CITY OF
ALEXANDRIA

Entertainment

Education

Heritage

COMPREHENSIVE PLAN

Acknowledgements

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Roger Cuneo
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Jack Woods, Mayor
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John Dockery, Former City Council Member & Lifelong Resident
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Executive Summary

The 2014 Comprehensive Plan Update was commissioned by the City of Alexandria, upon the completion of the fifth year of their original Comprehensive Plan. The original plan was developed to serve as a guide for the period of the plan, 20 years. However, it was also developed with the intention that it should be updated every five years to maintain relevance and to evolve with the changing needs of the community. The community and the City administration have been actively involved in the completion of the goals and objectives put forth in the original plan. Much has been achieved.

Examples of completed Goals and Objectives from the 2009 Comprehensive Plan include:

- Completed the Washington Street Project, Phase 1
- Implemented the Washington Street Project, Phase 2 (current, 2014)
- Developed State Road 28 corridor
- Developed Industrial Park on the northeast quadrant of State Road 9 and 128
- Repaved Harrison Street
- Removed dilapidated buildings and homes – Redevelopment Commission (continual)
- Created a youth center in a former church
- Constructed a water tower on the south side of the City
- Implemented a curbside recycling program
- Established neighborhood clean-up days

The 2014 Comprehensive Plan Update will provide a long-term vision for the future of the City of Alexandria and policy framework that will help achieve the goals of the community for the next 20 years.

The Plan update can be summarized in five key ideas that will stabilize the city and provide a spring board to capitalize on assets and build a sustainable city of the future.
1. Revitalization of the Existing Housing Stock
2. Schools
3. Revitalization of the Central Business District
4. Industrial/Business Park
5. Bikeability, Walkability, Trails, & Parks

Alexandria at a Glance

History

Nearly two centuries ago, in June of 1836, Alexandria was platted by Ninevah Berry, Madison County surveyor. The prospect of the Indiana Central Canal program going through the City spurred speculators and investors to buy plots for as little as $50. Though the Canal program failed, a gas boom and the addition of railroads spurred robust growth throughout the region and in Alexandria. By 1876 Alexandria was incorporated as a town and by 1893 it had become a city. During that time, the City's population increased from 500 to nearly 5,000 citizens.

Following the discovery of natural gas, industry began to locate throughout the City. Alexandria proved to be an excellent manufacturing site, not only because of the abundance of gas for fuel, but also because of the underlying layers of quality limestone which could be mined. The rich natural resources in the region led to a prosperity that defined Alexandria for almost 60 years.

Glass manufacturing became the predominant industry during the nineteenth and early twentieth century, with companies such as the DePauw Glass Company, the DePauw Plate Glass Company, and Harper and Cruzen Glass Factory moving to the area. While glass manufacturing was the predominant industry many other factories located in Alexandria during the gas boom, this included factories such as Lippencott Chimney Works, the Indiana Brick Works, the Keely Ax Manufacturing Company, and Union Steel. These industries employed thousands of workers and provided a base for substantial local market growth, which included the addition of local grocers, banks, churches, newspapers, and a Public Library.

Harrison Street Looking South, Alexandria, Indiana, *Source: Hoosier Recollections, postcard*

Alexandria was also home to the first interurban train in the State, which connected Alexandria to Anderson and Marion. This was an important transportation option at the time, helping workers to connect to and move easily between the three manufacturing cities.

Unfortunately, natural gas was limited and died out in the 1920 leading to a substantial decline in industry. By the end of the 1950 glass and steel manufacturing had faded and the interurban train had been abandoned. However, some industries stayed, this included the Aladdin Industry, The Glove Factory, Alexandria Metal Products Company, and the Alexandria Canning Plant.

While manufacturing in the City saw a substantial decline the spirit of the community did not. Alexandria became known for its small town values and charm and was selected by the Office of War Information, during World War II, as a representative of the family values and community life in a typical small American town. Alexandria was dubbed "Small Town U.S.A." as a portrayal of small towns throughout the United States during that era. In many ways Alexandria is still "Small Town U.S.A.", as the City exemplifies the values of a modern community – neighborliness, a sense of belonging, and community participation. These values are embedded in the workplace, schools, and community institutions. Alexandria offers living that is rich in emotional connections and bonds between friends, neighbors, and the community.

Community Synopsis

Today, Alexandria's sense of community is alive and well. Neighbors still know one another by name, and there is a genuine sense of belonging and fellowship among the community. However, the City has faced many challenges in the past 25 years, and the community has questioned what direction they should move in, especially since the economic downturn of 2009. The challenges and changes that the community of Alexandria faces are common to many modern rural communities today. Historic downtowns are deteriorating, employment opportunities have decreased, and employees have left many small rural communities in search of employment. However, hope hasn't faded in Alexandria, the citizens and leadership hold their history dear and have a great deal of community pride and faith in their future. Today they are seeking a new path, one which honors their past, builds off of their greatest assets, and ushers in a future that they and their children will be proud of.

The community leadership in Alexandria have recognized the need to enhance and improve their City and have been actively working to reduce blight and vacancies and to prepare the community for new business and social opportunities. Because of Alexandria's geographic location the City is not pressured by expanding population growth. Rather, Alexandria serves as a bedroom community for neighboring cities. It is their sense of community, excellent schools, and values that continue to draw people into the community.

Location

The City of Alexandria and the surrounding area are a part of Monroe Township which is located in central Indiana in northeastern Madison County. The City is approximately 56 miles northeast of Indianapolis and 11 miles north of Anderson, which is the County Seat of Madison County. Monroe Township is bordered by Van Buren and Boone Townships to the north, Delaware County to the east, Lafayette and Richland Townships to the south, and Pipe Creek Township to the west. Monroe Township is also bordered by Interstate 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.

Alexandria's location in central Indiana places it within a short drive of larger communities which offer a greater capacity for commercial and industrial job opportunities. However, because of its convenient location and small town values a large portion of the local work force chooses to live within Alexandria and commute to nearby cities for employment.

City of Alexandria, in MCCOG MPA

Grant County

Tipton County

Summitville

Elwood

Orestes Alexandria

Delaware County

Frankton

Daleville

Chesterfield

Edgewood

Anderson

Hamilton County

Lapel

Henry County

Pendleton

Markleville

Ingalls

Fortville

Hancock County

Alexandria City Limits
MPA Boundary
Adjusted UAB
Townships
Incorporated Area

MCCOG
Geographic Information Systems
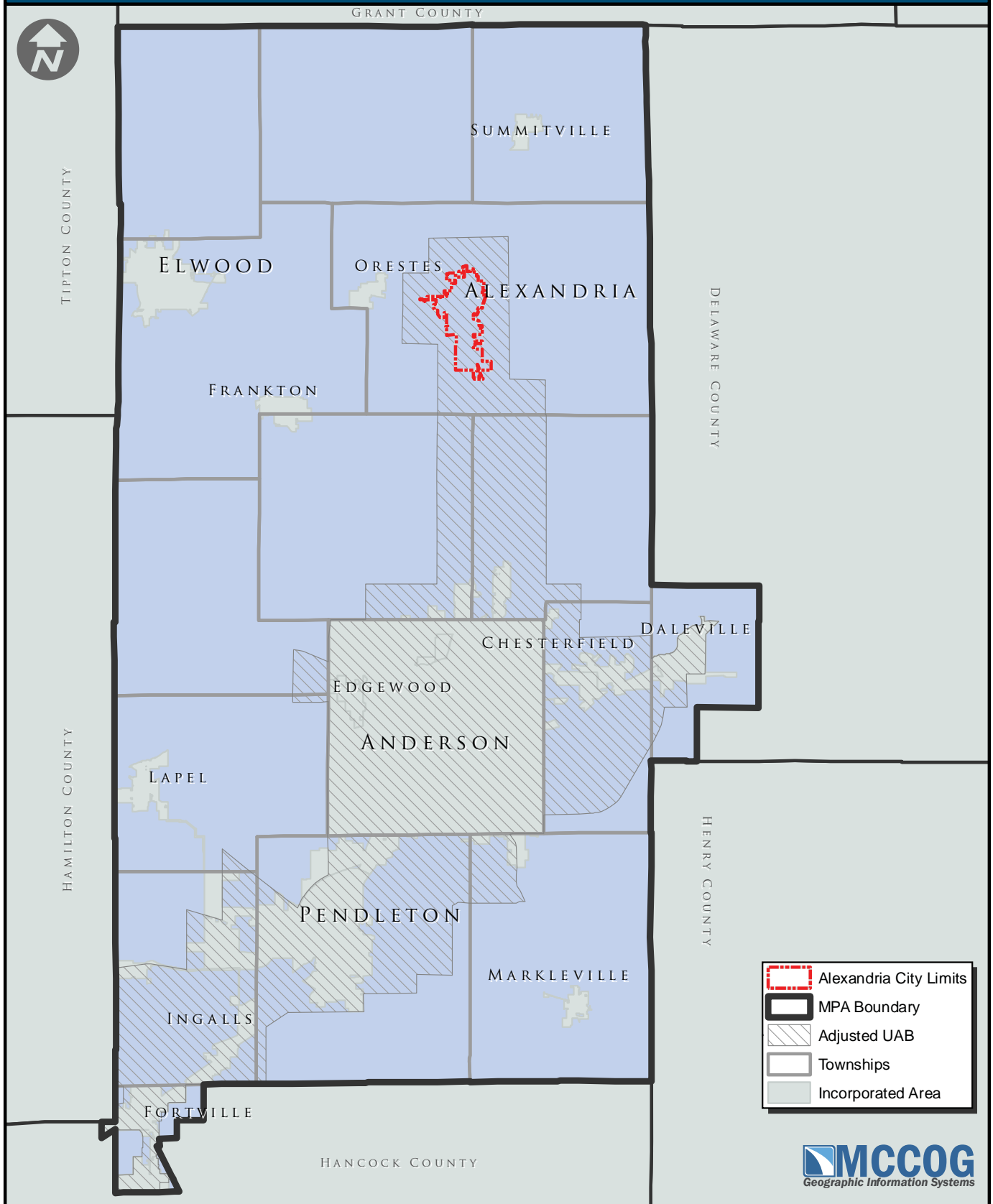
1.1 Purpose

The Mayor and the Alexandria City Council initiated this planning effort, as they recognized the need for a plan update. The City of Alexandria will, under Indiana planning law (IC 36-7-4-501), prepare and approve by resolution a Comprehensive Plan Update "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 Plan Update provides for future growth and development based on population and land use projections and provides for realistic goals and objectives to achieve the City's vision and maintain the small town quality of life within the community.

This Comprehensive Plan Update is based on community input, existing land uses, development trends, and 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 in order:

- 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 opportunities for quality of life and quality of place;
- 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) provide "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 Update meets these requirements by providing:

- 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 public/private infrastructure; and
- A summary of goals and objectives for current and future land use, illustrated on the Future Land Use Plan map in order to better understand spatial representation and interactions.

Indiana Code further states that a city or town may establish planning and zoning entities to fulfill this purpose (IC 36-7-4-201). The Indiana statutes provide for and require the development and maintenance of a comprehensive plan by a Plan Commission (IC 36-7-4- 501). Indiana Code 36-7-4-502 and 503 state the required and permissible contents of the plan.

Why Plan

Planning engages the community in a thoughtful process of preparation for future growth and development. This process is intended to prepare the City for challenges and key decisions that may arise in the coming years.

The Comprehensive Plan Update should serve as a guide, to help Alexandria plan for a vibrant city, with an enhanced quality of life, economic stability, and small town charm and values. Through the analysis of existing conditions, gaps are identified, as well as suggestions for solutions. The suggestions made by the community and City administration are what guide the development of new goals and objectives. It is through the development of clear goals and measurable objectives that the City will be able to envision and realize their desired future.

Planning Area

The planning area for which the Comprehensive Plan Update has been prepared includes the City of Alexandria. Areas outside the city limits are only included for planning purposes, as the City has no present jurisdiction over these areas. 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 the planning area.

Planning Period

Even though the planning process is a continual responsibility of the Plan Commission, Mayor, and the City Council, traditionally, the planning period is divided into both a short range and a long-range planning period. For the purposes of this Plan Update, the short-range planning period would be the five-year period from July 31, 2014 through July 31, 2019. The long-range period would extend the time an additional fifteen years into the future to July 31, 2034.

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 Plan Update, in addition to other ordinances designed to implement the Plan, should be reviewed annually and revised every five years.

1.2 Previous Planning

2009 Comprehensive Plan

In 2008, Community Development Block Grant Program funds were received from the Indiana Office of Community and Rural Affairs to develop a comprehensive plan for the City. The Plan was authored by Kieser Consulting Group, LLC, out of Lawrence, Indiana. The Plan contained goals and objectives for the following areas: quality of life, community facilities, economic development, land use, and transportation.

The following goals were set out in the 2009 plan along with the corresponding objectives:

- Quality of Life Policy: The 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.
  - Establish neighborhood cleanup days.
  - Enhance communication/cooperation between major community groups, government, businesses, and the school corporation.
  - Develop programs for seniors.
- Community Facilities Policy: 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.
  - Identify the need for future community utility upgrades.
  - Investigate improvements to the storm water system and flood control efforts.
  - Develop a water tower on the south side of the City.
  - Make City Hall ADA complaint.
  - Continue to update and expand Parks and Park programs.
  - Expand and upgrade the Police and Fire Departments.
  - Implement a curbside recycling program.
  - Develop a venue for theatre/music/arts programs.
  - Develop a system of trails/paths for walking/bicycling.
- Land Use Policy: 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.
  - Designate specific land use districts in the community for residential, commercial, industrial, agricultural, institutional, and recreational uses.
  - 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.
- Transportation Policy: The City of Alexandria will continue to strive to connect the community 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.
  - Keep informed of development 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.
- Continue improvements to and maintenance of the existing roadway system.
- Continue development and maintenance of the sidewalk system.
- Improve trails for walking and bicycling.
- Provide public transportation for the community.
- Develop the Washington Street project.
- Economic Development Policy: 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.
  - Work with the Madison County Economic Development Corporation to attract and retain quality business and industry to Alexandria.
  - Encourage patronage of local businesses.
  - Develop State Road 28 Corridor for new commercial businesses.
  - Continue infill of businesses along State Road 9.
  - Develop a new industrial area northeast of City on State Road 28.
  - Develop a Farmer's Market.
  - Investigate opportunities for tourism related businesses.
  - Encourage entrepreneurship within the City.
  - Use Washington Street project for an additional business corridor and gateway to downtown.

Many of the completed goals and objectives from the 2009 plan should be continued and expanded upon in the updated plan while other new goals and objectives will be developed to support the further advancement of the community. The updated goals should reflect the needs and desires expressed in both the community and Steering Committee meetings.

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 from Fort Wayne, Indiana. This Plan contained plan elements for land use, thoroughfares, public utilities, community facilities, and the central business district

Synopsis:

The 1969 Comprehensive Plan for Alexandria, Indiana presented plans and proposals to serve as a guide for shaping the future growth of the City, until the year 1990. Plans for future land use, thoroughfares, public utilities, community facilities, and business district improvements were presented. All of these plan elements contained recommendations for the improvement of existing conditions and facilities as well as proposals for future development.

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

Another major proposal contained in the Plan was several miles of controlled open space running along the City's waterways. This open space system was composed of both public and privately owned open space and recreation areas. Incorporated within the system were existing and proposed parks, schools, and other community facilities. The open space acted 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 on the evaluation of existing conditions in land use, housing, natural features, thoroughfares, public utilities, community facilities, and business districts. It also looked at population and economic statistics and developed a series of goals and objectives, many of which are still relevant today. The following goals were set in the 1969 Comprehensive Plan:

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

The second publication was titled 'Guide for Action – Annexation Study.' This report contained two major sections, the Guide for Action and the 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.

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 TQLI 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 who began to write action plans to implement the projects.

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

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 the action would take place; who would do it; and when it would be done.

Beulah Park Entrance *Source: Madison County Council of Governments*

1.3 Planning for Today

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

The planning process generally incorporates five separate but interrelated phases:
1. Inventory
2. Analysis
3. Public Input
4. Goal and Objective Formulation
5. Creation of an Implementation Plan

Inventory and Analysis

The first two steps in the planning process are inventory and analysis. While both of these steps are completed separately, they go hand-in-hand. Inventory, is the collection of information and base data. This information gives the hard facts and paints a broad picture of the community. Much of this information comes from census data, third party surveys and analysis, as well as from direct measurable observation. Analysis, is the process of evaluating, examining, and comparing the data that has been gathered. The analysis provides a foundation for discussion and interpretation regarding the current state of the community.

Public Input

The next step in the planning process is the Public Input phase. As the Comprehensive Plan Update should address community concerns, it is essential that citizens have a voice in shaping the direction of the plan. Public input is vital to creating a plan that reflects the vision and goals of the community. This process involves holding Public Input meetings as well as forming a Steering Committee to allow for public discussion, about the past and current state of the community as well as the future goals for the development of the City.

Goal and Objective Formulation

The formulation of goals and objectives comes next. The goals and objectives are the essence of the Comprehensive Plan Update. They help to guide the decision making process for the community during the timeframe that the 20-year Comprehensive Plan covers. 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 offered by the City administration, Steering Committee, and the general public during Public Meetings.

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.
- 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.

Implementation Plan

The final and most important aspect of the Plan is implementation. Implementation is the realization of the goals and objectives that have been set forth in the Plan. An implementation plan tells what needs to be accomplished, who should accomplish it, and how long the have to accomplish it.

1.4 Comprehensive Planning Update

Inventory and Analysis

The Madison County Council of Governments (MCCOG) worked alongside the City of Alexandria during the Comprehensive Plan Update process. An inventory of the existing conditions, data, surveys, and interviews was conducted by MCCOG with the help of City administration and community members. Upon completion of the inventory an analysis was conducted of the data.

The data gave the plan a basis for asking questions (in the analysis phase) such as - 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? – This information provided the foundation for all of the other steps in the planning process.

Public Engagement

While conducting the inventory and analysis stage of the planning process it was important that MCCOG began a discussion with the Public and the Steering Committee. This allowed for a rich discussion, which advanced the planning process.

Public meetings allow for a discussion about topics such as:

- What are the perceived strengths and weaknesses of the community?
- What are the opportunities and challenges?
- Where would the community like to see growth and change?

These questions and interactions with the community gave the plan more depth and quality than data and analysis could have done alone.

Steering Committee

A Steering Committee of six people and the mayor was formed to serve as a sounding board for the community throughout the planning process. The Steering Committee consisted of Brian Donahue, president of the Redevelopment Commission; Gina Brisco, manager of the Gaither Studios and lifelong resident; John Dockery, lifelong resident and former City Councilman; David Steele, local business owner and lifelong resident; Warren Brown, School Board representative; Eric Schmidt, City Councilman; and the Mayor, Jack Woods. The Steering Committee was strategically selected so that multiple perspectives would be brought to the planning process. This group would then be able to take the discussion back to their respective community groups to both gain a broader perspective as well as to keep others informed of the process.

The initial kick-off planning meeting was held on January 28th, 2014 at the Alexandria City Hall. The attendees were introduced to the planning process and the responsibilities of being on the Steering Committee. The Steering Committee reviewed the current goals and objectives that were listed in the Alexandria Comprehensive Plan completed in 2009. The Steering Committee was briefed on the first public input meeting to be held on February 25th.

The second Steering Committee meeting was held on March 25th, to discuss the input from the first public meeting. The Steering Committee agreed to host a second public input meeting on April 22nd and the Quality of Life and Community Facilities policy was reviewed and discussed.

The third Steering Committee meeting was held on July 22nd. The first item on the agenda was the review of a draft version of the updated goals and objectives. Recommendations for changes were made by the Steering Committee. The second item on the agenda was the review of the existing land uses and to update the future land use map.

Public Meetings

The first of two public meetings was held at the Bob Rogers Center and Senior Guild on February 25th at 7 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 D). One member of the public, two members of the Steering Committee, and the Mayor of Alexandria were present. After introductions, an overview was given explaining what a Comprehensive Plan consists of and why the City of Alexandria was updating the comprehensive plan. The following strengths, weaknesses, opportunities, and needs were discussed:

Strengths:
- Alexandria has large and affordable homes

Weaknesses:
- Alexandria has a lack of diverse employment opportunities which prohibits families from locating to the city.
- Alexandria and Madison County have poor reputations as places to live and own a business.
- Alexandria has a perceived drug problem.
- Employers find it difficult to find qualified managerial employees in the area.

Opportunities:
- Alexandria should prepare for growth in the next 5 to 10 years, as the Indy metro-area is somewhat landlocked.
- Alexandria should better understand Muncie and Anderson's growth plans to better plan for future growth in the city.
- Alexandria and the schools should work together to provide a business curriculum.
- Alexandria should provide opportunities to support entrepreneurs. Provide resources and help pay for their schooling. Give students a reason to start businesses in Alexandria.

Needs:
- Alexandria needs involvement from the younger generation.
- Alexandria should invest more into parks and other quality of life elements to help attract young families.

The second Public meeting was held at the Alexandria City Hall, on Tuesday April 22nd at 6 p.m. There were a total of 10 community members, two Steering Committee members, and the Mayor in attendance. The focus of the meeting was to review the Quality of Life and Community Facilities objectives, and to develop objectives for the Economic Development, Land Use, and Transportation objectives. Attendees discussed the importance of measurable and quantifiable goals and asked that ambiguous goals be redefined. Many of the goals from the original plan were considered to have been completed, and attendees discussed ideas for new goals and objectives. This led to a comprehensive list of ideas and considerations for future goals and objectives.

1.5 How to Use this Document

A Comprehensive Plan is required by the State of Indiana as the basis for zoning and subdivision control ordinances. In addition to fulfilling the statutory obligation, Alexandria's Comprehensive Plan can serve as a valuable public management tool when used on a regular basis.

This Plan can best be described as a community guidebook. It will help guide the Plan Commission, the Mayor, and City administration in their decision making processes and should serve as a guide for planning and reviewing development plans, making budgets, and setting community priorities.

1.6 What's in this Document?

Introduction

This chapter explains the history of the community of Alexandria and gives a brief picture – a 'glance' – of Alexandria today.

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; the context of the plan; and how to use the plan. It also speaks to planning for the future and highlights the key concepts and ideas for the City.

Community Profile

This chapter looks at Alexandria in its present state. It contains population and economic statistics as well as social characteristics of the community. It identifies the City's current land uses, transportation uses, public facilities and utilities, and community organizations and services. It also examines the natural environment of the community such as topography, soils, wetlands, and hydrogeological characteristics.

Planning for the Future

This chapter contains the Future Land Use Plan. It also contains the Future Land Use map to illustrate where the community would like to see future growth and development, and to show where specific types of development should be placed.

This chapter also contain the complete list of goals and objectives along with the implementation focus, the Action Plan, and conclusions, which are essential to keeping the Alexandria Comprehensive Plan current.

