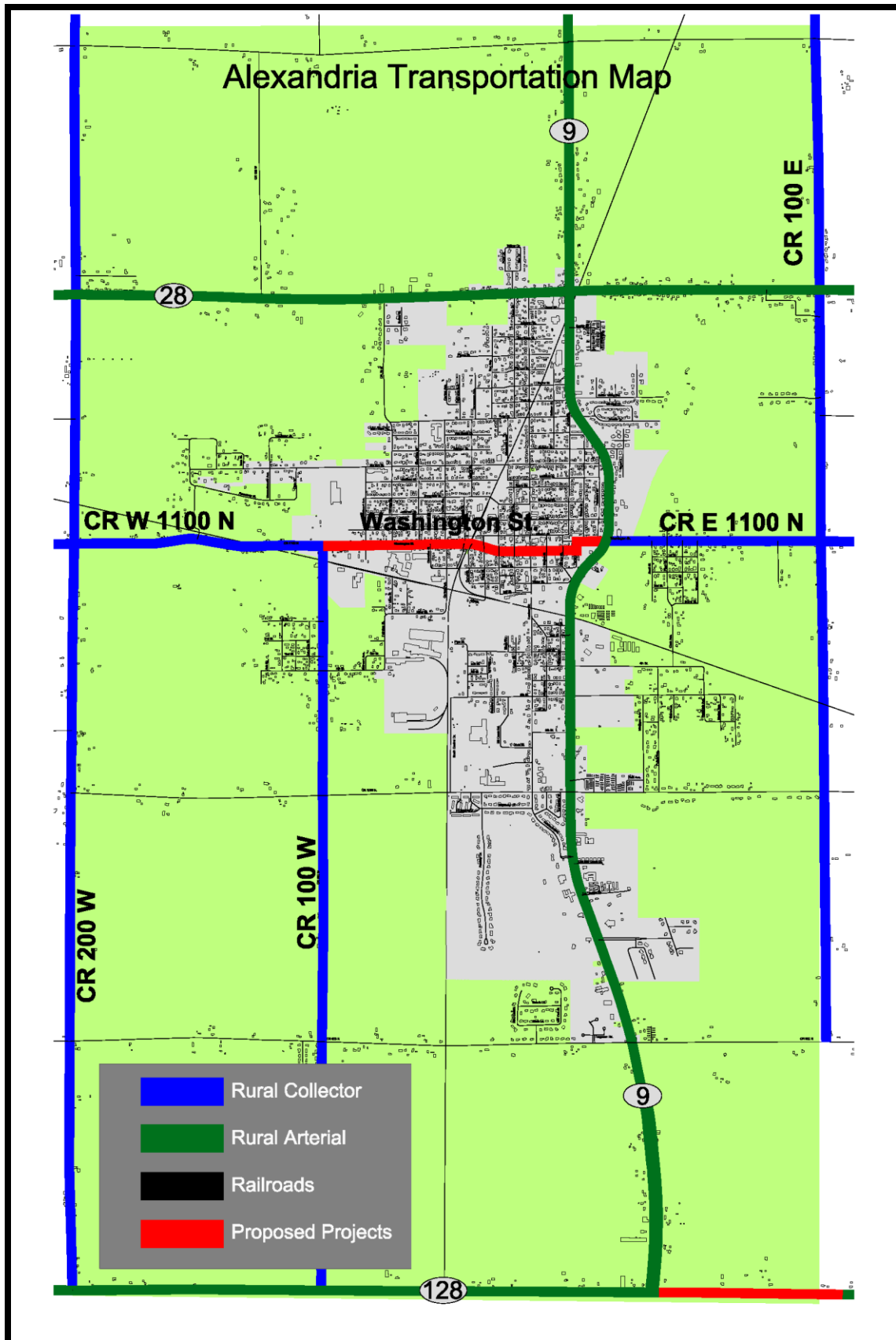
In order to serve present and future traffic needs adequately, the following Objectives are recommended:

Goal:

The City of Alexandria will strive to continue to make the community connected by all means of transportation modes. It will honor its past connection to transportation heritage while continuing to develop better road, rail, and pedestrian modes of transportation which will enhance the growth and development of Alexandria.