1.7 Envisioning a Plan for Today

Understanding the challenges and struggles that a community has faced allows us to more clearly see the opportunities ahead. No one is more aware that Alexandria has been hard hit by economic challenges over the last decade than the community of people who live and work there. However, those challenges have primed the City's leadership and community members to rise to the occasion and to plan for the future of the City. Through discussions in Public and Steering Committee meetings it has become evident that the community is dedicated to increasing both the quality of place and the quality of life in the City.

When thinking about quality of life and quality of place in a community context we must consider what the City can do to increase the public's wellbeing, health, and happiness. And while these concepts are closely interrelated they are separate and hierarchical. For without the components that make up quality of life, the added benefits of quality of place are decreased. Both of these concepts are defined below in the context of the community.

Quality of Life

Excellent Quality of Life is achieved when individuals and the community feel a sense of wellbeing. In order to have excellent quality of life an individual must be able to both afford and have access to housing, employment, and services, which meet their most basic needs.

In the context of the City, Quality of Life considers 5 major components:

- Access to Affordable and Quality Health Care
- Access to Affordable and Quality Education
- Access to Affordable and Quality Public Services
- Availability of Quality Employment
- Availability of Quality and Affordable Housing

Quality of Place

Quality of place can be summed up as an interrelated set of experiences in the City: what's there; who's there; and what is going on.

- What's there: What exists within the built environment and the natural environment? Is the community attractive? Are there parks and green/open spaces to go?
- Who's there: Who lives within the community? How open and welcoming is the community to newcomers and diversity?
- What's going on: What kinds of events and festivities are happening within the community? Are the places to go and things to do able to keep individuals and families engaged and actively a part of the community? Are there coffee shops, parks, and music venues that meet the needs of a variety of people?

These three components are what makes a place attractive to an individual, and in the best case, their availability adds happiness, meaning, and a sense of well-being to one's life. Quality of place does not happen overnight or through the addition of one or two amenities, it is something that occurs over time, it is a dynamic process that involves dedication to the community from diverse interests and people.

Creating a Desirable Community

Quality of life and quality of place go hand in hand and when combined they make up the whole package – a community that is not only livable but desirable. Quality of life offers community members an excellent standard of living while quality of place increases one's experience, heightens one's joy and satisfaction, and gives a person a reason to commit to the community which they are a part of. Alexandria desires to build a community, which is committed to its' citizen's needs and enhances their life experience.

The community of Alexandria has expressed a deep desire to increase the livability, quality of life, and quality of place within the City. While developing the Comprehensive Plan Update it became clear that there were several high priority concepts that provided substantial opportunities for growth and change. These concepts include housing, education, and economic development in the Central Business District and the Industrial/Business Park, and the addition and enhancement of Parks, Open Space, and Trails. These concepts can be considered the Five Key Ideas.

1.8 The Five Key Ideas

Alexandria is a great place to live, raise a family, and to age in place. The community offers small town charm and family values. They have an outstanding school system, a historic downtown, tree lined streets, and excellent parks. While the City has much to offer, there is always room for progress. Looking into the future, Alexandria has asked how to best build on their assets and amenities to attract and retain future generations.

The following concepts, the five key ideas, came out of the information gathered in Public Input and Steering Committee meetings and are focused on increasing Quality of Life and Quality of Place for the community.

1. Revitalization of the Existing Housing Stock

Suitable housing is a basic need and a key component to quality of life. Having a wide variety of housing styles and price ranges can be a major community asset. With a vacancy rate of nearly 21% and an aging housing stock, Alexandria has made renovation and redevelopment of vacant and dilapidated housing a high priority for the City. To date the Redevelopment Commission has made significant progress with both removal and renovation of blighted housing. The City is seeking new strategies to further advance their housing revitalization efforts and are asking how to best provide affordable and quality housing opportunities for all of their citizens.

Alexandria housing infill, redevelopment, and rahabilitation, *Source: Madison County Council of Governments*

Housing – Applicable Goals & Objectives

Land Use Policy

- Encourage the maintenance and rehabilitation of existing properties.
  - Implement existing property management ordinances
  - Engage citizens, who are in violation of code, to remedy their situation
- Develop housing strategies which meet the needs of all citizens
  - Encourage home ownership and affordable housing opportunities
  - Investigate the demand/need for executive housing
  - Explore the need for the creation of long-term homes as both an aging in place strategy and an infill strategy
  - Consider the need for assisted living facilities

Quality of Life Policy

- Define and develop neighborhood areas.
  - Create unique Wayfinding (signage) to promote neighborhoods, parks, and community attractions.
- Increase the safety of neighborhoods.
  - Develop crime watch programs in neighborhoods.
  - Promote neighborhood conversations, community events, and block parties.

2. Schools

Schools play a vital role in the success of a community, and Alexandria's Community School system is one of their greatest assets. Community values, smaller class sizes, high ISTEP scores and graduation rates are among a few of the reasons that families chose to send their children to school in Alexandria. The impact of an excellent school system cannot be denied, not only are they centers for education and enrichment, but they also provide an opportunity for families to form connections and a sense of community with one another.

The City recognizes that there is great value in supporting educational opportunities throughout the City. As we plan for the future we must build on current assets and seek new ways to support education and attract families to the City. Working together with the school board, the community, private, and public agencies, Alexandria is striving to create new connections and opportunities for increased access to quality education for all its' citizens.

Alexandria-Monroe Elementary School, *Source: Alexandria-Monroe Schools Website*

Alexandria-Monroe High School, *Source Madison County Council of Governments*

Schools – Applicable Goals & Objectives

Quality of life Policies
- Work with the School Board to market Alexandria's high-achieving school system.
- Enroll all 7th and 8th grade children in 21st Century scholars to increase the likelihood that children will attend college.
- Encourage the retention and development of educational facilities for youth and adult populations.
    - Develop a distance learning center, such as Ivy Tech, Vocational, Skills trade, etc.
- Support community programming and activities for citizens of all ages.
    - Engage the school board, parks department, community groups, etc. in the development community-wide programming for all ages.

Community Facilities Policy
- Plan for future population and student population growth.
    - Identify the needs for utility and infrastructure upgrades and expansions based on sound data, trends, and needs.
    - Enhance the schools by working with the school board to ensure that development and expansion are based on sound data, trends, and needs.

Land Use Policy
- Connect residential, to retail, schools, and parks through the development of sidewalks and trail systems.

Transportation Policy
- Expand and encourage the Safe Routes to School program.

3. Central Business District

Central Business Districts are the heart of their downtowns and seeking new ways to attract people and business is paramount to any CBD's success.

Alexandria desires to create a vibrant downtown destination that is friendly to business, but will also provide a desirable quality of life and place for the community. In order to have a truly vibrant and attractive destination, attention needs to be paid to increasing intensity and diversity of uses as well as architectural design to maintain the historic feel of the CBD. Increasing walkability and density would help the downtown to feel more alive, this paired with the addition of festivals, activities, and lengthened business hours would help to increase patronage in the downtown.

Alexandria Downtown *Source: Madison County Council of Governments*

Central Business District Revitalization – Applicable Goals & Objectives

Economic Development Policy
- Encourage the long-term economic wellbeing of the City through redevelopment and revitalization efforts.
  - Encourage and support the quality renovation and reuse of under-utilized parcels, buildings and high-profile sites.
  - Develop incentive programs to encourage small, unique businesses to locate on available parcels within the City.
- Attract and retain diverse employment opportunities for Alexandria citizens.
  - Work with the supporting entities, such as the Alexandria Chamber of Commerce, the Redevelopment Commission, and the Corporation for Economic Development for Madison County to attract appropriate business and employment opportunities.
- Offer business assistance to early-stage entrepreneurs and businesses through the development of a Business Incubator.
- Encourage and support a high level of diverse, quality retail services, with an emphasis on local businesses that contribute to Alexandria's sales and property tax base.
  - Develop a "Shop Local" program to continue to support the small, local businesses that contribute to the City's hometown feel.
- Create a vibrant, unique downtown as a destination for Alexandria.
  - Encourage mixed uses to include cultural/entertainment, residential, office, and retail/services that provide local flavor and utilize the full extent of the pedestrian environment.

Land Use Policy
- Encourage mixed use developments (retail, office, and residential) within the downtown Central Business District.

4. Industrial/Business Park

In order to compete in a global market, communities must have successful private enterprise. Industrial/business parks offer a site with infrastructure such as roads and utilities available to new businesses. The greatest challenge is creating a viable industrial/business park that is competitive in both the local and global market. Alexandria has been working to secure an appropriate location for an industrial/business park, to attract and retain new and innovative industries. A location has been secured on the northeast quadrant of State Road 28 and State Road 9. The next step is to secure appropriate businesses for the location. The following are goals and objectives that are applicable to the Industrial/Business Park.

Environment

Industrial/Business Park

Job Opportunities

Health & Wellness

Enterprise

Sustainability

Industrial/Business Park – Applicable Goals & Objectives

Community Facilities Policy
- Expand (and locate) the Fiber Optics network within the community

Economic Development Policy
- Encourage the long-term economic wellbeing of the City through redevelopment and revitalization efforts.
    - Encourage and support the quality renovation and reuse of under-utilized parcels, buildings and high-profile sites.
- Attract and retain diverse employment opportunities for Alexandria citizens
    - Work with the supporting entities, such as the Alexandria Chamber of Commerce, the Redevelopment Commission, and the Corporation for Economic Development for Madison County to attract appropriate business and employment opportunities.

Land Use Policy
- Investigate the feasibility of annexing adjacent areas into the City's corporate limits.
- Ensure that growth occurs in a manner that balances the pace of development with the ability of the City to provide quality services and capital improvements, such as utilities, transportation, parks and open space, and police.
- Establish development standards for areas of future growth.
- Continue communication with the Madison County Planning Department on all land use matters outside the City's planning jurisdiction.

Transportation Policy
- 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.
- Continue maintenance of the existing roadway system.

5. Bikeability, Walkability, Trails, & Parks

There is a growing awareness of the need for well connected, safe, and attractive trails and bikeways. Walkable and bikable communities give their residents transportation options and are livable and sustainable communities. Creating a community that is well connected, safe, and attractive is of the utmost importance to the City. Well-designed bikeways and trails encourage pedestrian mobility, and in turn increase healthy living, add feet and eyes to the street, and create a sense of community. The City has shown great commitment to bicycling, walking, parks and trails through a variety of plans and projects. To date they have a Parks and Recreation Plan, a Safe Routes to School Plan, and have added bikeways to the streets, connecting them to the Madison County Heartland bikeways.

The City is actively seeking to create safe, attractive, and well connected bikeways, trails, and parks to enhance the local cultural experience while becoming an integral part of daily life.

Example of ADA compliant Sidewalks *Source: San Francisco Department of Works Website*

Current sidewalks and roads in Alexandria *Source: Madison County Council of Governments*

Example of an on street bicycle lanes *Source: Minneapolis bike.walk.move Website*

Bikeability, Walkability, Trails, & Parks – Applicable Goals & Objectives

Land Use Policy

- Encourage land uses that create a sense of community among those who live, work, and play in Alexandria.
  - Connect residential, to retail, schools, and parks through the development of sidewalks and trail systems.
- Ensure that growth occurs in a manner that balances the pace of development with the ability of the City to provide quality services and capital improvements, such as utilities, transportation, parks and open space, and police.
- Maintain and increase the amount of open space, parks, and recreational areas.

Transportation Policy

- Create an interconnected system of bikeways, walkways, and trails within the City that connect to the regional network.
  - Prioritize the improvement of all sidewalks and trails which connect to schools and parks.
  - Connect gaps in sidewalks and trails.
  - Work with Parks Department to develop trails which connect throughout the community.
- Provide a transportation system that enhances opportunities for physical activity and healthy lifestyles.
- Rewrite development standards in the Zoning and Control Ordinance to require that all new developments include sidewalks, bike lanes, and/or trails.
- Maintain and improve existing bicycle and pedestrian facilities and amenities.
- Seek out alternative sources of funding to assist the City in the maintenance and improvements of local streets.
- Improve pedestrian and bicycling safety.
  - Create a "Safe Route" to better connect pedestrian and bicycle activity between Beulah Park and the City.
  - Develop a bike safety program.
  - Improve railroad crossings.
- Expand and encourage the Safe Routes to School program.

2.1 Demographic Statistics

The following section provides an in depth look at the City of Alexandria's demographics, economic climate, amenities, and resources. The analysis that comes forth helps to identify gaps and solutions, which leads to the formulation of goals and objectives.

Population

The City of Alexandria has seen a steady increase in population since the 1920s following the Industrial Revolution. However, there have been two periods of steep decline, both following national recessions. The first population drop was in 1990 at -5.6%, and was similar to what the rest of the country experienced at that time: steep losses in both manufacturing and construction jobs. Being an industrial city it was no surprise that these losses affected Alexandria. The second and more significant shift came in 2010, following the economic recession of 2008-2010, during this time the City's population dropped from 6,260 to 5,145 persons, resulting in a staggering 17.8% decline in population.

Table 1. **Population Shift for the City of Alexandria from 1920 to 2010**

	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
Total Population	4,172	4,408	4,801	5,147	5,582	5,600	6,028	5,709	6,260	5,145
Population +/-	--	236	393	346	435	18	428	-319	551	-1,115
Percent +/-	--	5.4%	8.2%	6.7%	7.8%	0.3%	7.1%	-5.6%	8.8%	-17.8%

Source: United States Census Bureau

Population loss in rural areas is a growing concern as people have begun to abandon small town living for the conveniences of larger metropolitan areas; this can be attributed to multiple factors, however the most prominent cause may be lack of opportunities including jobs and amenities. While as a whole, the rural population of Indiana has been increasing; as of 2010, 18 of the 42 rural counties saw population decline. The City of Alexandria is among those that have been most hard hit, with a population loss of nearly 1,100 people.

Population by Age

The median age in Alexandria is 38.2 years, a 3.5 year increase from the 2000 Census, but lower than Madison County as a whole. With the exception of the 45 to 54 and 55 to 64 age groups, all other age groups declined. This indicates that the age of Alexandria's population is rising. Unfortunately, the younger age groups are decreasing, which means that they are moving out rather than migrating in, staying, or returning after school, reaffirming the limited access to job opportunities.

The rise in the number of persons in the age groups 45 – 64 indicates that there will be an increase in the elderly population, which will have an effect on the City and the way in which planning for housing, employment, and services should occur. As people age their income is more likely to be fixed and their expenses often increase, due to an increase in medical bills. This may mean that there will be a need for assisted living options, affordable housing, and/or aging in place options. There may also be a shift in the job market toward elderly care.

Table 2. **Alexandria Population by Age 2010 and 2000 Comparison – percent**

	'00 USC #	'10 USC #	% Change
Under 5 years of Age	478	345	-27.8
Age 5 to 19	1,414	1,133	-19.9
Age 20 to 24	401	294	-26.7
Age 25 to 34	863	611	-29.2
Age 35 to 44	889	669	-24.7
Age 45 to 54	728	736	1.1
Age 55 to 64	492	555	12.8
Age 65 and over	995	802	-19.39
Total	6,260	5,145	-17.8
Median Age	34.7	38.2	--

Source: 2000, 2010 Census

Table 3. **2010 Population by Age Group – percent**

	Alexandria #	Alexandria %	County %	State %
Under 5 years of Age	345	6.7	6.2	6.7
Age 5 to 19	1,133	22.0	19.7	21.2
Age 20 to 24	294	5.7	6.3	7.0
Age 25 to 34	611	11.8	12.5	12.8
Age 35 to 44	669	14.2	13.2	12.9
Age 45 to 54	736	13.0	14.3	14.6
Age 55 to 64	555	10.7	12.6	11.9
Age 65 and over	802	15.5	15.4	12.9
Total	5,145	100	100	100

Source: 2010 Census

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.

Table 4. **Population Projection for the City of Alexandria**

	1980	1990	2000	2010	2014*	2019*
Indiana	5,490,224	5,544,159	6,080,485	6,483,802	6,581,982	6,739,329
Madison County	139,336	130,669	133,358	131,636	130,132	129,459
Alexandria	6,028	5,709	6,274	5,145	4,995	4,917

* - Estimated by ESRI Business Analyst, 2014

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 set 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 determine which projection is most likely, but it is important to keep in mind that no projection method 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 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.

2.2 Economic Development

The importance of a healthy economy cannot be over emphasized as it is necessary for a community to renew itself and grow. Alexandria realizes that a healthy economy is what allows citizens to maintain a high quality of life and to thrive. While the current market has posed challenges for many small cities, towns, and rural communities, the City of Alexandria and their leadership are committed to targeting new opportunities for economic growth and fiscal health. They are dedicated to an improved quality of place through the strategic placement of local businesses and jobs within the community while respecting their unique hometown feel and values.

Maintaining economic quality, good jobs, excellent public services, and a broad tax base is no small task; however, the City of Alexandria is committed to taking an active role in the inventory of their economic assets and to set economic goals and objectives that direct them towards a robust local economy. Alexandria is actively addressing the economic concerns by developing and implementing long-term economic development strategies based on an understanding of the community's demographic shifts and long term economic development goals.

Table 5. **Employment Status for the City of Alexandria**

	Alexandria #	Alexandria %	County %	State %
In Labor Force	2,378	58.9	59.7	65.0
Employed	2,168	53.7	52.8	58.8
Unemployed	210	5.2	6.8	6.1
Not in Labor Force	1,657	41.1	40.3	35.0

Source: American Community Survey Five-Year estimate 2008-2012

Table 6. **Employment Status – percent change**

	'00 USC #	'08 USC #	% Change
In Labor Force	3,225	2,378	-26.3
Employed	3,066	2,168	-29.3
Unemployed	159	210	32.1
Not in Labor Force	1,750	1,657	-5.3

Source: American Community Survey Five-Year estimate 2008-2012, 2000 Census

Table 7. **Household Income**

	Alexandria #	Alexandria %	County %	State %
Less than $10,000	274	12.4	8.1	7.2
$10,000 to $14,999	179	8.1	6.7	5.6
$15,000 to $24,999	275	12.5	11.6	11.5
$25,000 to $34,999	375	17.0	12.8	11.8
$35,000 to $49,999	401	18.2	17.4	15.4
$50,000 to $74,999	431	19.5	20.4	19.6
$80,000 to $99,999	77	3.5	11.7	12.5
$100,000 to $149,999	141	6.4	8.5	10.9
$150,000 to $199,999	15	0.7	1.7	3.0
$200,000 or more	38	1.7	1.0	2.5
Median Household Income		$35,000	$44,245	$48,374

Source: American Community Survey Five-Year estimate 2008-2012

Table 8. **Employment by Sector - totals and percent**

	'00 USC %	'08 ASC %	'00 USC #	'08 ASC #	% Change
Agriculture, forestry, fishing and hunting, and mining	1.2	2.0	36	43	19.4
Construction	6.8	4.1	209	89	-57.4
Manufacturing	26.9	17.7	825	384	-114.8
Wholesale trade	1.4	1.3	43	29	-32.5
Retail Trade	11.9	9.5	366	207	-43.4
Transportation and Warehousing, and Utilities	4.3	7.0	132	151	14.3
Information	2.6	0.2	79	5	-93
Finance, insurance, real estate, and rental and leasing	6.5	5.5	198	119	-39.9
Professional, scientific, management, administrative, and waste management	5.3	10.7	164	232	41.4
Educational, health, and social services	10.6	29.7	325	644	98
Arts, entertainment, recreation, accommodation, and food services	11.6	5.2	356	113	-68.3
Other Services (except public administration)	4.8	4.4	147	96	-34.6
Public administration	6.1	2.6	186	56	-69.9

Source: American Community Survey Five-Year estimate 2008-2012, 2000 US Census

Table 9. **Occupation – percent and percent change**

	'00 USC %	'08 ACS %	% Change
Management, professional, and related occupations	22.8	23.7	.9
Service occupations	15.0	19.8	4.8
Sales and office occupations	24.1	22.2	-1.9
Farming, fishing, and forestry occupations	0.0	0.0	0.0
Natural resources, construction, and maintenance occupations	12.0	11.5	-.5
Production, transportation, and material moving occupations	26.2	22.7	-3.5

Source: American Community Survey Five-Year estimate 2008-2012, 2000 US Census

Current Jobs and Economic Vitality

According to the 2000 US Census, Alexandria had an unemployment rate of only 3.2%, which was lower than both Madison County (3.5%) and the State (3.3%). Although there has been a significant increase in unemployment in Alexandria, from 2000 to 2010, Alexandria's unemployment rate increased by 2%, whereas Madison County increased by 3.3% and Indiana increased by 2.8%.

While Alexandria has a lower unemployment rate than either the State or the County they have a significantly higher percentage of people who are not in the labor force (41.1%) as compared to the State (35%), see Table 5. It is also important to note that from 2000 to 2010 the labor force in Alexandria decreased by 26.3% and at the same time the population decreased by 17.8%. This is in part due to the fact that much of the working age population has moved out of Alexandria, while at the same time there has been an increase in the older, retirement age population.

The majority of the workforce in Alexandria has historically been dependent upon the manufacturing industries. In the 1990s and continuing into the 2000s, the City of Alexandria and the surrounding areas experienced a dramatic loss of manufacturing facilities. This departure of employment is reflected in the population decreases that affected both the City of Alexandria as well as Madison County. While the loss in manufacturing jobs within Alexandria has led to a steep decrease in employment opportunities it is still one of the top industries, as can be seen in table 8.

The five largest employment sectors in the City are:

- Education, Health Care, and Social Assistance Industry - 29.7%
- Manufacturing - 17.7%
- Professional, Scientific, Management, and Administrative category -10.7%
- Retail Trade - 9.5%
- Transportation and Warehousing, and Utilities – 7%

Overall, Alexandria has seen a 29.3% decrease in employment by sector since 2000. However, there are specific sectors which have seen significant growth. The education, health, and social services sectors have seen an increase of 98% which translates into 319 jobs. Professional, scientific, management, administrative, and waste management jobs have also seen a 41.4% increase (64 jobs). Both of these sectors add 'primary' jobs to the community. Primary jobs are those which offer longer-lasting careers and higher wages, which in turn brings wealth into a community and act as an economic engine. Currently the majority of jobs within Alexandria would be considered 'secondary' jobs, those which support the residents and businesses, such as retail and food services.

It is important to note what kinds of jobs are being added to the market and ask if they are primary or secondary jobs. While all jobs are important, for the long-term health of a community primary sector jobs are necessary for a truly sustainable economy.

Economic Development Support Organizations
Even before the economic downturn of 2009, the City of Alexandria had begun making efforts to concentrate more on the economic viability and sustainability of their community. In 2009, the City created both an Economic Development Director position and a Redevelopment Commission. The Redevelopment Commission is chartered with developing plans and managing tools to address areas of blight that are in need of redevelopment. They consist of 5 voting members.

The City's Chamber of Commerce has been established since the 1960s and continues to grow in membership. The Chamber of Commerce works to support and promote the success of its members through networking, events, advocacy, professional and leadership development.

The Corporation for Economic Development for Madison County, Indiana works to plan and undertake activities leading to steady job growth, increasing economic diversity, and strengthened employer base to enhance the quality of life for Madison County, which includes the City of Alexandria.

Employment Sector
Office and Industry
The City of Alexandria is fortunate to host a variety of commercial and industrial businesses. Some of the commercial businesses include restaurants, grocery, convenience store/gas stations, small variety retail stores, package stores, and auto parts/service shops. Alexandria also provides most all of the professional services that can be found in major communities.

As can be seen in Table 8, the City has been experiencing both loss and change in their employment sector. The City has lost much of its industry and has had to begin developing new markets. Today, both office and industrial businesses provide substantial employment and contribute positively to the local tax base whereas at one time manufacturing was the primary economic driver for the community.

Retail

There are two major commercial areas in Alexandria. The first area is located in the downtown district. Since the 1800s, this has been the heart of commercial activity for the citizens of Alexandria. 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.

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 limits. The majority of retailers are concentrated on the north side from Lincoln Avenue to State Road 28. The commercial businesses along this State Road 9 corridor are typical of 'highway' designated businesses found in most cities and towns across the country such as: fast food restaurants, gas stations/convenience stores, video rentals shops, food stores, drug stores, banks, etc.

Location

Alexandria's visibility along State Roads 9 and 28, as well as its active railroads that run east/west and north/ south through the heart of the City, make it an attractive location to both commercial and industrial businesses. Alexandria's fortunate in that it is located approximately half-way between Indianapolis and Fort Wayne, the two largest economic areas in the State. It also has the added advantage that it is located approximately six miles east of an Interstate 69 interchange, which gives residents quick access to the interstate. All of these things make it a prime location for both interstate commerce and commuting.

2.3 Transportation

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 areas. Because of this, functional and well maintained roadways are imperative to the movement of people throughout the community.

However, transportation planning is not limited to roadways and the movement of automobiles, but should consider the safe and effective movement of all modes of transportation for its citizens. In order to effectively plan for transportation it is important to understand who uses the current transportation system and who does not. Then through analysis the community can define the strengths and the gaps in roadways and transportation services.

Table 10. **Travel Time to Work – percent**

	08' ACS Alexandria	'08 ACS Anderson
Less than 10 minutes	17	15.8
10 to 14 minutes	3.7	15.7
15 to 19 minutes	14.8	16.4
20 to 24 minutes	12.6	15.3
25 to 29 minutes	8.2	6.7
30 to 34 minutes	18.5	11.9
35 to 44 minutes	8.4	6.1
45 to 59 minutes	10.1	6.4
60 or more minutes	6.8	5.7
Mean travel time to work	26.4	23.3

Source: American Community Survey Five-Year estimate 2008-2012

Table 11. **Place of Work – percent**

	08' ACS Alexandria	'08 ACS Anderson
Worked in State of Residence	99.0	94.3
Worked in County of Residence	63.5	68.2
Worked outside of County of Residence	35.60	26.1
Worked outside State of Residence	1.0	5.7

Source: American Community Survey Five-Year estimate 2008-2012

Residents of Alexandria spend on average 26.4 minutes traveling to work, this is longer than their neighboring City of Anderson, which travels on average 23.3 minutes to work. The total percent of residents who spend more than 30 minutes traveling to work is 43.8%, compared to only 30.1% of Anderson residents. Alexandria has less industry and businesses than larger cities, which forces their workforce to drive farther to access employment. When considering the percentage of the population working outside of the County, 35.6% (see Table 11), it is understandable that drive times are longer.

Table 12. **Means of Transportation to Work – percent**

	Alexandria	*Anderson*
Car, truck, or van	96.1	92.1
Drove alone	89.5	82.9
Carpooled	6.6	9.3
Public Transportation	0	1.1
Walked	1.7	2.2
Bicycle	0	.5
Taxicab, motorcycle, or other means	0	.9
Worked at Home	2.2	3.3

Source: American Community Survey Five-Year estimate 2008-2012

Current Conditions

Modes of Transportation and Travel Times

The vast majority of Alexandria's workforce drive either a car, truck, or van to work (96.1%). In Alexandria nearly 90% or residents drive to work alone whereas 82.9% of residents of Anderson drove alone. There is no available public transportation or taxicab services within the City. Census data also shows that no one had been utilizing a bicycle to get to work; however, 1.7% of residents are walking. Because much of the workforce is traveling outside of the county to get to work (35.6%) it is understandable that there is a high rate of automobile usage. The high rate of driving along indicates that there may be opportunities for planned carpooling. Also, with the addition of bikeways within the City there may be opportunities for bicycle education and bike to work days to increase ridership.

Functional Classification

Roadways are classified according to a functional classification system. Functional classification is the process of grouping highways and streets into classes, or systems, according to the character of traffic service that they are intended to provide. Functional classification channels traffic in a logical and efficient manner, moving traffic from lower speeds with greater access points to property to higher speeds with greater through movement but farther away from access points to property.

Functional classification is directly tied to expectations about roadway design, including speed, capacity, and relationship to existing and future land use. All of these functional classifications can be designated as either urban or rural. All of the roadways in Alexandria are classified as rural.

The functional classifications for roadways in Alexandria are as follows:

Other Principal Arterial – 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 adjoining land uses.

Minor Arterial - These routes serve a higher percentage of short trips than do principal arterials. They carry significant volumes and are needed to provide system continuity.

Major Collector – These routes serve to collect traffic from an area and move it to arterials while also providing substantial service to adjoining land uses.

Local – These routes consists of all roads which are not defined as arterial or collectors. Their primary purpose is to provide access to land with slower speeds and carrying less traffic.

Rural Arterials - Two major routes go through the City of Alexandria, State Road 28 and State Road 9. State Road 28 is a two lane east/west route that runs along the northern city limits and is the major route through the northern part of Madison County. State Road 28 connects Alexandria to Interstate 69 (approximately six miles to the east) and to State Road 37 and the City of Elwood (approximately six miles to the west).

Alexandria's State Road 9 is a two lane north/south route that connects the City to Anderson approximately 8 miles to the south. Most of the State Road 9 route to Anderson is four lanes starting just south of the city limits. State Road 9 runs north to the City of Marion which is approximately 20 miles to the north.
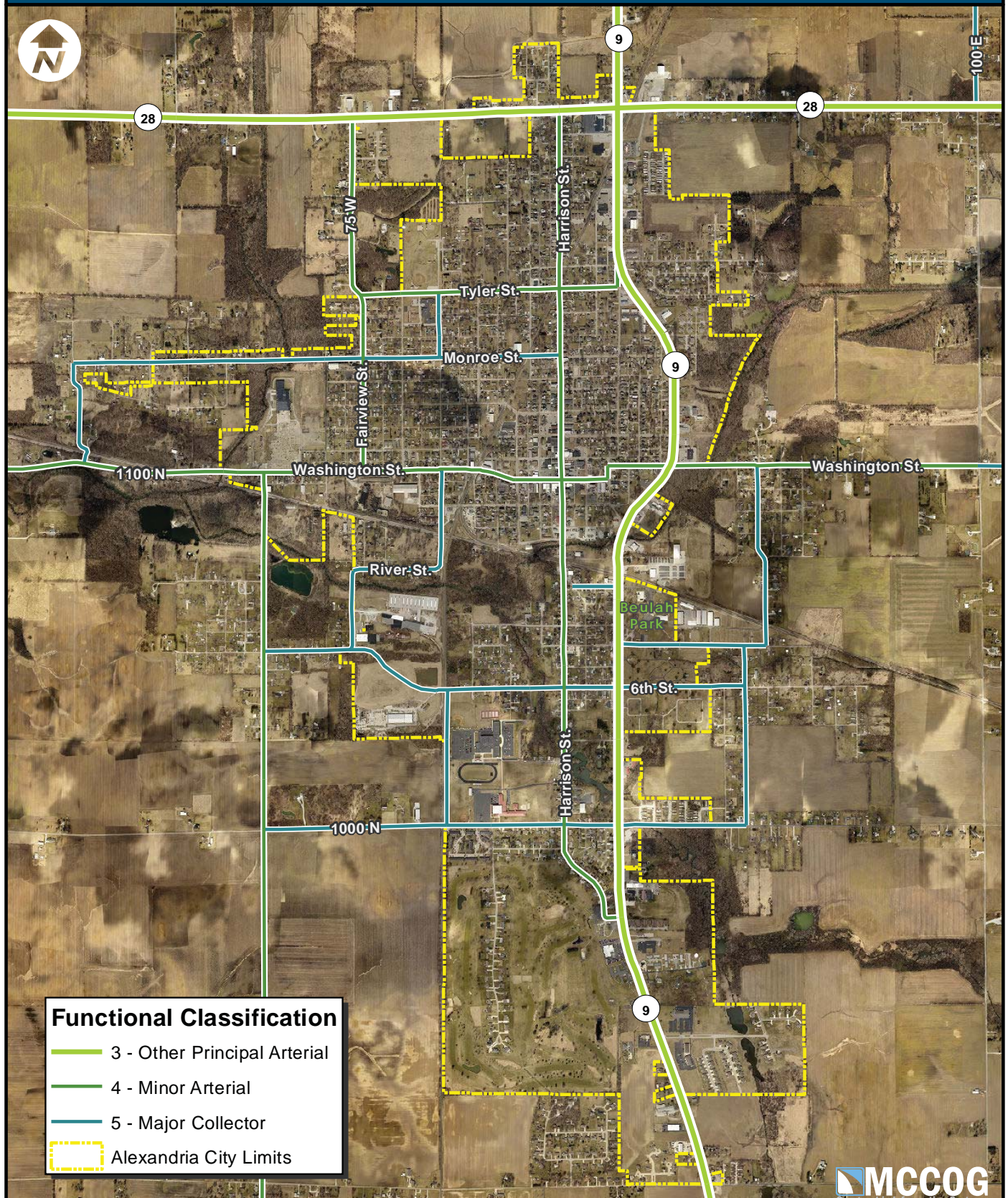
Rural Collectors - The Rural Collectors in and around Alexandria include County Road 100 East, County Road 100 West, County Road 200 East, and County Road 200 West which all run north/south; and County Road 1100 north, which runs east/west and turns into Washington Street inside the city limits.

The City of Alexandria's Street Department takes care of minor maintenance of the local roads and contracts out any major maintenance on road projects.

PROPORTION OF SERVICE

MOBILITY

ARTERIAL

COLLECTOR

LOCAL

LAND ACCESS
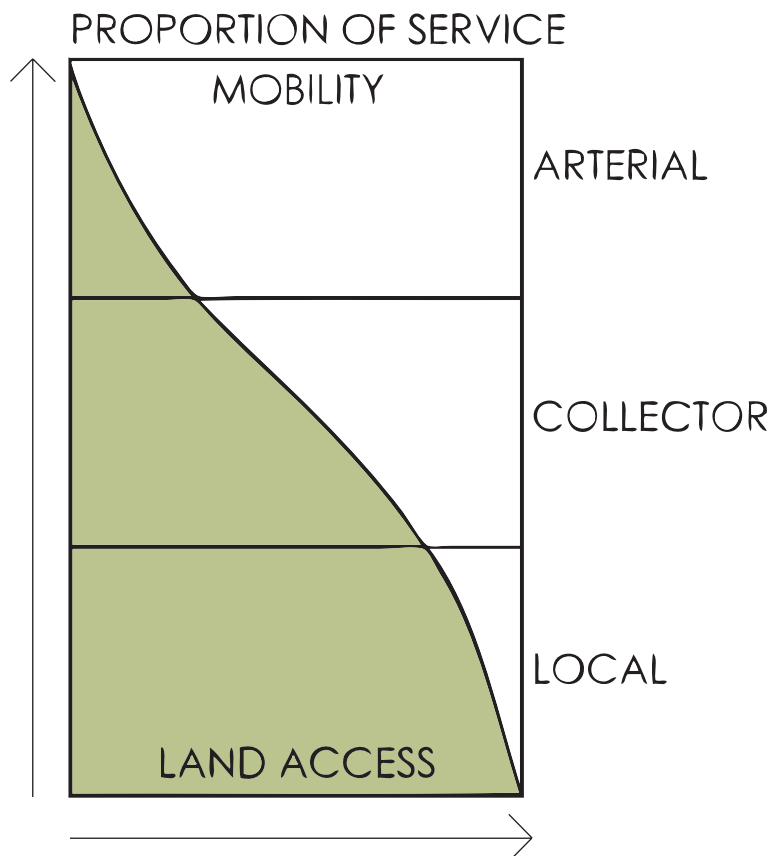
CITY OF ALEXANDRIA, IN
ROAD SYSTEM

Functional Classification

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

Alexandria City Limits

MCCOG

Sidewalks

The sidewalk system in the City of Alexandria is a mix of new concrete and historic brick. There is an apparent need to fill the gaps in the sidewalk network, as many of the sidewalks are not connected or are in need of repair. The historic brick sidewalks are located throughout the downtown most are in need of repair as many are sunken and overgrown. However, the brick itself is in good condition and could be repurposed throughout the City at a later time.

Sidewalks and the Safe Routes to School Plan

In 2012 the City partnered with the Madison County Council of Governments, to create and implement a Safe Routes to School Plan (SRTS). This plan is dedicated to increasing safety and elimination of barriers to walking and bicycling to school. The plan provides a guide for five community solutions to barriers, the 5-E's, which are: Evaluation, Engineering, Education, Encouragement, and Enforcement. The SRTS plan is a significant component of Alexandria's larger health, education, and community revitalization plans.

Funding for this project came from the Indiana Department of Transportation's Safe Routes to School Program. The program and its' goals remain a high priority for the City.

The following provides a synopsis of Safe Routes to School goals:

- Encourage and entice children to walk and bicycle to school
- Improve bicycle and pedestrian facilities
- Improve bicycle and pedestrian safety at intersections
- Educate children on proper pedestrian/bicycle safety
- Improve the perception of community safety centered on walking and bicycling
- Increase parental activity/support for the SRTS program
- Enforce existing traffic rules and regulations

As a result of the program sidewalks have been added along Bill Creek Road and 8th Street, creating better connectivity and eliminating gaps in the existing sidewalk system. This project is still considered high priority for the City and is planned to continue.

Trails

There are several walking and biking trails located throughout the City. Beulah Park offers the City's main walking trail. There are also two on-road bikeways that pass through the City, which are a part of the Madison County bikeways. The first bikeway is the Gas Well Track, which is approximately 20.66 miles in length and connects Alexandria to Orestes and Elwood. The second is the Summit Circle, which is approximately 21.39 miles long; it follows the same route through Alexandria as the Gas Well Track and links Alexandria to Orestes and Summitville. Both bikeways are marked with signage that identifies the routes with the County-wide network.

Public Transportation

The City of Alexandria does not offer public transportation. However, the City is served by the Transportation for Rural Areas of Madison County (TRAM), a demand response transit system for rural residents of Madison County. The TRAM's hours of operation are 7:00 am to 5:00 p.m., Monday through Friday. Riders are requested to make arrangements for transportation at least 24 hours in advance and must be a resident of Madison County. Hillcroft, Inc. is the private provider of TRAM. There currently is no local taxi service in the City.

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. Currently, Norfolk-Southern operates the rail lines in Alexandria.

All of Alexandria's rail lines are still active, however they are not as heavily used as they once were. There are two tracks in the City, one running north-south and the other running east-west. There are also two offshoots west of South Central Drive, and east of Alexandria Intermediate School and the Alexandria Junior/Senior High School. The north-south railroad intersects with Tyler Street, Monroe Street, Broadway Street, and Washington Street. Pedestrian safety at railroad crossings is paramount.

Airports

The City of Alexandria has one small airport which services local recreation pilots. There are no commercial airports located within the City. The nearby City of 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.

Alexandria is within an hour to a 1 1/2 hour drive of two major international airports. The Fort Wayne International Airport is approximately 1 hour north of Alexandria, via I-69 north. The Indianapolis International Airport (located near the junction of Interstate 70 and Interstate 465) is approximately a 1 1/2 hour drive to the southwest Alexandria. The majority of commercial passenger service to state, national, and international airports is provided by the Indianapolis International Airport.

The Regional Transportation Plan

The City of Alexandria is located in Madison County which is part of a Metropolitan Planning Area (MPA). Since 1969, the Madison County Council of Governments (MCCOG) 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 were shown for the following categories of roadways, bikeways, trails, and public transportation.

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.

Roadway Projects
There were only two projects identified for the Alexandria area. Of these two projects, only one project (the Washington Street project) is within the City's incorporated limits:

- Washington Street, Between State Road 9 and County Road 100 West/Madison Avenue (No. 37 on map): This one-mile road segment is the continuation of Madison County Road 1100 North. 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).
- County Road 800 North, Between State Road 9 and County Road 500 East (No. 16 on map): Madison County Road 800 North is a minor arterial extending between State Road 9 and Interstate 69 Interchange Exit # 241. County Road 800 North continues east into Delaware County and becomes State Road 332 at the Interstate 69 interchange. The average daily traffic ranges between 7,000 and 7,500 vehicles per day with a heavy truck classification of 6-8%. Road reconstruction of County Road 800 North is recommended. (This project has been COMPLETED)

Washington Street 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. The project was to be completed in two phases. Phase one included the resurfacing and rebuilding of Washington Street between Indiana Avenue to the west and the railroad track to the east. Phase two includes the relocation of Washington Street between the railroad tracks to the west and State Road 9 to the east. The road will be realigned to provide a continuous and gentle curve into the downtown.

Phase One has been completed, which included a complete rebuild of the road, stormwater separation, the addition of new curb inlets and sidewalks.

Bikeways, Trails, and Walking Paths
The 2030 Plan identified several bicycle and pedestrian linkages and improvements, which include the following:

- Establish bicycle linkages on state roads whenever INDOT is improving the facility, if possible.
- Establish bicycle linkages on County roads whenever improving the facility, if possible.
- Establish bicycle linkages on local roads whenever improving the facility, if possible.
- Develop coordinated, regionally funded programs to build and promote off-system links that create connectivity within and between communities and the metropolitan region.
- Connect bikeways to the Monon Trail and the Cardinal Greenway.
- Develop a local trail network along Pipe Creek.

CITY OF ALEXANDRIA, IN

BIKE ROUTES

Legend:
- Gas Well Track & Summit Circle
- Alexandria City Limits

Labels on map: 9, 28, 28, 9, 9, 9, 100 E, 100 W, 75 W, 1100 N, 1000 N, Harrison St., Tyler St., Monroe St., Fairview St., River St., Washington St., Washington St., 6th St., Harrison St., Beulah Park

MCCOG
Geographic Information Systems
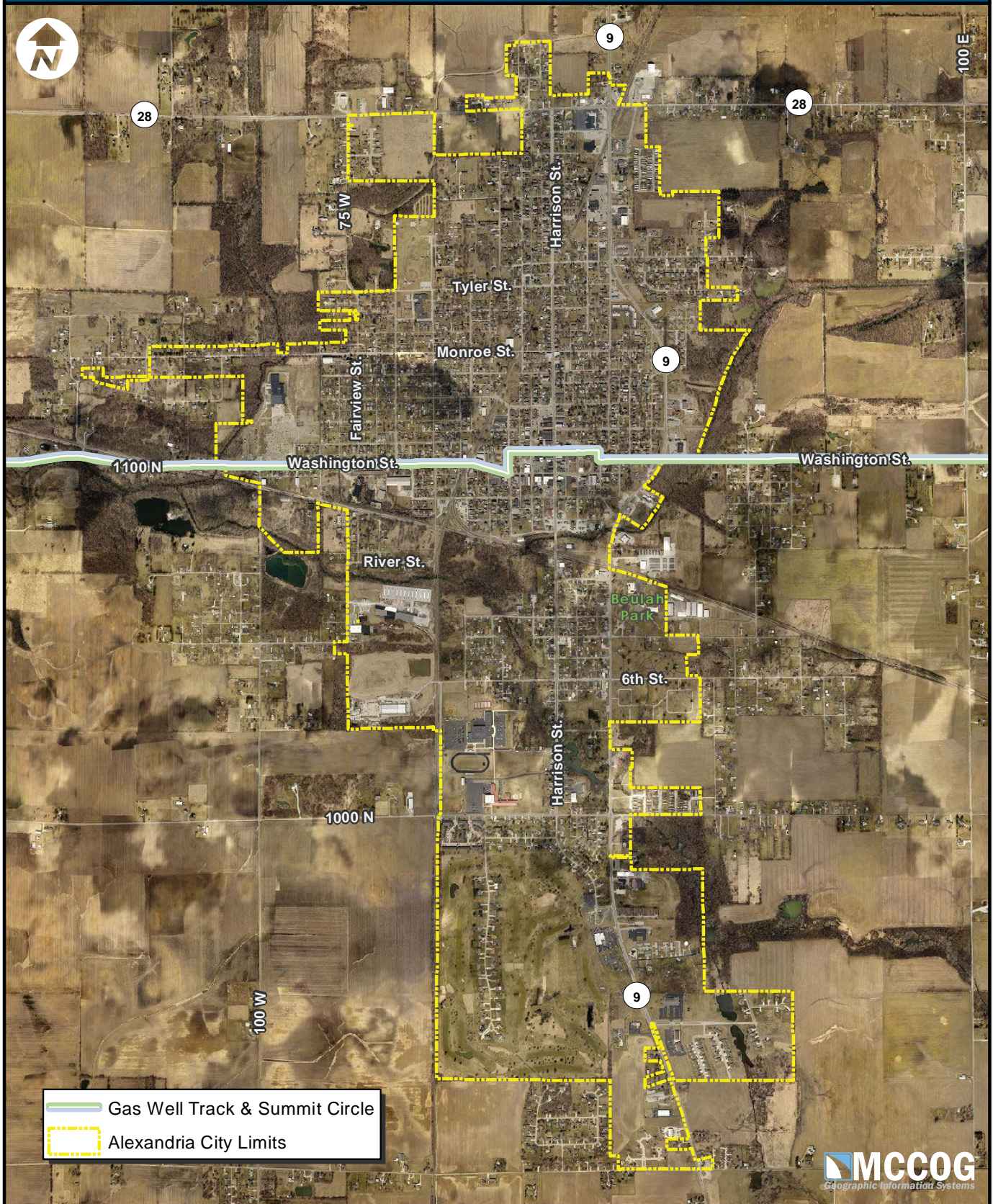
Public Transportation
The 2030 Plan outlines future improvements to public transit in Madison County. These are the improvements listed in the 2030 Plan concerning rural areas:

- 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.
- Establish night and Weekend Service, particularly targeting the needs of healthcare and retail employees.
- 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.
- Update strategies to serve increasing numbers and percentages of senior citizens.
- Improve connections between bicycle and bus transportation, including placing bike racks on buses.

Alexandria Five Year Parks and Recreation Master Plan
The City of Alexandria along with the Park Board is plans to link all recreational areas by a trail system.