Objectives:

- *Keep informed of developments in regional transportation planning through communication with the Madison County Planning Department and the Madison County Council of Governments.*
- *Work with the Indiana Department of Transportation and the Madison County Highway Department to improve major roads in and surrounding Alexandria.*
- *Place development standards in a Zoning Ordinance and Subdivision Control Ordinance so that sidewalks and/or trails are added to any new developments.*
- *Continue improvements to and maintenance of the existing roadway system.*
- *Continue development and maintenance of the sidewalk system.*
- *Improve trails for walking and bicycling.*
- *Develop Bicycling safety program.*
- *Construct pedestrian crossings on SR 9.*
- *Provide public transportation for the community.*
- *Develop Washington St. project.*
- *Improve railroad crossing issues.*





CHAPTER 10: Action Plan

IMPLEMENTATION

Once the Comprehensive Development Plan is completed, the single most important aspect of the Plan is implementation. Without implementation, the Plan has no meaning. The City of Alexandria is fortunate in that the Mayor and City Council and other City officials and organizations are very committed to implementing the Comprehensive Development Plan. Implementation is the final phase of the Comprehensive Development Plan process, i.e., the realization of the goals and objectives as set forth in the Plan.

ACTION PLAN

The Goals and Objectives set forth in the previous chapters of this Plan represent the items which are of top priority to the community. To implement these goals and objectives, the Action Plan was developed which will direct the community through the steps of implementation.

QUALITY OF LIFE

Goal:			
<i>Vision for Alexandria must be based on common purpose and common concern for all residents. It must build on strengths in community foundations of rich heritage and civic pride. A vibrant community for all citizens will work towards much higher levels of productivity, educational attainment, and quality of life encouraging greater civic participation and rewards.</i>			
Objective:	Action:	Responsible Entity:	Timeframe:
Review current City ordinances and update if necessary and determine the need for new ordinances.	Have City Attorney review current ordinances.	City Council	Ongoing
Continue efforts to develop an excellent quality of life by beautification efforts and other measures to provide for a healthy and vibrant community.	Increase community involvement in civic organizations.	Alexandria Community Vision	Ongoing
Develop Emergency Management Plan.	Contact Indiana Department of Homeland Security.	Alexandria Community Vision	2009
Retain current residents and promote the attraction of new residents to the community.	Develop marketing plan for City.	Economic Development	2009
Encourage the retention and development of educational facilities for its youth and adult populations.	<i>In progress.</i>	Alexandria Community Vision	Ongoing
Establish neighborhood cleanup days.	<i>In progress.</i>	Alexandria Chamber	Ongoing
Enhance communication/cooperation between major community groups, government, businesses, school corporation.	<i>In progress.</i>	Alexandria Community Vision	Ongoing
Bring families out of poverty.	<i>In progress.</i>	Alexandria Community Vision	Ongoing
Develop distance learning center.	<i>In progress.</i>	Economic Development	2011
Develop programs for youth.	<i>Follow current objectives from HTC</i>	Alexandria Community Vision	2009
Enhance leadership in community.	<i>Follow current objectives from HTC</i>	Alexandria Community Vision	2009
Develop local philanthropic/endowment organization.	<i>Follow current objectives from HTC</i>	Alexandria Community Vision	2009
Develop programs for seniors.	Do inventory of existing senior organizations and programs.	Economic Development	2009
Enhance community image.	Develop marketing plan for City.	Economic Development	2009
Define and develop neighborhood areas.	<i>In progress.</i>	Economic Development	2009
Develop crime watch programs in neighborhoods.	Contact Police Department for implementation of program.	Economic Development/Police Dept.	2009