2.4 Land Use

Land Use planning is focused on the physical form and development of the City, and is intended to help clarify how the City should move toward a clear identity for the future. While Alexandria is a community that desires to maintain its small town feel and charm they are not opposed to growth. Rather they are focused on a balanced and planned approach toward development. They are dedicated to strategically filling the gaps in housing, business, and public uses; and they wish to build upon their strong foundation, while increasing job opportunities and creating a stronger sense of place. In order to do this, it is critical that planning be well thought out. Because of Alexandria's size and location within the region, it is critical for successful long-term growth, that the placement of new businesses be strategic.

Existing Conditions
The existing land use in Alexandria tells how the community developed and grew over time. It also allows the Community to plan for future development within the City. 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 low-density residential land use, commercial land use, institutional land use, some industrial land use, and park or open space land use.

Regulations
Land Use regulations have been in place in Alexandria since the 1960s. However, it wasn't until 1969 that the Plan Commission and Board of Zoning Appeals (BZA) were established. Zoning and subdivision control ordinances were passed in 1969. The zoning ordinance has been amended a few times; however, the subdivision control ordinance has not been amended since it went into effect. To date there are seven members who serve on the Plan Commission, and they meet once a month. There are five members who serve on the BZA, and they meet on as needed basis.

The City employee who deals with land use issues is the Building Commissioner. 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 for both State and local codes.

CITY OF ALEXANDRIA, IN

LANDUSE

75 W

28

9

Harrison St.

100 E

28

9

Tyler St.

Monroe St.

Fairview St.

9

1100 N

Washington St.

Washington St.

River St.

Beulah Park

6th St.

Harrison St.

1000 N

100 W

9

Current Landuse

Commercial

Industrial

Institutional

Open Space / Park

Residential

Alexandria City Limits

MCCOG
Geographic Information Systems
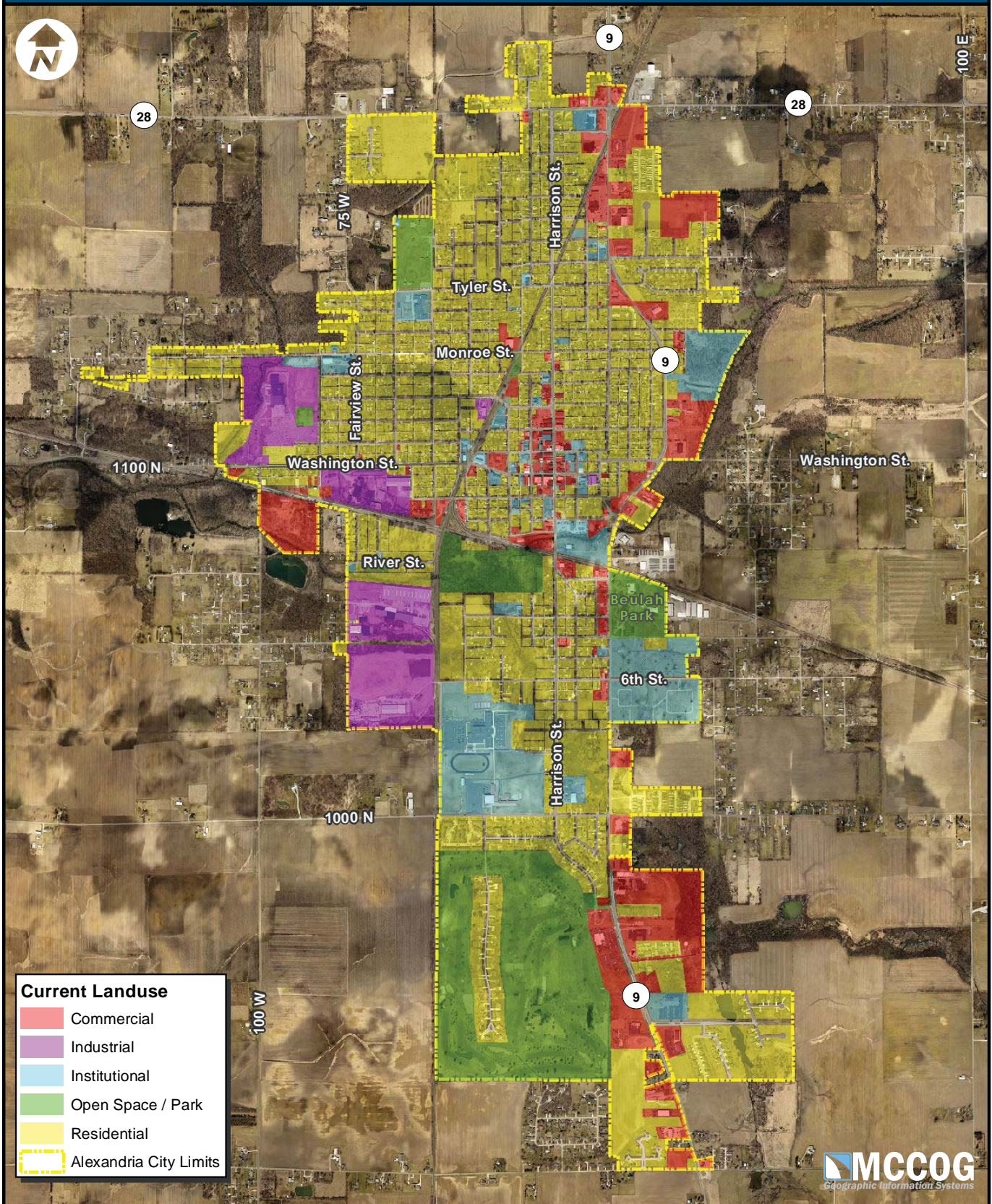
Existing Zoning

The City of Alexandria adopted and incorporated the existing "City of Alexandria Zone Map" in 1983. The City and its unincorporated jurisdictional area are divided into 7 districts, their intent and descriptions are as follows:

Conservation District (C-1) – this district is designated for conservation, and is limited to agricultural, public parks and playgrounds, game preserves, and certain other open space land uses. The purpose of this district is to prevent intensive development of land that is unsuitable for development because of the topography, soil conditions, or periodic flooding. Residential and related uses are occasionally permitted if approved by the Board of Zoning Appeals. Special exceptions may include: single-family dwellings, riding stables, churches, swimming pools, cemeteries, golf courses, and water and sewage treatment plants.

Agriculture-Residential District (A-1) – this district is intended to preserve and protect agricultural land from undesirable urban growth while permitting limited residential development on large-size lots which provide adequate space for private water and sewerage facilities. Planned residential subdivisions with smaller-size lots may be approved by the Board of Zoning Appeals. Special provisions may be made for a variety of uses such as nursery schools, hospitals and clinics, and cemeteries, etc.

Residential District (R-1) and (R -2) – these districts are restricted residential dwellings and public or semi-public uses which are normally associated with residential neighborhoods. The only uses permitted in the residential districts are those which would not detract from the residential character of the neighborhood. Some of these uses include public and parochial schools, parks, playgrounds, and churches, etc. The purpose of these two districts is to create an attractive, stable, and orderly residential environment. However, the families per dwelling and the lot and yard requirements are different in the two districts to provide for the various housing needs and desires of the citizens.

Business Districts: Central Business District (B-1) and General Commercial (B-2) – these districts are designated for business, public, and certain residential uses. By establishing compact districts for such uses more efficient traffic movement, parking facilities, fire protection and police protection may be provided. The purpose of these districts are to provide conveniently located, unified shopping districts. Industrial uses are prohibited in order to reduce the hazards caused by the extensive truck and rail movements normally associated with such uses. The General Commercial District (B-2) allows more permitted uses as well as more special exceptions than the Central Business District (B-1).

Industrial District (I-1) – This district is designated for industrial uses and provides a space for existing industries and their expansion as well as for future industrial development. Performance standards, parking specifications, and yard regulations must insure safe industrial development that is compatible with adjacent uses. The locations of industrial districts are near railroads or highways in order to meet the transportation needs of industry.

CITY OF ALEXANDRIA, IN

ZONING

Zoning

- B1
- B2
- C1
- I1
- R1
- R2
- R2 to B1
- Alexandria City Limits

75 W

28

9

Harrison St.

Tyler St.

Monroe St.

Fairview St.

Washington St.

1100 N

River St.

1000 N

100 W

Harrison St.

Beulah Park

6th St.

Washington St.

28

100 E

9

9

MCCOG
Geographic Information Systems
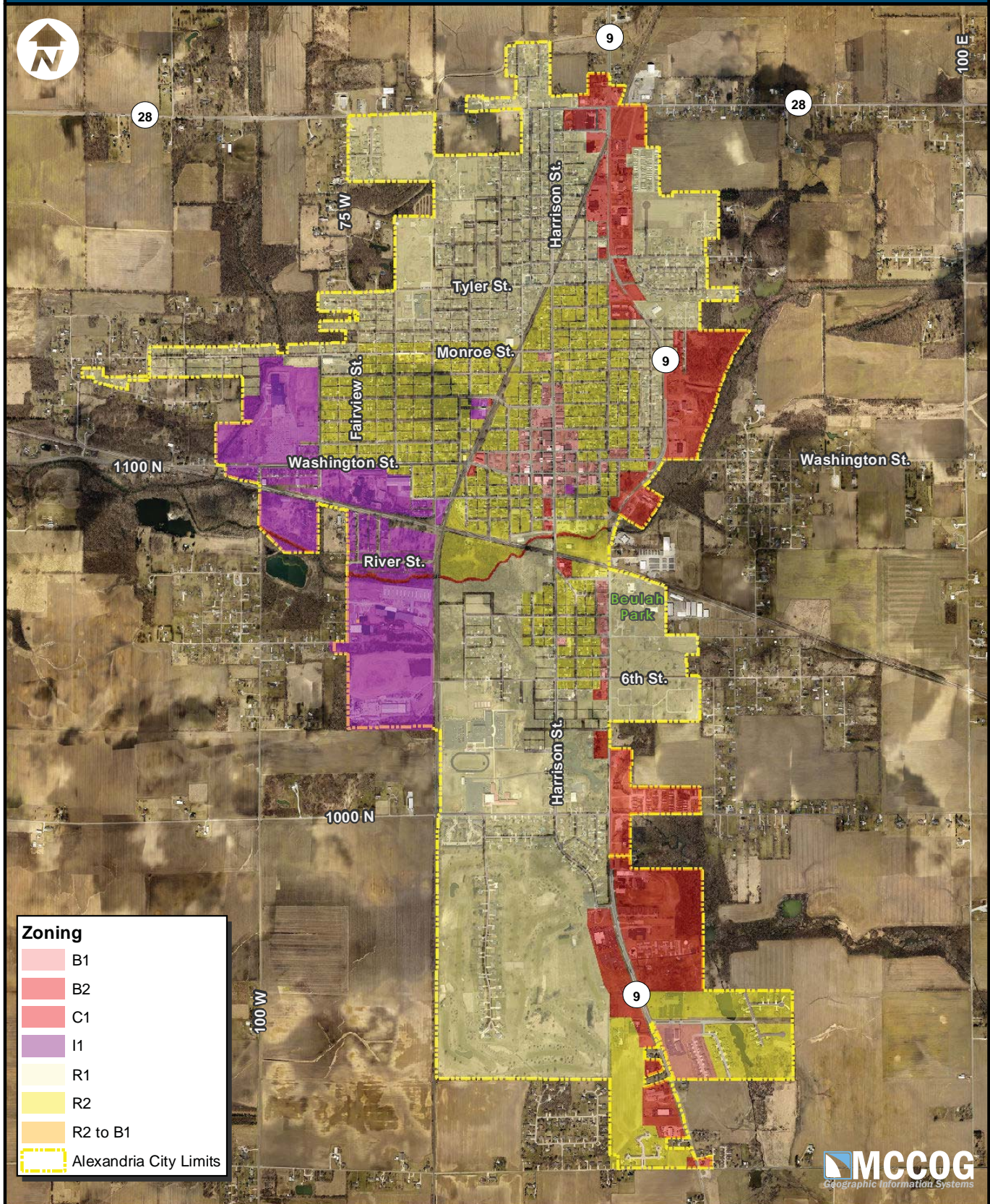
Housing and Residential Land Use Overview

Several factors including type, size, cost, character, and availability of housing significantly influence 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, accessed by local streets and conveniently located in relation to community activities and facilities, goods and services, and employment. Vacancy rates and deteriorating home conditions are a concern for many communities. This is especially the case in Alexandria where the community has suffered job loss, high foreclosure rates, and has an older housing stock. Because of these factors the City is taking an active role in assessing and renovating the housing stock.

The Alexandria Redevelopment Commission, in conjunction with the Building Department, are aggressively taking on the rental housing and the abandoned property issues confronting the City. The City does not currently have a Housing Authority established, however they utilize the recently formed Redevelopment Commission to carry out any housing related municipal duties in conjunction with the Building Department and the Inspector.

In 2009, Alexandria had a Housing Needs Assessment created for the Neighborhood Stabilization Program (NSP). This plan evaluated the housing stock at the time and assisted in developing a plan for ownership and rehabilitation of the housing stock. However, this Housing Needs Assessment needs to be updated as it is now five years old.

Existing Conditions

The existing housing stock in Alexandria consists of predominantly single-family detached homes on smaller lots. 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, this is because of the extensive growth that occurred in the early to mid-1900s, during the gas boom era.

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 the City. Most of these homes are located in neighborhoods built after the 1960s. There are also two mobile home parks located within Alexandria.

While the majority of housing units throughout Alexandria are single family, there are a wide variety of housing options throughout the City. Currently, multi-family housing makes up nearly 23 percent of the available housing stock, this is comprised of apartments (found throughout the city), senior housing units, and duplexes. Recent redevelopment in the downtown has included mixed use with retail on the first floor and apartments in the upper stories. Seeking solutions to housing needs is a priority for the city. They realize there may be a need for a variety of additional housing types, which may include: executive housing, more mixed use developments, affordable housing, and options for aging in place. Analysis helps to guide further housing plans.

Table 13. **Housing Units by Type**

	'00 USC	'08 ACS	'08 ACS %	% Change
One Unit, Detached	2,057	1,987	71.3	-3.4
One Unit, Attached	5	41	1.5	720
Two to Four Units	507	459	16.5	-9.5
Five to Nine Units	97	173	6.2	78.4
Ten or More Units	47	27	1.0	-48.9
Mobile Home/Other	108	100	3.5	-7.4
Total	2,821	2,787	100	-1.2

Source: American Community Survey Five-Year estimate 2008-2012, 2000 Census

Table 14. **Housing Units by Occupancy**

	'00 USC	'08 ACS	'08 ACS %	% Change
Owner Occupied	1,639	1,385	62.8	-15.7
Renter Occupied	842	821	37.2	-2.5
Total Occupied	2,481	2,206	79.2	-11.1
Vacant	223	581	20.8	160.5
Total	2,704	2,787	100	3.06

Source: American Community Survey Five-Year estimate 2008-2012, 2000 Census

Housing by Type
The City of Alexandria has approximately 2,787 housing units. Single-family dwelling units make up 71.3% of the total housing units. Two to four units make up the next highest percentage at 16.5%. Mobile homes make up 3.5% of the housing stock.

Owner Occupied
Out of the 2,206 occupied units, 1,385 (62.8%) are owner occupied. The home ownership rate is only slightly higher than the State average of 62.5% as well as the County average of 62.4%.

Rental
The total number of rental units at 821, or 37.2%, is higher than both the County (25.5%) and the State (27%). This high rental rate has been a topic of discussion for the community during this planning process. While the total number of renter occupied properties has declined by 2.5% the actual percentage of occupied housing units has seen a substantial increase in renter occupied properties compared to owner occupied properties. In 2000, renter occupied housing units made up approximately 33.9% of the total occupied housing units. As of 2008, renter occupied housing units made up approximately 37.2% of the total occupied housing units. Thus, renter occupancy is up 3.3%. This is concerning as renters are frequently transient residents and lack a permanent

commitment to the community. The City and the Redevelopment Commission are actively working to provide affordable and quality rentals and homes to increase residential commitment to the community.

Vacancy
Alexandria currently has 581 vacant housing units, causing the vacancy rate in Alexandria to rise from 8.2% (2000) to 20.8%. Since 2000, housing vacancy has risen by nearly 358 units (160.5%). The City's vacancy rate is significantly higher than either the County (12.1%) or the State (10.5%). Because of this, City has recognized that there is a substantial need housing redevelopment.

The City of Alexandria and the Alexandria Redevelopment Commission have begun to aggressively address the problems of vacancy and blight throughout the City. The Alexandria Redevelopment Commission has facilitated the acquisition and redevelopment and or demolition of abandoned and neglected structures. According to the Building Commissioner 48 demolition permits have been issued since 2008.

Table 15. **2010 Housing – Year the Structure was Built**

	Alexandria #	Alexandria %	Madison Co. %	Indiana %
2010 or Later	0.0	0.0	0.0	0.3
2000 to 2009	238	8.5	9.3	13.2
1980 to 1999	262	9.4	16.7	25.4
1960 to 1979	602	21.6	30.1	26.0
1940 to 1959	603	21.6	24.0	17.8
1939 or earlier	1,082	38.8	5	17.3
Total	2,787	100.0	100.0	100.0

Source: Census 2010

Housing by Age
When considering the housing stock and its needs it is important to consider its age. Comparatively, Alexandria has an older housing stock than Madison County or Indiana. Approximately 60.4% of the homes were constructed before 1960, which makes them almost 55 years old. By comparison, the percent of Madison County homes built before 1960 was 29% and 35.1% for the entire state. More than one third of the housing stock in Alexandria was built before 1940. This was in large part due to the booming automobile and glass industry in the region prior to 1940. Many, but not all, of these housing units are seeing wear and deterioration due to age and lack of maintenance. In addition, this housing stock represents outdated floor plans and amenities attractive to younger buyers.

Table 16. **Housing by Value**

	City of Alexandria			2010 Percent from Total		
	'00 USC #	'10 USC #	% change	Alexandria %	Madison Co. %	Indiana %
Less than $50,000	301	316	4.9	22.8	15.6	10.1
$50,000 to $99,999	1,093	760	-30.5	54.9	39.2	27.0
$100,000 to $149,999	173	172	-.5	12.4	25.1	25.1
$150,000 to $199,999	9	91	91.1	6.6	10.8	16.9
$200,000 to $299,999	38	22	-42.1	1.6	5.5	12.7
$300,000 to $499,999	0	24	240	1.7	2.9	6.0
$500,000 to $999,999	0	0	--	0.0	0.7	1.8
$1,000,000 or more	0	0	--	0.0	0.3	0.5
Median* Home Value	$72,800	$70,200	-3.6	100	100	100

Source: American Community Survey Five-Year estimate 2008-2012, 2000 Census

Housing by Value

The 2010 U.S. Census reported the median home value in the City of Alexandria to be $70,200, this was a 3.6% decline from 2000, and is significantly lower than the State median home value of $124,400, and well below the Madison County median home value of $93,600. (Table 16 shows Alexandria's housing values in comparison with those of Madison County and the State's.) The median housing value has dropped by 3.57% for Alexandria, while they have continued to increase for both Madison County (8.58%) and Indiana (30.8%). The median rent in Alexandria was $560. This is significantly lower than the state's median rent of $719 and lower than the County at $682.

The average size of homes in the U.S. is increasing, thus making the limited square footage of property more valuable. According to the US Census Bureau, newly constructed single-family housing in the U.S. averages 2,598 square feet. This is an increase from 2,077 square feet in 2000. 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.

Commercial Land 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 affect local transportation and growth management.

Existing Conditions

The Downtown District is one of the primary commercial cores within the City, and has historically been the heart of commercial activity since the 1800s. The City's downtown is currently primarily office and government uses; however, there are restaurants, retail, and personal services located within the downtown as well. While the downtown is not primarily comprised of mixed use developments it does offer some mixed use spaces, which could be built upon.

The State Road 9 Corridor is the primary business and retail strip, located along the north side from Lincoln Avenue to State Road 28. This corridor provides space for strip development such as fast food restaurants, gas/convenience stations, food stores, and banks.

Institutional Land 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 not only a necessary element of a community, but are essential to the quality and wellbeing of the City. Their presence and location add to the fabric of the community and if placed with care they are an asset to the City.

Existing Conditions

Institutional land uses in Alexandria include municipal (City Hall, Courts, Police, Fire, utilities, etc.), the Alexandria-Monroe Library, churches, both public and private schools, cemeteries, and State and Federal offices. The vast majority of municipal uses are located within the downtown. (See section 2.6 for more information on Public Utilities and section 2.7 for Public Facilities).

Industrial Land Use Overview

Industrial land uses are essential to the health of a community, they provide employment, contribute positively to the local tax base, and add economic vitality to the region. However, over the course of the past 50 years the definition of industry has expanded beyond the production of construction and manufacturing goods and has extended into (frequently higher-paying) development and life science jobs. Just as the types of industrial careers are changing so too are the industrial buildings and how they physically interact with the surrounding community.

The perception has been that Industrial land uses reduce visual aesthetics, create contamination and noise, and promote transportation conflicts. While some industries may create a nuisance others would not. For these reasons industrial areas must be well planned and situated. First, so that they do not create a disturbance to the public's wellbeing. Second, so that they meet the needs of/and attract industrial businesses. Therefore it is important when planning industrial uses that they are in a convenient central location, close to transportation arteries, and near their customer base.

Existing Conditions

Alexandria does not currently have an industrial park, rather Alexandria has industrial areas on the west and southwest sides of the City that have been historically used for industrial purposes. Most of the industries in these areas have long been closed down and are either demolished or sitting vacant.

Open Space, Parks, and Recreation Land Use Overview

Open Space land uses are areas that are set aside for parks, recreation, and general open space. These areas not only increase the quality of place, through beautification and recreational opportunities, but they also allow for an enhanced quality of life, by providing a space for activities that can promote educational, spiritual, and health related functions.

Open spaces are becoming increasingly important as there has been an increased demand for outdoor recreational spaces and a decreasing supply of land. Because of this it is ever more important that open spaces are protected and well-maintained for both current and future generations.

Existing Conditions

To date, Alexandria has six municipal parks totaling 35.68 acres. There are several areas along both Pipe and Mud Creeks which remain wooded and void of development. There are also several areas containing ball fields. The parks within Alexandria, especially Beulah Park, are a central part the community identity as well as an attraction for visitors. There are also, more than 220 acres of parks, recreational areas, and open spaces that are privately owned throughout the City. (See Section 2.8 for more info on current Parks, Open Space, and Recreation uses in Alexandria).

Another open land use concern includes those vacant spaces and demolition sites where homes and businesses were in disrepair and were demolished. These vacant lots require maintenance and planning and should not remain vacant. The City and the Redevelopment Commission have been working to maintain and unload these properties, so that they are returned to private owners and put back on the tax roll. When appropriate some vacant locations are set aside for public use, in the forms of greenspace and trail connectivity.