COMMUNITY FACILITIES

Goal:			
<i>To improve and maintain the infrastructure of Alexandria in a way that enhances community pride, provides a tool for managing growth, and ensures the well being of the community.</i>			
Objective:	Action:	Responsible Entity:	Timeframe:
Identify the need for future community utility upgrades.	Develop priority list for community facility needs and investigate funding sources for implementation.	City Council/BPW	Ongoing
Investigate improvements to the storm water system and flood control efforts.	Update Stormwater Study and research funding opportunities for future projects.	Board of Public Works	Ongoing
Develop water tower on southside of City.	Find funding sources for water tower construction.	City Council/BPW	2009
Make City Hall ADA compliant.	Develop funding sources for ADA modifications.	City Council	2010
Continue to update and expand Parks and Park Programs.	Follow the 5 Year Master Park Plan	Alexandria Park Board	2010
Develop a Police/Fire substation south of railroad tracks.	Develop analysis and plan for substation.	City Council/BPW	2010
Expand and upgrade Police Department.	Moving to new facility.	City Council/BPW	2009
Expand and upgrade Fire Department.	Investigate expansion into current Police Department facility.	City Council/BPW	2010
Development of a Youth/Recreational; Fitness; Senior; Conference Center.	Facility planning.	Economic Development	2011
Implement curbside recycling program.	Contract signed for 2011 start.	City Council/BPW	2011
Develop venue for theater/music/arts programs.	In progress.	Economic Development	2009
Develop system of trails/paths for walking/bicycling.	Follow the 5 Year Master Park Plan	Alexandria Park Board	Ongoing

ECONOMIC DEVELOPMENT

Goal:			
<i>The enduring competitive advantages in a global economy lie increasingly in local things... knowledge, relationships, and a motivation that distant rivals cannot match. Planning encourages growth while retaining a balance between residential neighborhoods and business/industrial centers and at the same time retains the integrity and heritage that makes Alexandria unique.</i>			
Objective:	Action:	Responsible Entity:	Timeframe:
Work with the Madison County Economic Development to foster quality business and industry to locate in Alex.	Economic Development Director maintain contact with the Madison County Economic Development Corporation.	Alexandria Economic Development Director	Ongoing
Encourage patronage of local businesses.	Develop marketing program.	Alexandria Chamber of Commerce	2009
Develop SR 28 corridor for new commercial businesses.	Develop long range Economic Development Plan.	Economic Development	2010
Continue infill of businesses along SR 9.	Develop long range Economic Development Plan.	Economic Development	2010
Develop new industrial area northeast of City on SR 28.	Develop long range Economic Development Plan.	Economic Development	2010
Develop fiber optics for City.	<i>In progress.</i>	Alexandria Community Vision	2010
Develop a farmers market.	<i>In progress.</i>	Alexandria Community Vision	2010
Investigate opportunities for tourism related businesses.	<i>In progress.</i>	Alexandria Community Vision	2009
Develop a business incubator.	<i>In progress.</i>	Alexandria Community Vision	2010
Encourage entrepreneurship.	<i>Follow current objectives from HTC</i>	Economic Development	Ongoing
Revitalization of the historic Alex downtown.	Develop downtown master plan.	City Council	2009
Use new Washington St. project for additional business corridor and gateway to downtown.	Develop the Washington St. project.	City Council	2010
Identify Brownfield areas within the City.	Develop a Brownfield Assessment Plan.	Redevelopment Commission	2010
Reuse of the Aladdin property.	Continue communication with property owners.	Redevelopment Comm./Building Commissioner	2011