2.5 Natural Environment

An analysis of the environmental conditions within the land use planning area helps to provide a framework for decision-making about the future land use and development patterns within the City of Alexandria and the surrounding areas. For a variety of reasons certain areas of Alexandria are better suited to development than others. Such factors – flooding, soil quality, water quality, and ground water – must be considered during the planning process.

The major natural systems that have been analyzed to determine suitability include – topography, soils, wetlands, floodplains, groundwater, and surface water.

Topography and Soils
Topography
The City of Alexandria is located in the Tipton Till Plain. The topography of the City is characterized by flat and some slightly rolling plains, which is typical for the region. Elevations range from 815-880 feet, with the highest elevation at 915 feet, located east of the Cunningham Elementary School. The lowest elevation is located where the Pipe Creek exits Alexandria's western boundary.

Alexandria City Limits

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MCCOG
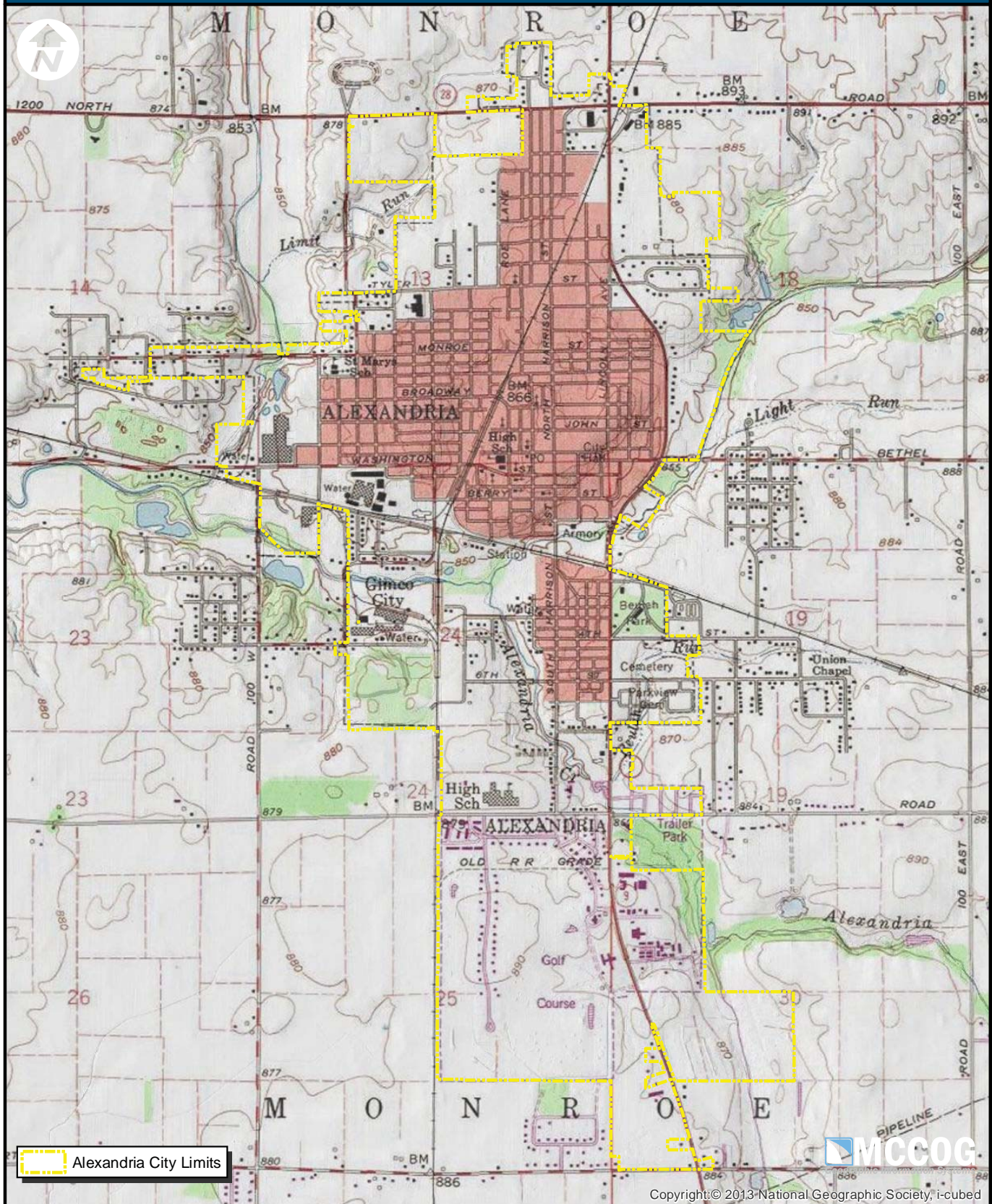
Soils

The soils in Alexandria consist of predominantly Brookston (18%) and Crosby (30%) silty loams. Both of these soils are noted for having poor drainage capabilities and are commonly found together in nearly level areas. The Brookston silty loam is very high in organic-matter content, and has a high available moisture capacity; it is well suited to growing corn and grain crops. The Crosby silty loam has a high available moisture capacity as well. With the Crosby silty loam, depending on the slope of the land, erosion can be a concern. In areas with 0 to 2 percent slopes runoff is slow with little erosion, in those cases the Crosby silty loams are recommended for intensive cropping. In areas where the slope of the land is between 2 to 6 percent and has moderate erosion this soil is moderately limited in its use for crops. The available moisture capacity is medium, wetness is a major hazard, and erosion is a concern. As both of these soils are cultivated intensively, practices are needed to control erosion.

Both the Crosby and Brookston soils are prone to holding moisture and have poor drainage, this combined with level grounds make areas in Alexandria prone to flooding.

CITY OF ALEXANDRIA, IN

SOILS

MUSYM

Br	Gr
Bs	Km
Cm	Lm
CnA	Ma
CnB2	MnA
Cp	MnB2
CrA	MnC2
CrB2	MnD2
Es	MpC3
FoA	MpD3
FoB2	MrB2
FsA	Sh
FsB	Sl
FsB2	W
FsC	Wc
FsC2	Wd
	Alexandria City Limits

MCCOG
Geographic Information Systems
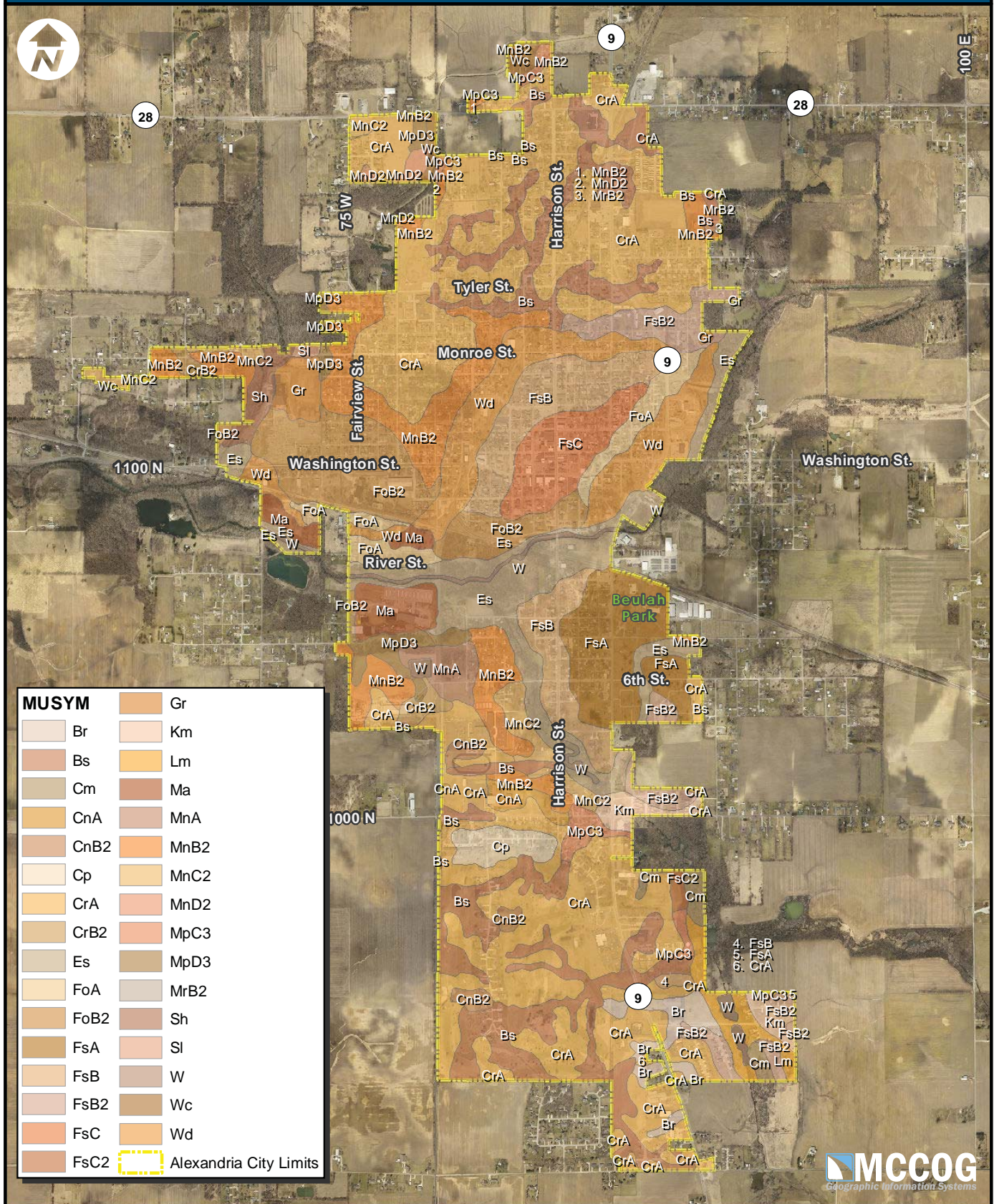
Wetlands

Wetlands serve many functions, including stormwater storage, water quality improvements, and wildlife habitats. Several types of wetlands found on the National Wetlands Inventory (NWI) are found in Alexandria, these include both Freshwater Forested/Shrub Wetlands and Freshwater Emergent Wetlands.

Wetlands in the area consist of seasonally, temporarily, and semi permanently flooded areas. Forested Wetlands are characterized by woody vegetation, specifically broad-leaved deciduous trees and shrubs that shed their leaves in the cold seasons. Emergent Wetlands are characterized by erect, rooted, herbaceous hydrophytes, which are present most of the growing season. The map below shows wetlands identified in the National Wetlands Inventory within the planning area.

* The Federal Government defines wetlands as areas with hydric (permanently or seasonally saturated by water) soil, and water at or near the ground surface long enough in the growing season to support hydrophytic (thrives in wet conditions) vegetation.

City of Alexandria, in

Wetlands

Legend:
- NWI Wetland
- Alexandria City Limits

MCCOG
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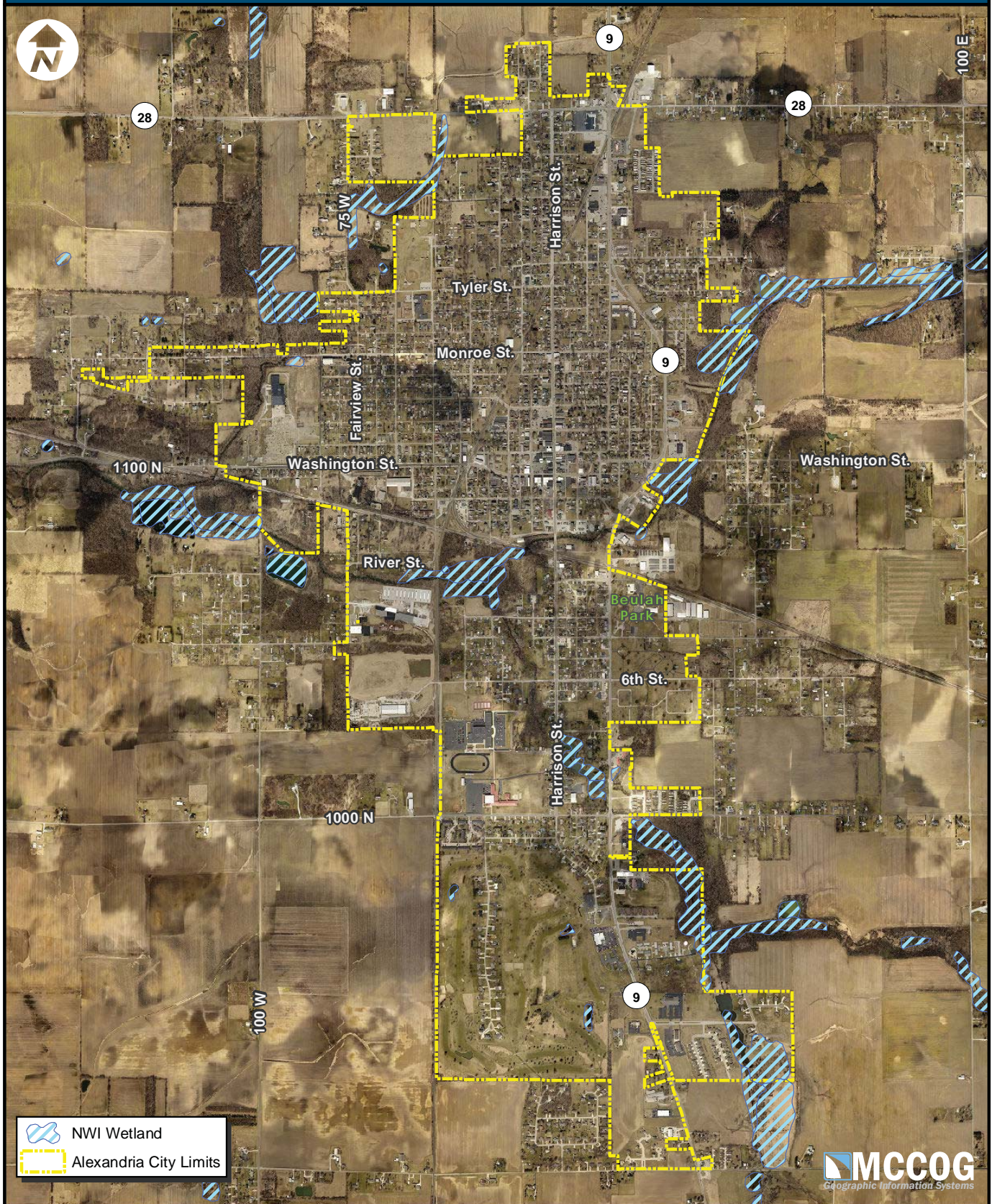
Hydrogeological Characteristics

Water is a vital resource that influences the socio-economic development of a community. The availability of fresh water supplies serves a variety of human needs, including agriculture, industry, and public supply. As the demands on water supply continue to increase it is of great importance that the City of Alexandria effectively manage their water supply.

Groundwater

In context within the State, Alexandria lies within the White and West Fork White River Basin, which spreads across 29 counties. Within the basin lie many aquifer systems including the Silurian and Devonian Carbonate Aquifer System, which lies directly beneath Madison County and the City of Alexandria. This aquifer system is the most productive bedrock aquifer system in the basin. Wells in this system range from 25 to 480 feet deep; however, most are between 90 and 220 feet deep. Most private wells produce between 10 and 40 gallons per minute (gpm), while larger-diameter wells may yield between 50 and 350 gpm.

This aquifer system is not considered very susceptible to ground water contamination due to the thick layer of clay over most of the county. However, there are areas near White River, which are considered at higher risk as the bedrock is shallower there.

Surface water

The Pipe Creek is the largest body of surface water within the City of Alexandria and is a part of the West Fork White River Basin. The creek is a relatively small body of water and is only 50 feet in width at its broadest point. The majority of the Pipe Creek Watershed is located within Madison County, and the City of Alexandria is located almost entirely within the watershed. Pipe Creek flows west from Gaston, IN and enters Alexandria on the northeast side of the city. The creek exits the City on the southwest side of Alexandria and empties into the Mudd Creek. Mudd Creek then flows into the White River and then into the Wabash River.

Alexandria Creek and Mud creek are the two major tributaries which flow through the City. All streams and tributaries in the area flow into the creek. There are also a few small ponds located throughout the City.

Floodplains

Floodplains function in many capacities, they serve as a habitat for wildlife, recharge ground water, and serve as storage for floodwater. While floodplains are naturally occurring and serve an ecological purpose they must be considered for human settlements as well as future land use. There are several Flood Hazard Areas within the City of Alexandria. While the majority of this land hasn't been developed there are several residential areas which have been developed and are in the 100-year flood plain.

Natural Environment Summary

The natural environment within the City of Alexandria provides both assets and limitations to future development. The natural features which influence development within the area include soils, groundwater, wetlands, and floodplains. The abundance of ground water is perhaps Alexandria's greatest natural resource. It provides access to fresh water, not only for the community of Alexandria, but is also abundant enough to allow for future population growth and agricultural and industrial expansion. The nutrient rich soils in Alexandria are another notable asset. While Alexandria is not comprised of agricultural tracts of land, much of the rural areas adjacent to the City are. The floodplains do pose a limitation to any growth that might occur within them.

CITY OF ALEXANDRIA, IN

FLOOD ZONES

FEMA Zones

0.2 % Annual Chance Flood Hzd

A

AE

Alexandria City Limits

2.6 Public Utilities

Water

The first City water works was opened in 1895 at a cost of $51,000 and contained six miles of water mains, 69 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 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 "Teays 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, Alexandria has 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 worked tediously to replace all of the City's existing water meters with a "Touch Read" meter system. This means every water meter in the City was 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 man hours making the water department more effective and efficient. The City has replaced nearly 2000 meters in house with its own employees.

In 2013, the City of Alexandria received $488,119.32 in payments for residential water usage. Existing water usage for the City is approximately 1.1 million gallons per day (GPD). The City has the capacity to distribute 2.2 million GPD. They currently have two-elevated water towers, each 150' feet tall, with a combined capacity of 1 million gallons.

Waste Water/ Storm Water

The City of Alexandria has a Combined Sewer Overflow (CSO) system, which is a combined wastewater and stormwater system. This system is in the process of being updated. As of September 2014 approximately 45% of the project was complete.

The City also has one newly renovated waste water treatment facility, which 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. Once treated, the water discharged into Pipe Creek is cleaner than the creek water itself.

The City's treatment plant can now treat up to 6 million gallons per day (peak) and is designed for a flow of 3 million gallons per day. As of 2013, the city of Alexandria was treating 1.5 million gallons per day, which put them at 54% of designed flow capacity.

In 2013, the Alexandria Waste Water Treatment Plant (WWTP) received over $1,008,000 waste water billings. Storm water is not considered a utility in Alexandria and therefor the City currently does implement a storm water fee.

CITY OF ALEXANDRIA, IN

UTILITIES

Legend:
- Storm Sewer Outfall
- Water Line
- Alexandria City Limits

MCCOG
Geographic Information Systems
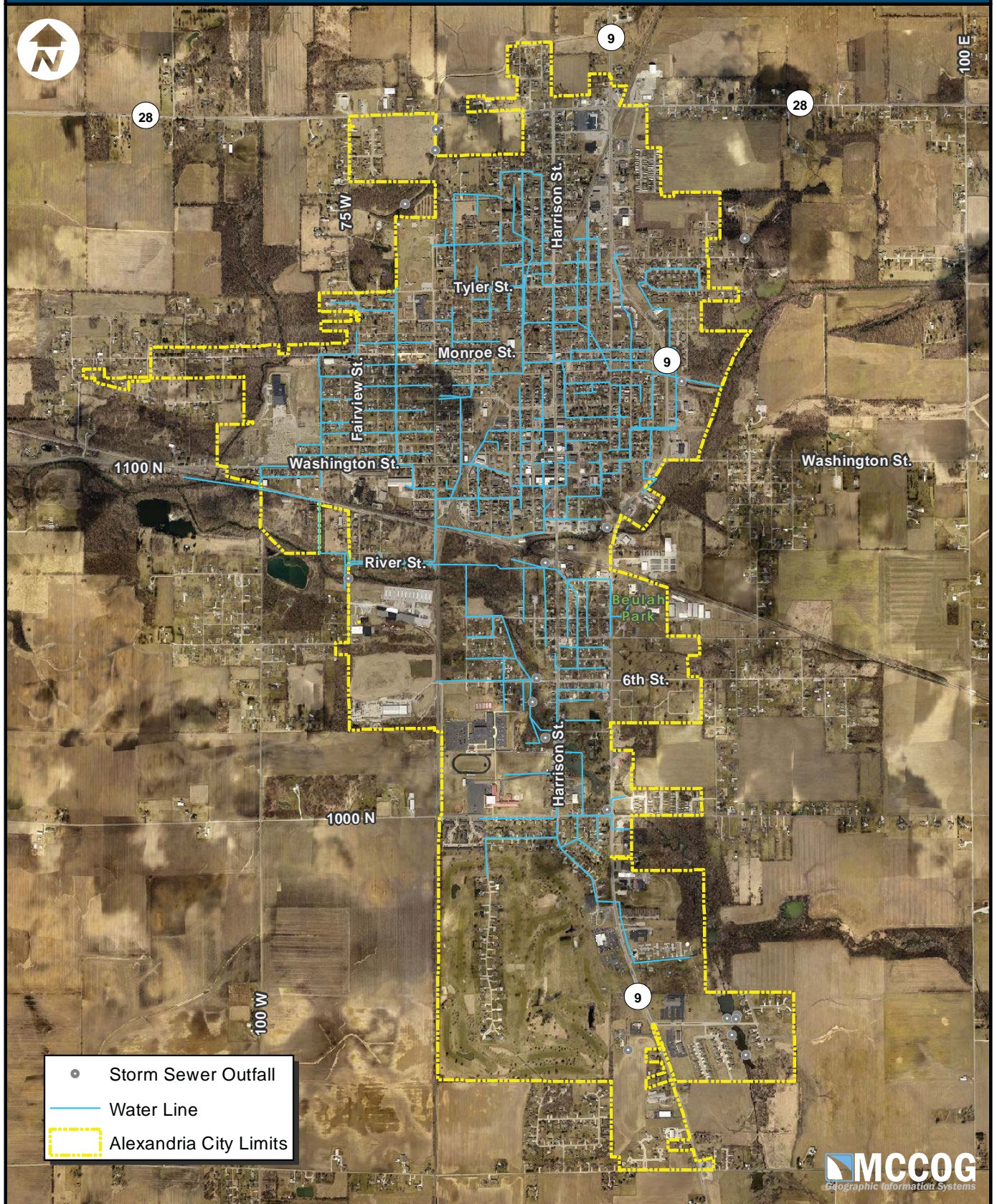
Solid Waste & Recycling

Alexandria has its own Recycling Program through the Mayor's Office. A collection center is located at 200 West 4th Street. Curbside recycling is offered to the property owner/resident for a nominal fee.

Electricity

Electricity is provided to the City of Alexandria by Indiana Michigan Power.

Indiana Michigan Power
110 E. Wayne St.
Fort Wayne, IN 46802
1-800-311-4634

Natural Gas

Natural Gas is provided to the City of Alexandria by Vectren Energy.

Vectren
P.O. Box 209
Evansville, IN 47702
1-800-227-1376

Telephone and Internet

Telephone and Internet services are provided to the City of Alexandria by AT&T, One Communications, Inc., Sprint, and Verizon.

Cable

Cable services are provided to the City of Alexandria by AT&T, Comcast, DirectTV, and Dish Network.

2.7 Public Facilities

Public Schools

Alexandria is a part of the Alexandria-Monroe Community School Corporation, which serves populations in Alexandria and the surrounding Monroe Township. Elementary students grades Pre-K – 2 attend the Alexandria-Monroe Elementary School, located on the Northwest side of the City. Grades 3 - 6 attend the Alexandria-Monroe Intermediary School, located on the southwest side of the City. Middle School and High School students (grades 7 - 12) attend the Alexandria-Monroe Junior and Senior High School, which is located on the southwest side of the City as well. The Alexandria-Monroe School Corporation administrative offices are located in downtown Alexandria.

CITY OF ALEXANDRIA, IN

SCHOOLS

1 Alex - Monroe Elementary School

2 Alex - Monroe Intermediate School

3 Alex - Monroe High School

4 Saint Mary School

Alexandria City Limits

MCCOG
Geographic Information Systems
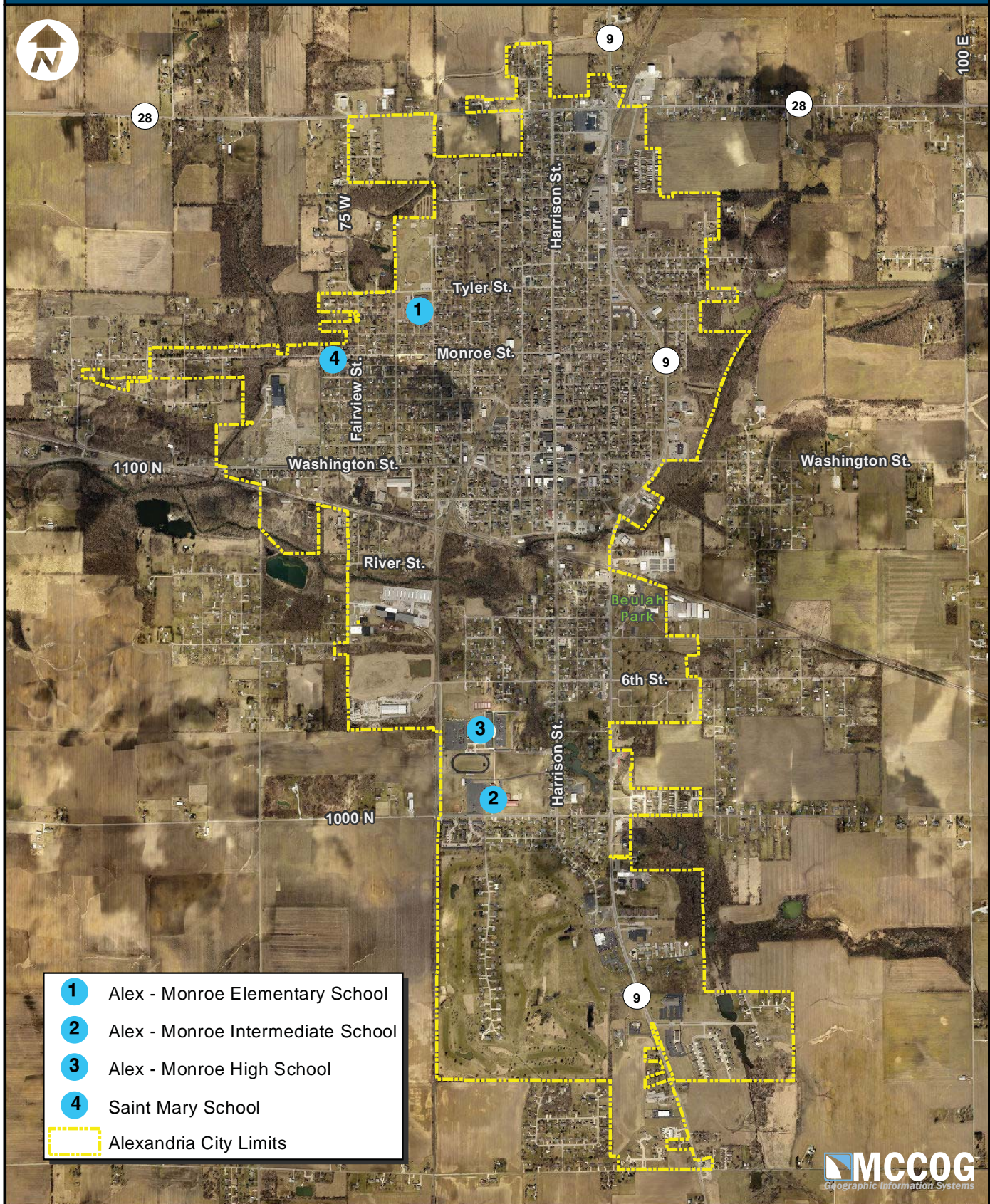
As of 2014, there were a total of 1,595 students enrolled in the school corporation. The maximum capacity of the three schools servicing Alexandria combined is approximately 1,950 students. The three schools currently employ 94 certified staff and 154 support staff.

The schools receive their funding from two sources: Property Taxes and State allocation, which is based on enrollment. Per student allocation from the State considers multiple factors: school performance, the economic status of the students, and other economic factors is in the community. The schools also receive funding for the free and reduced lunch program based on student eligibility. As of 2014, 53.7% of students in the Alexandria Community School Corporation received free or reduced price lunches. In order to be eligible for the free lunch program a child's family must fall at or below 130 percent of the federal poverty level, while children from families with incomes between 130 and 185 percent are eligible for reduced priced meals. The increase in the number of students receiving free and reduced meals indicates that there has been a rise in the number of children attending Alexandria-Monroe Community Schools who are at or below the federal poverty guidelines of this program.

Table 17: **Alexandria Public School Students Receiving Free or Reduced Priced Lunches**

School Lunch	2010	2011	2012	2013	2014
Free	612	688	687	681	734
Reduced	101	117	127	117	107
Total (Free + Reduced)	713	805	814	798	841
Percent +/-	--	12.9	1.1	-1.96	5.38

Source: Indiana Youth Institute

School district enrollment has shown very little fluctuation over the past 7 years, as can be seen in Table 18. According to the Indiana Department of Education, the enrollment numbers show a fairly steady enrollment with the steepest decrease occurring in 2010, at -3.8%. For the 2014 school year, total enrollment for grades Kindergarten to 12 totaled 1,539 students. It should be noted that while the City suffered significant declines in population following the economic downturn of 2009, the school system did not. This may be due to the State of Indiana's Open Enrollment program, which allows parents to choose which schools their children attend. Alexandria Community School's reputation for providing a high quality education has led to increased enrollment from students who live outside the City's borders

Table 18. **Alexandria Community School District Enrollment 2009 – 2014 (grades K-12)**

	K	GR 1	GR 2	GR 3	GR 4	GR 5	GR 6	GR 7	GR 8	GR 9	GR 10	GR 11	GR 12	Total
2014	112	104	116	106	100	117	135	122	123	132	137	130	105	1,539
2013	101	110	110	102	117	132	116	129	128	139	120	111	93	1,505
2012	113	112	108	12	131	112	129	136	126	132	122	104	138	1,583
2011	117	115	121	125	116	122	119	125	120	127	122	147	109	1,585
2010	89	106	123	122	114	115	119	111	111	117	130	116	117	1,490
2009	109	124	120	119	114	119	113	96	126	130	121	126	132	1,549

Source: Indiana Department of Education

Alexandria is both committed to and proud of their school system. In 2013 US News Ranked Alexandria-Monroe High School among the 'Nation's Best High Schools.' The graduation rate has increased 14.1% from 2007 (76.9%) to 2013 (91%). ISTEP scores have seen significant positive shifts as well, with pass rates having increased by 15.9%, from 2007 (57.3%) to 2013 (73.2%).

Private and Higher Education
The City of Alexandria has one private school, Saint Mary's Elementary School, which is located in the northwest side of the community. 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.

Another concern is that residents who are of college and working age are moving out of the community at extremely high rates, this may be in part due to lack of opportunities for a higher education within the community as well as a shortage of job opportunities. The community is aware of these concerns and are actively working to increase educational attainment for all citizens.

Table 19. **Educational Attainment for the Population 25 and Older – percent**

	08' ACS Alexandria	00' USC Alexandria	% Change	08' ACS Indiana
Less than 9th grade	7.4	6.7	10.4	3.8
9th to 12th grade, no diploma	9.8	17.7	-44.6	9.2
High School Graduate (includes equivalency)	42.1	41.1	2.4	40.9
Some College no Degree	21	19.9	5.5	20.9
Associate's degree	9.1	5	82	8.2
Bachelor's degree	6.6	5.1	29.4	11.4
Graduate or professional degree	3.9	4.5	-13.3	5.7

Source: American Community Survey Five-Year estimate 2008-2012, US Census 2000

Educational Attainment
Alexandria's percentage of residents with a high school diploma or higher (82.7%) is lower than the State (87.1%). Residents with no diploma totals 17.2 %, compared to the State with a rate of 13%. Alexandria residents with less than a 9th grade education totals 7.4% compared to the States rate of 3.8%. A lower rate of educational attainment may be in part due to limited access to jobs that require higher education.

The City of Alexandria has made significant positive shifts in educational attainment, since the 2000 Census. The only categories which saw a negative increase were those with less than a 9th grade education and those with graduate or professional degrees. Those with less than a 9th grade education increased by 10.4%, this shift may be related to the increase in the older population in the community. Many individuals born prior to 1960 did not, as frequently, need a higher education to get a good job. Individuals with a graduate or professional degree also saw a decrease of 13.3%, which may be in part due to a lack of available professional careers.

All other groups have seen positive shifts in educational attainment. The most significant shift was the percent of individuals with an Associate's degree, which increased by 80%.

Public 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 an addition was added on in 1990.

It has an operating budget of (FY2014) of $655,200 and contains 55,037 books, 4,850 audiobooks, 13,486 DVD/Blue-Ray Discs, and 398 Electronic games. They also offer access to a wide variety of databases such as Inspire, Ancestry.com, and AtoZdatabases. The director and staff members oversee the many

Alexandria-Monroe Public Library *Source: Madison County Council of Governments*

services and programs offered by the library which includes 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 the interlibrary loan service.

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.

Police Services

The Alexandria Police Department is located in downtown and is approximately 2,400 sq. ft. in size. They were established in 1893 with a merchant police force and have since grown to a department of 13 full-time professional police officers. The department also has a reserve force of 10 men and women (15 available reserve positions). The reserve officer program has served as a starting point for many full-time officers. These 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. The department also has 2 canines (one dual purpose and one single purpose). All City police and fire dispatching comes from Madison County Central Dispatching located in the City of Anderson.

Alexandria City Hall *Source: Madison County Council of Governments*

Fire Protection and Emergency Medical Services (EMS)

The Alexandria Fire Department started as a volunteer fire brigade after a string of downtown fires, including the Opera House and Shoe Store. Then in 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 fire engine. It is unclear at what time the horse drawn fire engine was changed to a gas powered fire engine. In 1974 the current fire station was built at 212 South 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 that time, all equipment has been upgraded to meet the new National Fire Protection Agency (NFPA) standards.

The Alexandria Fire Department serves and protects an area of 52 square miles and nearly 15,000 residents within the City of Alexandria and Monroe Township. They provide 24-hour fire, rescue, and EMS service to the City of Alexandria, Town of Orestes, and Monroe Township. The Alexandria Fire department also provides Advanced Life Support (ALS) intercept service for the Richland Volunteer Fire Department, Frankton Volunteer Ambulance, Summitville Volunteer Fire Department, and Elwood Fire Department.

There are 13 full time career firefighters, including the chief. Station personnel consists of 3 shifts which consists of an officer and three firefighters. They have one Station and an ISO rating of 6. As of 2012, there were 1,820 calls.

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
- Paramedic Services

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

Alexandria Fire Department, *Source: Madison County Council of Governments*

Healthcare Facilities

The City of Alexandria is home to two healthcare facilities, the Alexandria Medical Arts Center, which houses two physicians and one Nurse Practitioner and the St., Vincent's Physician's Network, which houses one physician and one Nurse Practitioner. They primarily offer family and pediatric care services. Most specialized services must be outsourced. Patients are frequently referred to Anderson as it is the closest community with major healthcare facilities.

The City of Alexandria has one dentist office, which is located in the heart of the downtown.

Cemeteries

There are 10 cemeteries located in Alexandria (Bell, Carver, Chaplin, Forrestville, Musick, Park View, Pisgah, Star, Sroken, and Vinson) and one that has been destroyed (located on the southeast corner of Harrison and 4th Street in Alexandria). There are also three Funeral Homes (Owens Funeral Home, Whetsel Funeral Services, and Noffze Funeral Home).

2.8 Parks, Open Space, & Recreation

The combined acreage of managed park land is 35.68 acres; however, there are approximately 222.5 acres of parks, recreational and open space land that is owned by other local entities, such as schools, golf courses, and cemeteries. Although these are not owned by the parks department they are important when considering open space amenities and quality of life for the community.

Parks and Recreation

The Alexandria Parks and Recreation 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, their Board consists of six members

The Parks and Recreation Department currently has a Five Year Parks and Recreation Master Park Plan that was updated in 2011 and runs through 2015. As part of this plan, the Board developed general goals and objectives for the Parks and Recreation Department as well as specific goals and objectives for each of the six current parks. A list of ideas for future development was also established which includes:

- Redesign and redevelopment of existing park sites to better serve the community;
- Develop parkland in the center of the City as an 'Amphitheater Park;' and
- Construct the Washington Street Gateway

The City of Alexandria has a dedicated tax rate for parks and recreation and generates money through building and picnic table rentals. The 2014 FY budget for parks and recreation was $167,050.

The Parks and Recreation Department currently has six park areas in the system:

Beulah Park – 17.67 acres
Located at the northeast corner of State Road 9 and East 4th Street, Beulah Park is the largest in the park system and serves as the home to the annual County 4-H Fair and the Small Town USA Festival. It contains playground equipment, various ball courts, a 750 square foot pool, an indoor auditorium, a park house, and a concession stand with restrooms and picnic areas. One of its major summertime attractions is the swimming pool/bathhouse complex, which offers a waterslide, lap pool, wading pool, and concessions.

Beulah Park, *Source: Madison County Council of Governments*

Minnesota Dog Park - .58 acres
Located on the northwest corner of West Madison Street and Minnesota Avenue, Minnesota Park is one of Alexandria's smaller neighborhood parks, and is Alexandria's first dog park.

Riverview Park - .96 acres
Located at the intersection of Moulton Street and River Road, Riverview Park is one of Alexandria's neighborhoods parks. It offers playground equipment, horseshoe pits, open space, and a half-basketball court.

Harrison Square Park, *Source: Madison County Council of Governments*

Harrison Square Park - .15 acres
Located in the heart of the downtown at the southeast corner of Harrison Street and Church Street, Harrison Square Park provides a historic feel, featuring a gazebo, a street clock, historic brick pavers, a waterfall style fountain, and beautiful rod iron benches, fencing, and picnic tables. This site serves as a historic marker of the old Interurban line in the state, and is located adjacent to an old Interurban Train stop.

Skateboard Park – 2.42 acres
Located west of the intersection of North Bellmont Avenue and Jefferson Street, the Skate Park is dedicated to skateboarding but also offers basketball courts.

Alexandria Baseball/Softball Complex – 13.9 acres
This complex is located at the northeast corner of North Sheridan Street and West Taylor Street, just north of the Alexandria-Monroe Elementary School. There are five fields located at the complex with a concessions stand and an announcing booth.

Beulah Park, *Source: Madison County Council of Governments*

Bikeways and Trails

The City of Alexandria has offers several bikeways located throughout the City. Currently there is no bikeways and trails plan for the City; however, there are components within the Park Plan that address the addition of a trail along the Pipe Creek. There have also been discussions about how to better connect the downtown to Beulah Park as well as better connecting the schools to the parks.

The trails which are in or pass through Alexandria are as follows:

Gas Well Track
This bikeway is one of two Madison County on-road bikeways, which goes through the City. Gas Well Track is approximately 20.66 miles long and goes from Orestes to Elwood.

Summit Circle
This is the second of the two Madison County on-road bikeways and is approximately 21.39 miles long. This bikeway follows the same path as the Gas Well Track; however, it links Alexandria to Orestes and Summitville.

Beulah Park Trail
The .6 mile trail throughout Beulah Park is paved and beautifully tree lined and designed for walking or jogging. In the winter the snow is cleared so that dedicated walkers/runners have safe and convenient access.

CITY OF ALEXANDRIA, IN

BIKE ROUTES

Gas Well Track & Summit Circle

Alexandria City Limits

MCCOG
Geographic Information Systems
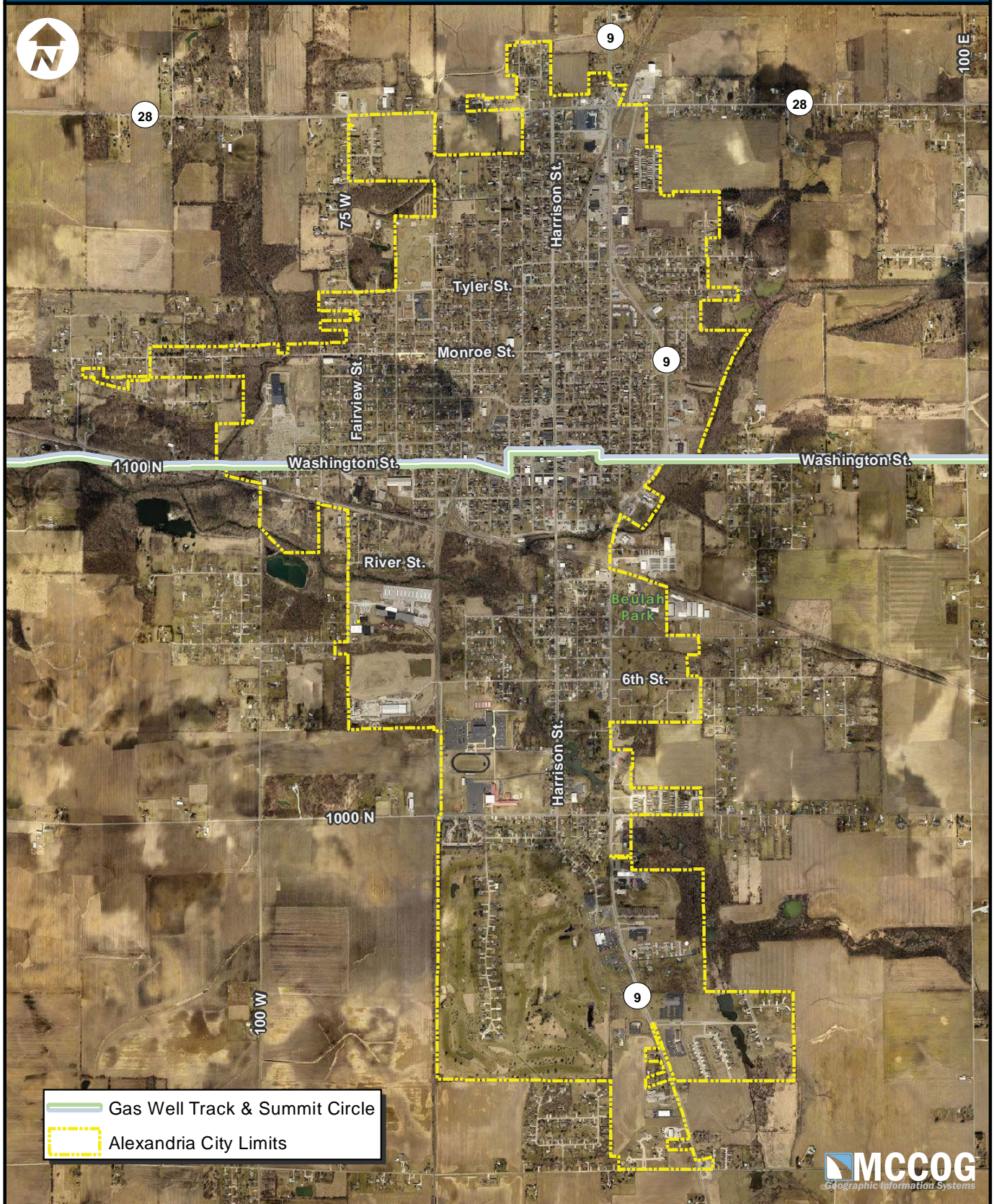
2.9 Community Organizations & Services

Alexandria Community Vision

The Alexandria Community Visioning (ACV) group was formed in October 2005 and was comprised of five Action Teams or committees, committed to Education, Leadership, Economic Development, Downtown Center, and Quality of life. In 2008, the ACV through the City of Alexandria, was selected by the State to participate in the pilot program called Hometown Competitiveness (HTC). 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.

The ACV sponsored many community events including a Voter Forum, Strawberry Festival, Senior Dance, and various beautification projects.

Alexandria Community Center

The Alexandria Community Center is a United Way of Madison County Certified Member Agency, which offers a variety of programs to youth and adults. The excellent programming is a result of continual community collaborations. The Community Center is funded by the United Way of Madison County, donor contributions, and program fees.

Alexandria-Monroe Historical Society and Museum

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

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 a wide variety of churches representing several denominations to serve its citizens. Many have ongoing social programs, which provide aid. Below is a representative list of the local churches in the City of Alexandria:

- Alexandria Church of the Nazarene – 1401 S. Harrison St.
- Cornerstone Community Church – 202 W. Church St.
- Lutheran Church of Our Savior – 309 W. Washington St.
- First Baptist Church – 2107 S. Park Ave.
- Alexandria Church of God – 302 N. West St.
- First Christian Church – 215 W. Berry St.
- Calvary Baptist Chapel – 202 W. Tyler St.
- First United Methodist Church of Alexandria – 116 W. Broadway St.
- Epworth United Methodist Church – 3957 E. 1250 N.
- Vermillion Christian Church – 3486 E. 800 N.
- Alexandria Church of Christ – 1889 W. State Road 128
- Christian Congregation Church – 11015 N. E.
- Greater Hope Apostolic Church – 1005 E. 6th St.
- Innisdale UB Church – 1101 W. 1st St.
- Riverview Christian Church – 716 River Ave.
- St. Mary Parish – 820 W. Madison St.