LAND USE

Goal:			
<i>To manage the growth and development of Alexandria in a way that contributes positively to the community. To encourage the orderly, responsible development of land in order to promote the community goals, and to determine and direct land use patterns in the most positive way for the community as a whole, in a manner consistent with its long term interests.</i>			
Objective:	Action:	Responsible Entity:	Timeframe:
Ensure adequate and suitable land and the development of residences, businesses, industry, parks, and open spaces.	Follow the Alex Comprehensive Development Plan.	Plan Commission	Ongoing
Designate specific land use districts in the community for residential, commercial, industrial, agricultural, institutional, and recreational uses.	Review and update the current zoning ordinance.	Plan Commission	Ongoing
Educate and inform the community on the land use laws and policies, as well as, the reason for them.	Use website to inform public of Land Use issues.	Plan Commission	Ongoing
Review and update the current Zoning Ordinance and Subdivision Control Ordinance, including administrative and regulatory procedures.	Adopt Comprehensive Plan; Hire consultant to review and update ordinances.	Plan Commission/City Council	2009
Limit the amount of growth in the community preventing sprawl and unmanaged growth patterns.	Follow the Alex Comprehensive Development Plan and current zoning ordinance.	Plan Commission	Ongoing
Continue communication with the Madison County Planning Department on all land use issues outside the city's planning jurisdiction.	Have a representative attend Madison County Plan Commission meetings.	Plan Commission	Ongoing
Investigate the possibility of annexing adjacent areas into its corporate limits.	Develop study of annexation possibilities.	Economic Development/Mayor	2009
Encourage the rehabilitation of existing housing stock.	Develop Housing Needs Assessment	Redevelopment Commission	2010
Encourage homeownership and affordable housing.	Develop Housing Needs Assessment	Redevelopment Commission	2010
Develop program for demolition of unsafe buildings.	Review ordinances and enforcement policies.	Plan Commission/City Council	Ongoing

TRANSPORTATION

Goal:			
<i>The City of Alexandria will strive to continue to make the community connected by all means of transportation modes. It will honor its past connection to transportation heritage while continuing to develop better road, rail, and pedestrian modes of transportation which will enhance the growth and development of Alexandria.</i>			
Objective:	Action:	Responsible Entity:	Timeframe:
Keep informed of developments in regional transportation planning through communication with the Madison County Planning Department and the Madison County Council of Governments.	Select representative to develop relationship with Madison County Planning Department and MCCOG.	Economic Development/Mayor	Ongoing
Work with the Indiana Department of Transportation and the Madison County Highway Department to improve major roads in and surrounding Alexandria.	Select representative to develop relationship with Indiana Department of Transportation and the Madison County Highway Department.	Economic Development	Ongoing
Place development standards in a Zoning Ordinance and Subdivision Control Ordinance so that sidewalks and/or trails are added to any new developments.	Review and amend into Zoning and Subdivision Control ordinances.	Plan Commission	2009
Continue improvements to and maintenance of the existing roadway system.	Review budget and continue communications with INDOT and Madison County Highway Department.	Economic Development	Ongoing
Continue development and maintenance of the sidewalk system.	Encourage Sidewalk Replacement Plan and enforce Sidewalk Ordinance.	City Council/Street Dept.	Ongoing
Improve trails for walking and bicycling.	Follow 5 Year Master Park Plan.	Park Board/City Council	Ongoing
Construct pedestrian crossings on SR 9.	Contact INDOT for information.	City Council/Street Dept.	2009
Provide public transportation for the community.	Educate the community about the New Interurban transit system.	Website	Ongoing
Develop Washington St. project.	<i>In progress.</i>	Economic Development	2010
Improve railroad crossing issues.	Continue dialogue with railroads industry representatives.	Economic Development/Mayor	Ongoing

CONCLUSION

Even though the Comprehensive Plan has been developed for short-range (five years) and long-range (twenty years) planning periods, the Plan should be reviewed annually, and revised as needed by the Plan Commission every five years. Changes will undoubtedly be necessary because of changing trends and economic conditions.

The City Council and Plan Commission of any community are often pressured to disregard the goals and objectives of the Comprehensive Development Plan. However, in order to assure orderly growth and development in compliance with the Plan, the City must continue to remain committed to implementing the Plan. It is only with this adherence to the goals and objectives of the Plan that the residents of Alexandria can be assured that the community will maintain and enhance the small town values, appearance and quality of life.