2.10 Things to do in Alexandria

Recreation

Beulah Park

This 17 acre park offers something for almost any age and occasion. During the summer months the swimming pool is open and offers a wading pool, lap pool, low diving board, and a 109 foot water slide. There are also tennis courts, basketball courts, and volley ball courts, that are lighted for playing in the evening. There are also competition horseshoe pits. Beulah Park also has trails, picnic tables, and pavilions.

Babe Ruth and Little League baseball Complex

Located on West Tyler Street, the baseball complex offers fun for athletes and spectators alike.

The Alex Theatre

Located on 407 North Harrison Street, the Alex shows first run movies and some pay per view events on nights and weekends. This theatre offers low rates which makes it an attraction not only to locals but to families from neighboring communities as well.

Norwood Bowl

Located at 121 E. Grant Street, Norwood offers family and league bowling events to the community of Alexandria.

Events and Festivals

Beulah Park Swimming Pool *Source: Madison County Council of Governments*

Beulah Park Playground, *Source: Madison County Council of Governments*

B & K Rootbeer, *Source: Madison County Council of Governments*

Madison County 4-H Fair

The County fair is located at Beulah Park and the adjacent 4-H Fairgrounds, and is held on the 3rd week in July. This week-long event offers a wide variety of activities to fair goers which includes both local and fair food, project and livestock judging, and nightly stage entertainment.

Small Town, USA Festival

One of Alexandria's historic events, this festival once held in the downtown, has been running for more than 80 years. It offers a historic look into the Alexandria's own Aladdin Glassware and lamps, a car show, craft exhibits, and entertainment. Today the Small Town, USA Festival is located in Beulah Park. It occurs on the second weekend in October.

"A Dickens Christmas"

Led by Mr. and Mrs. Clause themselves, Alexandria's own Christmas Parade kicks off the holiday season on the first Saturday in December. This event is located in downtown and is sponsored by the Chamber of Commerce. Following the parade there has been Community Caroling in the Harrison Square Park, sponsored by the Gaither Family Resources.

Gaither Fall Festival

Beginning on the first weekend in October, the Gaither Family Resources hosts a Fall Festival complete with a car show, breakfast, lunch, and dinners, as well as vendors and music to celebrate the season.

Alexandria's Grand Prix

The annual Alexandria Grand Prix is held on the 3rd weekend in August, in downtown Alexandria. This is a two day event, which offers racing, food, vendors, entertainment, and a beer garden, and brings in more than 3,000 spectators.

Madison County 4-H Fairgrounds, 2014 *Source: Madison County Council of Governments*

4.1 Future Land Use

The future land use plan is intended to serve as a guide for future development and redevelopment of the community, within the 20-year horizon of the planning document. It should consider both the current conditions as well as the opportunities and challenges of the community and should define a vision for future growth.

The future land use map is intended to serve as a generalized representation of the land use concepts in the goals, objectives, and policies. The future land use map included in this report is intended to be general in nature and should not be mistaken for a zoning map, which provides specific boundaries, densities, and intensities of uses. Rather it should serve as a broad guide when planning and implementing the goals, objectives, and policies of the Plan.

Future land uses:
- Residential
- Commercial
- Institutional/Public
- Industrial
- Open Space/Recreation

Madison County Future Land Use

When planning for the future land use of the community, it is essential to consider the City within the context of the County. Alexandria must work with Madison County to ensure that their incorporated boundaries match their desired land uses; as the Madison County Planning Commission regulates the areas surrounding the City. For this reason it was important to consider the land use designations set by the most recent County Comprehensive Plan.

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 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.

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 to 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.

Future Land Use Plan – 2014

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

Commercial uses are typically 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. A 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 and buildings that can be utilized for further downtown development. As part of the City of Alexandria Revitalization Plan, in 2010 the City developed a detailed plan for the downtown corridor. This plan provides detailed information on the further development of the land and buildings in the downtown area. Commercial growth in the downtown should focus on businesses of appropriate size and type. Options for this location should focus on providing goods and services for the convenience of the immediately adjacent residential neighborhoods. Typical uses may include grocers, pharmacies, restaurants, specialty apparel, beauty parlors, office and financial services.

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 State Road 28. Currently there are a few commercial establishments along this corridor. State Road 28 is also defined in the Madison County Comprehensive Plan as an economic development corridor. This factor combined with the fact that it lies adjacent to the high traffic State Road 9 highway and commercial corridor makes it a prime area for future commercial growth. This area is provides an excellent location for large-scale shopping centers and chains as well as businesses which serve the business community.

The other commercial area is located along State Road 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 does not currently 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 State Road 9 or State Road 28 from this industrial area without traveling through the City, along Washington Street. 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 a poor option.

Future land areas for industrial uses, should have easy access to rail and the arterial road network. If the existing industrial areas along Washington and the southwest quadrant of the City remain in industrial use, the City should encourage a transition to light manufacturing, the production of small consumer goods or mixed use with professional office, retail and residential. Keeping (heavy) industry that relies on truck freight service at the current location would require upgrades to transportation facilities; mainly County Road 100 West. County Road 100 West provides a direct connection to SR 128 which can be used to connect with Interstate 69 via County Road 800 North. This route would eliminate truck traffic in downtown Alexandria which is desirable by the City. There are two exceptions to relocating industry off of Washington Street: 1) support services for Red Gold which is located to the west in Orestes and 2) an industry that relied predominantly on rail freight. It is more economically feasible to relocate (heavy) industrial use to the planned business park discussed below. The proposed site is immediate adjacent to rail lines and an arterial connection to Interstate 69.

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 (State Road 28) running along the southern border which connects the area to a major interstate highway (Interstate 69) and the City already has a water main running one mile east along State Road 28. This potential industrial area already contains the Poet biofuel plant as well as an Indiana Department of Transportation (INDOT) maintenance facility.

Institutional

Institutional land use is comprised of schools, churches, and other public-related and governmental facilities.

The Plan is intended to encourage the development of adequate community facilities and programs to fulfill the social and service needs of Alexandria.

There is no area on the Future Land Use map designated for expansion of institutional land uses outside of the current city limits as the current institutional capacity is sufficient for the community's needs.

Open Space and Recreation

Open Space and Recreation uses provide undeveloped public spaces for recreation and citizen use. These locations may include public parks, vacant lots, school yards, and/or public plazas.

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 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 Mud and Pipe Creeks.

Agricultural

Agricultural land use 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 have 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 State Road 9 and north of State Road 28 are designated to remain agricultural in use.

CITY OF ALEXANDRIA, IN FUTURE LAND USE

N

28

9

75W

Harrison St.

Tyler St.

Monroe St.

9

100 E

28

Washington St.

1100 N

Washington St.

Fairview St.

River St.

6th St.

Harrison St.

1000 N

1000 W

9

Legend
- Agriculture
- Comercial
- Open Space/ Park Use
- Industrial
- Residential
- Alexandria City Limits

MCCOG
Geographic Information Systems
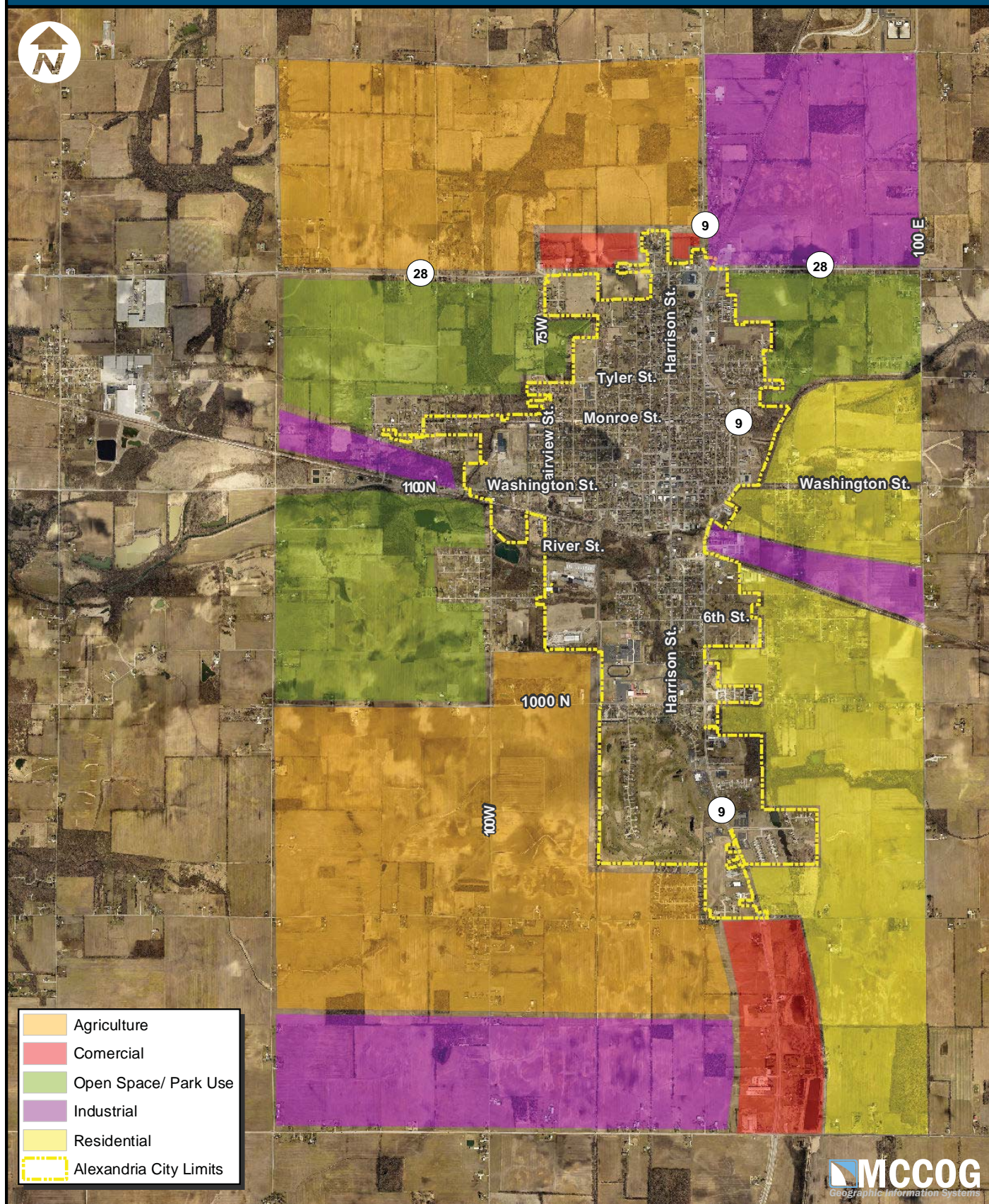
3.2 Goals and Objectives

Quality of Life Policy

Strive for a community environment that embraces and strengthens the health, welfare, and wellbeing of all citizens and creates a sense of community and pride within the City.

Community Facilities Policy

Ensure that community facilities are maintained and improved in a way that supports the current and desired level of future growth, embraces the best available technologies, encourages community pride, and enhances the well-being of the community.

Economic Development Policy

Encourage the development of a diverse, strong, and vibrant supply of local businesses and industries to meet the needs of current citizens and to attract consumers.

Land Use Policy

Encourage efficient land use that supports a sense of community and maintains the small town feel of the City while providing for future growth, development and redevelopment.

Transportation Policy

Provide a transportation system which connects the community by all modes of transportation and encourages efficient land use for current and future development.

QUALITY OF LIFE POLICY

Goal:
Strive for a community environment that embraces and strengthens the health, welfare, and wellbeing of all citizens and creates a sense of community and pride within the City.

Objectives:
1. Work with the School Board to market Alexandria's high-achieving school system.
2. Enroll all 7th and 8th grade children in 21st Century Scholars to increase the likelihood that children will attend college.
3. Encourage the retention and development of educational facilities for youth and adult populations
    a. Develop a distance learning center, such as Ivy Tech, Vocational, Skills trade, etc.
4. Enhance community image through beautification projects and marketing
    a. Maintain "Tree City" status.
    b. Create a sense of place through marketing the City's history, successful businesses, activities and events.
5. Define and develop neighborhood areas.
    a. Create unique Wayfinding (signage) to promote neighborhoods, parks, and community attractions.
6. Increase the safety of neighborhoods.
    a. Develop crime watch programs in neighborhoods.
    b. Promote neighborhood conversations, community events, and block parties.
7. Increase standard of living through community development and citizen engagement
    a. Create opportunities for civic engagement.
    b. Consider the impacts of policies and planning efforts on low and moderate income and special needs populations.
    c. Consider ways to reduce the transportation burden for low income and special needs populations.
8. Support community programming and activities for citizens of all ages.
    a. Engage the school board, parks department, community groups, etc. in the development community-wide programming for all ages.
        i. Create an aquatics program for senior citizens.
9. Develop an Emergency Management Plan.

Community Facilities Policy

Goal:

Ensure that community facilities are maintained and improved in a way that supports the current and desired level of future growth, embraces the best available technologies, encourages community pride, and enhances the well-being of the community.

Objectives:

1. Plan for future population and student population growth.
    a. Identify the needs for utility and infrastructure upgrades and expansions based on sound data, trends, and needs.
    b. Enhance the schools by working with the school board to ensure that development and expansion are based on sound data, trends, and needs.
2. Plan the use of community facilitates to meet the needs of diverse populations, interests, and needs to create a unique sense of place and community within Alexandria.
    a. Encourage the use of existing community facilities/amenities for events and activities.
        i. Orient a portion of the City's community facilities programming strategies toward adults and seniors.
    b. Build upon existing community assets through shared-use of existing public facilities.
    c. Promote adaptive reuse of existing public facilities if their uses become obsolete.
3. Encourage the conservation of City resources.
4. Promote Stormwater educational programming and workshops for the community to increase awareness of conserving/reusing stormwater.
5. Support the development and use of alternative energy solutions.
6. Expand (and locate) the Fiber Optics network within the community.
7. Expand the City's curbside recycling program.

ECONOMIC DEVELOPMENT POLICY

Goal:
Encourage the development of a diverse, strong, and vibrant supply of local businesses and industries to meet the needs of current citizens and to attract consumers.

Objectives:
1. Encourage the long-term economic wellbeing of the City through redevelopment and revitalization efforts.
2. Encourage and support the quality renovation and reuse of under-utilized parcels, buildings and high-profile sites.
3. Develop incentive programs to encourage small, unique businesses to locate on available parcels within the City.
4. Attract and retain diverse employment opportunities for Alexandria citizens
5. Work with the supporting entities, such as the Alexandria Chamber of Commerce, the Redevelopment Commission, and the Corporation for Economic Development for Madison County to attract appropriate business and employment opportunities.
6. Offer business assistance to early-stage entrepreneurs and businesses through the development of a Business Incubator.
7. Encourage and support a high level of diverse, quality retail services, with an emphasis on local businesses that contribute to Alexandria's sales and property tax base.
8. Develop a "Shop Local" program to continue to support the small, local businesses that contribute to the City's hometown feel.
9. Investigate opportunities to attract tourism and lodging related businesses to the City that support and expand the existing entertainment industry.
10. Develop an Identity Campaign for the City to promote local events, successes, and opportunities.
11. Form a marketing committee.
12. Develop a strategic plan for marketing which may include: brochures, logos, and social media components, commercial, billboards, radio, etc.
13. Create a vibrant, unique downtown as a destination for Alexandria.
14. Encourage mixed uses to include cultural/entertainment, residential, office, and retail/services that provide local flavor and utilize the full extent of the pedestrian environment.
15. Support the creative and entertainment industries as an important contributor to the overall economic health and small town feel of the City.
16. Promote the creation, expansion, and diversification of entrainment amenities within the City.
17. Promote the creation, expansion, and diversification of creative industries within the City
18. Promote the development of a recreational/sports facility.
19. Explore private/public partnerships.

LAND USE POLICY

Goal:
Encourage efficient land use which supports a sense of community and maintains the small town feel of the City while providing for future growth, development and redevelopment.

Objectives:
1. Encourage land uses that create a sense of community among those who live, work, and play in Alexandria.
    a. Connect residential, to retail, schools, and parks through the development of sidewalks and trail systems.
    b. Encourage mixed use developments (retail, office, and residential) within the downtown Central Business District.
2. Investigate the feasibility of annexing adjacent areas into the City's corporate limits.
3. Establish areas of future growth.
    a. Ensure that growth occurs in a manner that balances the pace of development with the ability of the City to provide quality services and capital improvements, such as utilities, transportation, parks and open space, and police.
    b. Establish development standards for areas of future growth.
4. Identify those environmental assets that need to be protected within growth areas.
5. Maintain and increase the amount of open space, parks, and recreational areas.
6. Develop land use patterns that are compatible with and support the transportation goal.
7. Encourage infill development which builds on the City's available services and amenities.
8. Continue to review the Zoning & Control Ordinance to assure that it is fair, consistent, and understandable.
9. Continue communication with the Madison County Planning Department on all land use matters outside the City's planning jurisdiction.
10. Educate the community on the land use laws and policies.
    a. Link the City's website to the Indiana code ordinances website.
11. Encourage the maintenance and rehabilitation of existing properties.
    a. Implement existing property management ordinances.
    b. Engage citizens, who are in violation of code, to remedy their situation.
12. Develop housing strategies which meet the needs of all citizens.
    a. Encourage home ownership and affordable housing opportunities.
    b. Investigate the demand/need for executive housing.
    c. Explore the need for the creation of long-term homes as both an aging in place strategy and an infill strategy.
    d. Consider the need for assisted living facilities.

TRANSPORTATION POLICY

Goal:
Provide a transportation system that connects the community by all modes of transportation and encourages efficient land use for current and future development.

Objectives:
1. Create an interconnected system of bikeways, walkways, and trails within the City that connect to the regional network.
    a. Prioritize the improvement of all sidewalks and trails which connect to schools and parks.
    b. Connect gaps in sidewalks and trails.
    c. Work with Parks Department to develop trails which connect throughout the community.
2. Provide a transportation system that enhances opportunities for physical activity and healthy lifestyles.
3. Rewrite development standards in the Zoning and Control Ordinance to require that all new developments include sidewalks, bike lanes, and/or trails.
4. Maintain and improve existing bicycle and pedestrian facilities and amenities.
5. Seek out alternative sources of funding to assist the City in the maintenance and improvements of local streets.
6. Improve pedestrian and bicycling safety.
    a. Create a "Safe Route" to better connect pedestrian and bicycle activity between Beulah Park and the City.
    b. Develop a bike safety program.
    c. Improve railroad crossings.
7. Expand and encourage the Safe Routes to School program.
8. Keep informed of developments in regional transportation planning through communication with the Madison County Planning Department and the Madison County Council of Governments.
9. Work with the Indiana Department of Transportation and the Madison County Highway Department to improve major roads in and surrounding Alexandria.
10. Continue maintenance of the existing roadway system.

Action Plan

Implementation
Once the Comprehensive 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, City Council, and other City officials and organizations are very committed to implementing the Comprehensive Plan. Implementation is the final phase of the Comprehensive Plan process, it sets the course of work for the next five years until the plan is updated again.

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 and Matrix were developed to assist the community through the steps of implementation.

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.

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.

ACTION MATRIX

The following Action Matrix contains all of the Action Steps for each Goal and Objective. The Action Steps break down each Objective into an organized task list of what needs to be completed within a set timeframe in order to accomplish the said Objective. Essentially the Actions Steps constitute the Implementation Strategy.

The Action Matrix table is organized by goal and includes each objective, priority, the responsible party(ies), the anticipated timeline, and Action Steps.

The following graphic illustrates how the Action Matrix is organized.

GOAL				
Objective	Key Idea (Icon)	Responsible Party(ies)	Timeline	Action Steps
Objective Statement	Housing, Schools, CBD, Industrial/Business Park, Walkability, Bikeability, Parks, Trails	List of Responsible Parties	Window for completion	Task list of steps needed to accomplish Objective

5 Key Ideas Icons

Central Business District

Housing

Walkability, Bikeability, Parks, and Trails

Schools

Industrial/Business Park
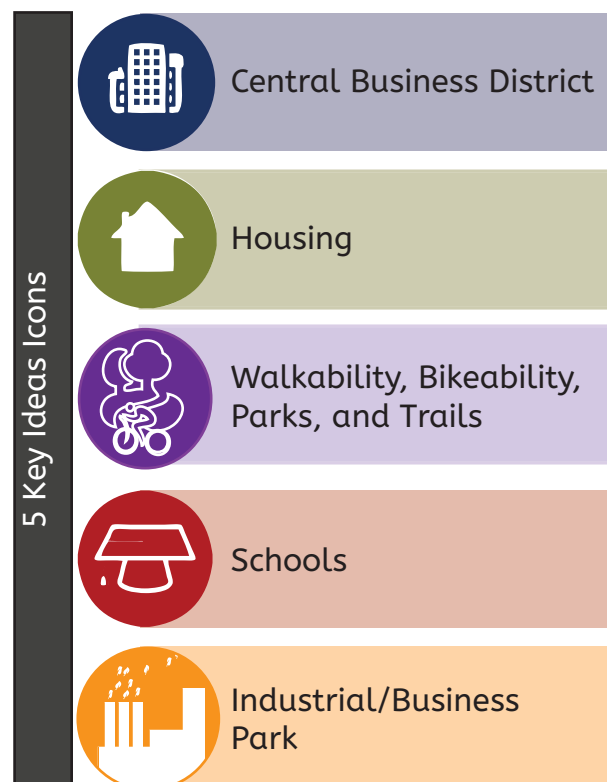
The Key Ideas (to the left) represent the core goals and ideas that came out of both the Public Input and Steering Committee meetings. These concepts focus on increasing the quality of life and the quality of place within the City of Alexandria.

When you see a Key Idea Icon you will know that the objective embodies community ideals and is a priority.

QUALITY OF LIFE POLICY

GOAL
Strive for a community environment that embraces and strengthens the health, welfare, and wellbeing of all citizens and creates a sense of community and pride within the City.

Objective	Key Idea	Responsible Party(ies)	Timeline	Action Steps
Schools:				
Market Alexandria's School System.		• School Board	Ongoing	• Create a marketing Committee. • Work with marketing the committee on the promotion of Alexandria Community Schools. • Highlight the success of the school with the new marketing materials.
Enroll all 7th and 8th grade children in 21st Century Scholars.		• School Board	Ongoing	• Meet with the school board/superintendent to discuss success strategies. • Work towards enrolling all children in 21st century scholars.
Develop educational facilities for youth and adults.		• City • School Board • Community Center	1 - 5 years	• Set up regular meetings with the school board to discuss the community and education.
Develop a distance learning center.		• City • School Board • Community Center	1 - 5 years	• Set up regular meetings with the school board to discuss the community and education.
Community:				
Enhance community image through beautification projects and marketing.		• City • RDC	Ongoing	• See "Marketing" under Economic Development Policy.
Maintain "Tree City" status.		• City	Ongoing	• Commit to planting 3 trees per year. • Track all spending related to tree maintenance.

Create a sense of place through marketing the City's history, successful businesses, activities, and events.		• City • Chamber of Commerce	Ongoing	• Work with the marketing committee, chamber of commerce, & visitors bureau on marketing events, activities, and business events.
Create opportunities for civic engagement.		• City	Ongoing	• Advertise open positions on City Commisions.
Support community programming and activities for citizens of all ages.		• City • Parks Department • Community Center • Library • Schools	Ongoing	• Work with community groups, the Alexandria Community Center, church groups, etc. to identify program needs.
Increase standard of living through community development and citizen engagement.		• City	Ongoing	
Engage the school board, parks department, community groups, etc. in the development of community-wide programming for all ages.		• City • Parks Department • Community Center • Library • Schools	Ongoing	• Meet with stakeholders to discuss strategies for community-wide engagement and programming.
Create an aquatics program for senior citizens.		• City Parks	1 - 2 years	• Work with Park Board to create program.
Neighborhoods:				
Define and develop neighborhood areas.		• City	1 - 3 years	
Create unique Wayfinding (signage).		• City	1 - 5 years	• Use unique signage to define neighborhoods.
Increase safety of neighborhoods.		• City • Police	Ongoing	• Organize community meetings to talk with residents. • Involve the police in community meetings.

Develop crime watch programs in neighborhoods.	🏠	• City • Police	1 - 2 years	• Work with poice department to form a neighborhood watch program.
Promote neighborhood conversations, community events, and block parties.	🏠	• City • Kiwanis • Churches	Ongoing	• Form neighborhood groups based on identified neighborhoods. • Develop a yearly schedule for neighborhood impact events.
Consider the impacts of policies and planning efforts on low and moderate income and special needs populations.		• City • Plan Commission	Ongoing	
Consider ways to reduce the transportation burden for low income and special needs populations.		• City • MCCOG • Transportation Providers	Ongoing	• Continue partnership with TRAM program. • Explore options to increase transportation options for residents.
Develop an Emergency Management Plan.		• City • Police • Fire Department • County Emergency Management	1 - 3 years	• Work with police, fire department, and county emergency management to develop a plan.

COMMUNITY FACILITIES POLICY

GOAL
Ensure that community facilities are maintained and improved in a way that supports the current and desired level of future growth, embraces the best available technologies, encourages community pride, and enhances the well-being of the community.

Objective	Key Idea	Responsible Party(ies)	Timeline	Action Steps
Community:				
Plan the use of community facilitates to meet the needs of diverse populations, interests, and needs to create a unique sense of place and community within Alexandria.		• City • Parks • Library • Schools • Community Center City • Schools	1 - 5 years	• Have an in depth discussion between stakeholders to work collectively to create a sense of place in the City.
Encourage the use of existing community facilities/amenities for events and activities. .		• City • Parks Department • Community Center • Library • Schools	1 - 5 years	• Work with stakeholders to increase shared use of facilities to better meet the needs of the community.
Enhance the schools by working with the school board to ensure that development and expansion are based on sound data, trends, and needs.		• City • Schools	Ongoing	• Set up an annual meeting with superintendent, school board, and city council to discuss data, trends, and needs.
Plan for future population and student population growth.		• City • Schools	1 - 5 years	• Set up regularly schedule meeting with superintendent, school board, and city council to update the City on the state of the schools.
Identify the needs for utility and infrastructure upgrades and expansions based on sound data, trends, and needs		• City • Schools	Ongoing	• Have an indepth conversation regarding future development, population growth, & student growth.

Orient a portion of the City's community facilities programming strategies toward adults and seniors.		• City • Community Center	Ongoing	• See "Community" under Quality of Life Policy.
Build upon existing community assets through shared-use of existing public facilities.		• City • Parks • Library • Community Center	Ongoing	• Coordinate community events with all community groups. • Create a community asset / event calendar.
Promote adaptive reuse of existing public facilities if their uses become obsolete.		• City	Ongoing	• Inventory existing community facilities. • Match community needs to existing facilities.
Encourage the conservation of City resources.		• City	Ongoing	• Discuss the role of conservation of City resources during City Council meetings.
Promote Stormwater educational programming and workshops for the community to increase awareness of conserving/reusing stormwater.		• City • MCSWQP	Ongoing	• Work with MCSWQP on education and outreach events.
Support the development and use of alternative energy solutions.		• City	Ongoing	• Pass a resolution that states Alexandria's intentions and directs future efforts. • Begin researching IN law regulating renewable energy sources and opportunities for funding through the IN renewable Energy Association. • Develop zoning ordinances that are inclusive of renewable alternative energy requirements
Expand (and locate) the Fiber Optics network within the community.		• City • Utilities	1 - year	• Identify the location of the existing fiber optic network. • Coordinate with planned development projects to expand the network.
Expand the City's curbside recycling program.		• City	1 - year	• Work with provider to increase allowed recyclable materials.

ECONOMIC DEVELOPMENT POLICY

GOAL

Encourage the development of a diverse, strong, and vibrant supply of local businesses and industries to meet the needs of current citizens and to attract new consumers.

Objective	Key Idea	Responsible Party(ies)	Timeline	Action Steps
Encourage the long-term economic wellbeing of the City through redevelopment and revitalization efforts.		• City • RDC • CED	Ongoing	• Research and identify policies, design guidelines, architectural standards. • Begin adopting development standards that will have a positive impact on the image of Alexandria.
Encourage and support the quality renovation and reuse of under-utilized parcels, buildings and high-profile sites.		• City • RDC • Chamber of Commerce	Ongoing	• Create an inventory of underutalized sties. • Market sites for redevelopment.
Develop incentive programs to encourage small, unique businesses to locate on available parcels within the City.		• City • Chamber of Commerce	1 - 2 year	• Research successful programs in other communities. • Work with Chamber of Commerce to develop local programs.
Attract and retain diverse employment opportunities for Alexandria citizens.		• City	Ongoing	• Develop financial incentives businesses that create jobs in the City of Alexandria.
Work with the supporting entities, such as the Alexandria Chamber of Commerce, the Redevelopment Commission, and the Corporation for Economic Development for Madison County to attract appropriate business and employment opportunities.		• City	Ongoing	
Offer business assistance to early-stage entrepreneurs and businesses through the development of a Business Incubator.		• City • RDC • Chamber of Commerce • Scope	Ongoing	• Complete a feasibility study • Identify stakeholders • Create a business plan for the incubator.

Encourage and support a high level of diverse, quality retail services, with an emphasis on local businesses that contribute to Alexandria's sales and property tax base.		• City • Chamber of Commerce	Ongoing	• Perform a retail analysis study to better understand the current market in Alexandria. • Identify opportunities for development.
Develop a "Shop Local" program to continue to support the small, local businesses that contribute to the City's hometown feel.		• City • Chamber of Commerce	1 - 2 years	• Contact the Chamber of Commerce to discuss the shop local program. • Establish a list of interested businesses. • Develop a benefit structure and contact local businesses. • Develop an identity. • Begin promoting the program.
Marketing:				
Form a marketing committee.		• City • Chamber of Commerce	1 - 2 years	• Engage City Council, Chamber of Commerce, & the public in establishing a marketing committee. • Work with a consultant. • Develop a City identify/brand.
Develop a strategic plan for marketing which may include: brochures, logos, and social media components, commercial, billboards, radio, etc.		• City • Chamber of Commerce	1 - 2 years	• Create strategic marketing plan. • Roll it out.
Develop an Identity Campaign for the City to promote local events, successes, and opportunities.		• City • Chamber of Commerce	1 - 2 years	• Utilize Marketing Committee charged with promoting local events, etc.
Create a vibrant, unique downtown as a destination for Alexandria.		• City • Chamber of Commerce	Ongoing	• Revisit and implement relevant portions of the downtown revitalization plan.

Encourage home ownership and affordable housing opportunities.		• City • Chamber of Commerce	Ongoing	• Create an Alexandria homeownership campaign. • Work with IHCDA on existing programs.
Investigate opportunities to attract tourism and lodging related businesses to the City that support and expand the existing entertainment industry.		• City • Chamber of Commerce	Ongoing	• Contact the Chamber of Commerce and the Madison County visitors' bureau to discuss tourism opportunities. • Market Community identity and tourism opportunities.
Encourage mixed uses to include cultural/entertainment, residential, office, and retail/ services that provide local flavor and utilize the full extent of the pedestrian environment.		• City	Ongoing	• Research and identify policies that encourage the development of high-quality mixed-use housing.
Support the creative and entertainment industries as an important contributor to the overall economic health and small town feel of the City.		• City • Chamber of Commerce	Ongoing	• Create opportunities for live theatre, music, and plays.
Promote the creation, expansion, and diversification of entrainment amenities and creative industries within the City.		• City • Parks Department • Churches	Ongoing	• Recruit businesses that compliment the arts and entertainment theme. • Recruit bed and breakfasts and/or small hotels. • Recruit additional entertainment destinations.
Promote the development of a recreational/sports facility.		• City • Parks Department • RDC	1 - 5 years	• Explore private/public partnerships

LAND USE POLICY

Objective	Key Idea	Responsible Party(ies)	Timeline	Action Steps
Mixed-use Land Use				
Encourage land uses that create a sense of community among those who live, work, and play in Alexandria.		• City • Plan Commission	Ongoing	• Focus new development on infil.
Encourage mixed use developments (retail, office, and residential within the downtown Central Business District		• City • Plan Commission • RDC	Ongoing	• Research and identify policies that encourage the development of high quality mixed use developments. • Begin adopting development standards that will increase the appeal and identity of Alexandria. • Work with and identify building owners interested in revitalizing the building.
Housing:				
Develop housing strategies which meet the needs of all citizens.		• City • RDC	1 - 5 years	• Maintain policies that support diverse housing opportunities.
Consider the need for assisted living facilities.		• City	1-5 years	• Develop a long-range housing plan.

Investigate the demand/need for executive housing.		• City	1 - 5 years	• Develop a long-range housing plan.
Explore the need for the creation of long-term homes as both an aging in place strategy and an infill strategy.		• City	1 - 5 years	• Develop a long-range housing plan.
Current Ordinances and Land Use:				
Encourage the maintenance and rehabilitation of existing properties.		• City • Plan Commission • RCD	Ongoing	• Review and update the property maintenance ordinance as needed. • Identify or hire a part time employee to identify properties that are in violation of code.
Implement existing property management ordinances		• City	Ongoing	• Identify or hire a part time employee to identify properties that are in violation of code.
Engage citizens, who are in violation of code, to remedy the situation.		• City	Ongoing	• Work with property owner to find a way to bring them up to code.
Educate the community on the land use laws and policies.		• City • Plan Commission	Ongoing	• Place links to Indiana Land use law and recent court cases on the City website.
Link the City's website to the Indiana code ordinances website.		• City	1 year	
Continue to review the Zoning & Control Ordinance to assure that it is fair, consistent, and understandable.		• City • Plan Commission	Ongoing	• Review and update zoning and control ordinance as needed.

Growth and Development:				
Investigate the feasibility of annexing adjacent areas into the City's corporate limits.		• City • RDC	5 - 10 years	• Pass the current comprehensive plan, which contains the future growth map. • Continue to utilize the growth map to direct and prioritize development. • Revisit the map every 3-5 years to ensure its applicability to the needs of the community at that current time.
Establish development standards for areas of future growth.		• City	1 - 5 years	• Research and identify policies that can be changed to increase the appeal and identity of Alexandria.
Ensure that areas of future growth that may be annexed into the city meet and exceed the current building ordinances.		• City	Ongoing	• Begin adopting development standards that will add to the identity and appeal of Alexandria.
Ensure that growth occurs in a manner that balances the pace of development with the ability of the City to provide quality services and capital improvements, such as utilities, transportation, parks and open space, and police.		• City	Ongoing	• Create a map of the extent of current utilities, including capacities. • Develop a tenure capital improvement plan.
Encourage infill development which builds on the City's available services and amenities.		• City • Plan Commission • RDC	Ongoing	• Assess current ordinances to ensure that they are not a barrier to redevelopment. • Develop ordinances that encourage the redevelopment of vacant properties.

Develop land use patterns that are compatible with and support the transportation goal.		• City • Plan Commission	Ongoing	• Develop zoning ordinances that encourage development patterns to enhance alternate transportation opportunities. • Town council adopts said zoning ordinance. • Plan commission should continue to support alternate transportation options.
Identify those environmental assets that need to be protected within growth areas.		• City	Ongoing	• Adopt development standards that will support and protect those assets.
Continue communication with the Madison County Planning Department on all land use matters outside the City's planning jurisdiction.		• City • Plan Commission	Ongoing	
Recreation:				
Connect residential, to retail, schools, and parks through the development of sidewalks and trail systems.		• City • Parks Department • MCCOG	1 - 5 years	• Utilize and refer to "Safe Routes to School" plan. • Work with City, MCCOG, and the Parks department to better connect the City's assets.
Maintain and increase the amount of open space, parks, and recreational areas.		• City • Parks	Ongoing	• Update the City's Park and Recreation Master Plan every 5 years.

TRANSPORTATION POLICY

GOAL

Provide a transportation system that connects the community by all modes of transportation and encourages efficient land use for current and future development.

Objective	Key Idea	Responsible Party(ies)	Timeline	Action Steps
Create an interconnected system of bikeways, walkways, and trails within the City that connect to the regional network.		• City • MCCOG • DNR	5 - 10 years	• Impliment park and recreation trails plan.
Prioritize the improvement of all sidewalks and trails which connect to schools and parks.		• City • Parks Department • Schools	1 - 5 years	• Utilize the "Safe Routes to School" plan. • Work with the parks department to connect to schools and parks. • Identify funding sources. • Apply for funding.
Connect gaps in sidewalks and trails.		• City	Ongoing	• Assess current sidewalk conditions. • Rate and prioritize need. • Create an improvement plan. • Implement an improvement plan.
Work with Parks Department to develop trails which connect throughout the community.		• City • Parks	1 - 5 years	• Work together on development of future five year parks and recreation master plan.
Provide a transportation system that enhances opportunities for physical activity and healthy lifestyles.		• City • MCCOG	Ongoing	• Focus infrastructure, sidewalks, and trail development on multi-use paths.
Rewrite development standards in the Zoning and Control Ordinance to require that all new developments include sidewalks, bike lanes, and/or trails.		• City • Plan Commission	1 - 2 years	
Maintain and improve existing bicycle and pedestrian facilities and amenities.		• City • Parks Department • County	Ongoing	• Have street department and parks department evaluate the condition of existing trails annually.

Seek out alternative sources of funding to assist the City in the maintenance and improvements of local streets.		• City	Ongoing	• Explore grant opportunities.
Improve pedestrian and bicycling safety.		• City • MCCOG	Ongoing	• Create and host annual bicycle saftey program.
Create a "Safe Route" to better connect pedestrian and bicycle activity between Beulah Park and the City.		• City • INDOT	1 - 5 years	• Prioritize sidewalk infrastructure improvements within a mile of the school.
Develop a bike safety program.		• City • MCCOG	1 - 5 years	• Engage MCCOG and local health partners in developing a bicycle safety program.
Improve railroad crossings.		• City	Ongoing	
Expand and encourage the Safe Routes to School program.		• City • Schools	Ongoing	
Keep informed of developments in regional transportation planning through communication with the Madison County Planning Department and the Madison County Council of Governments.		• City • County • MGGOG	Ongoing	• Attend COG technical and policy meetings throughout the year.
Work with the Indiana Department of Transportation and the Madison County Highway Department to improve major roads in and surrounding Alexandria.		• City • County • INDOT	Ongoing	
Continue maintenance of the existing roadway system.		• City	Ongoing	• Pland for roadway preservation in yearly budget.

Appendix A: Public Input Meeting Sign-in

Alexandria Comprehensive Plan - Goal Formation Social
Participant Sign-In Sheet

Tuesday, February 25th, 2014
7:00 pm - 8:00 pm
Bob Rogers Building
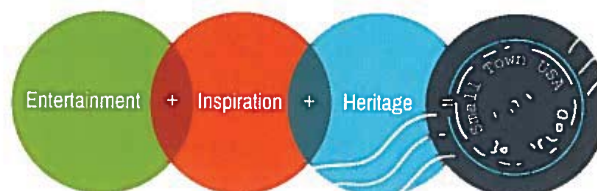
Entertainment + Inspiration + Heritage

Name	Address	Phone/Email
Brad Justus	8239 N. State Road 9	610-0288 JustusBR@kleencousa.com
Jack Woods	125 Cardinal Ln Alex	620-1946 alexmayor@comcast.net
DC Steele	1112 S. Harrison St	724-9999 ALEXDCS@AOL.com
Warren Brown	2906 E Elm Dr.	278-7345 alexecon@comcast.net

Alexandria Comprehensive Plan - Goal Formation Social
Participant Sign-In Sheet

Tuesday, April 22nd, 2014
6:00 pm - 7:00 pm
Alexandria City Hall

Entertainment + Inspiration + Heritage
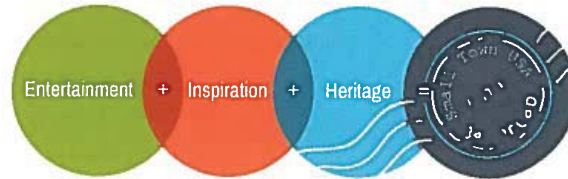
Name	Address	Phone/Email
Curt Brisco	209 Walnut St	724-9057
Gina Brisco	209 Walnut St.	cbrisco@gaithermusic.com
Susie Remington	1616 N Harrison	724-9784
Lindsey Cuneo	204 E. John St Apt 3	lindsey@lindseycuneo.com
Jim Lynch	33 Fairway Dr. Alex	724-2541
Ralph (Don) Lynch	33 Fairway Dr.	724-7114
Eric Bates	301 W. 11th Street	724-4861
Bob Stinson	820 W. Jefferson St	278-7861
Steven Murray (Times-Tribune)	211 S Black St	617-9933
Julie Barton	1001 W. Jefferson	724-4303
Eric Schmidt	602 w Jackson	
Jack Woods	125 Cardinal Ln	620-1946
Warren Brown	2906 E Elm Dv.	278-7345

Alexandria Comprehensive Plan
Steering Committee

Tuesday, July 22nd, 2014
6:00 pm - 7:00 pm
Alexandria City Hall

Entertainment + Inspiration + Heritage

Name	Address	Phone/Email
P Eric Schmic	602 w Jackson	
Jack Woods	125 Cardinal Ln Alex.	alexmayor@comcast.net
Gina Brisco	309 N. Walnut St.	gbrison@gaithermusic.com
DAVID STEELE	1112 S. HARRISON ST	ALEXPCS@AOL.com
Warren Brockey	2906 E Elm Dr.	alexecon@comcast.net
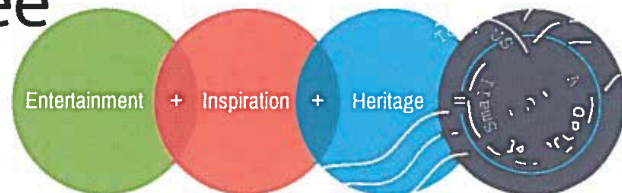
Appendix B: Resolution Adopting Plan

RESOLUTION NO._____
Adopting Comprehensive Plan For the City of Alexandria.

WHEREAS, the City Council of the City of Alexandria recognizes the importance of planning for the future growth and development of the City of Alexandria and has the authority to adopt a comprehensive plan for land use development for the planning, zoning, and platting of the City as authorized by Indiana State Statues IC 36-7-4-501; and,

WHEREAS, the City of Alexandria solicited input from the public, and from that input developed a vision for the City's future; and,

WHEREAS, the City of Alexandria Planning Commission, working in concert with City staff and other stakeholders, developed Comprehensive Plan 2014-2029, as a guide for the City's future growth and development, based on examining existing and future conditions, the best examples of planning practice from around the United States, and input from stakeholders; and,

WHEREAS, Comprehensive Plan 2014-2029 contains recommendations in the form of goals, objectives and action steps as well as the Future Land Use Plan; and,

WHEREAS, achieving the City's vision for the future will be accomplished through the implementation of Comprehensive Plan 2014-2029; and,

WHEREAS, Comprehensive Plan 2014-2029 will be practically applied by utilizing the Future Land Use Plan to guide growth decisions, and through effectuating change to the zoning ordinance only after deliberative Planning Commission work sessions and City Council public hearing processes; and,

WHEREAS, Planning staff has recommended adoption of the Comprehensive Plan 2014-2029 to City Council; and,

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that the request for a recommendation to City Council for adoption of Comprehensive Plan 2014-2029, the comprehensive plan for the City of Alexandria, including the Future Land Use Plan map, plan text, and all plan recommendations, is hereby APPROVED.

PASSED AND ADOPTED by the City Council of the City of Alexandria this _____ day of _____, _____.

_____
CITY COUNCIL, City of Alexandria
PRESIDENT

_____
CLERK TREASURER, City of Alexandria
ATTEST

Appendix C: Planning Terms

Access Management – the process that manages access to land development while simultaneously preserving the flow of traffic on the surrounding public road system in terms of safety, capacity, and speed.

Active Recreation – recreational activities that require the use of organized play areas, such as playing fields, arenas, or courts.

Adaptive Reuse – the process by which historically important, architecturally distinctive, or underutilized structures are rehabilitated for a purpose other than which it was originally designated.

Affordable Housing – housing that can be rented or purchased by a household with very low, low, or moderate income for less than 30 percent of that household's gross monthly income.

Bikeway – any road, path, or way which, in some manner, is specifically designated as open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Business Improvement District (BID) – see Economic Improvement District

Business Incubator – a facility that provides space and support to businesses in order to accelerate the successful development of start-up and fledgling companies by offering entrepreneurs with a variety of targeted resources and services.

Capital Improvement Plan – the major financial planning guide for expenditures towards capital facilities and equipment.

Central Business District (CBD) – the major commercial core within a community.

Community Facilities - Public and semipublic facilities which may include, without being limited to, parks and recreation, schools and other educational or cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, utilities, fire stations, police stations, jails, or other public office or administrative facilities.

Conservation – the careful use of something to prevent it from being wasted; most often related to the protection of animals, plants, and natural resources.

Corridor – an area identified by a specific common characteristic or purpose; most often used to describe a major transportation or utility route, or the area along a stream.

Co-working Facility – a type of business incubator that involves a shared working environment for multiple organizations, with a social component to encourage innovation across varying business ventures.

Density - The average number of families, persons or housing units per acre of land.

Economic Improvement District (EID) –a public-private partnership in which taxpayers in a defined area pay an additional assessment or fee (usually an additional property tax) in order to fund improvements within the district's boundaries beyond what the municipality already provides. The creation of an EID requires at least 60 percent of the property owners to agree and establish the terms (see also, Business Improvement District).

Environmental Protection Agency (EPA) – a regulatory agency of the United States federal government whose mission is to protect human and environmental health.

Environmentally Sustainable Design – the philosophy of designing physical objects, the built environment, and services that comply with the principles of social, economic, and ecological sustainability to eliminate negative environmental impact completely through skillful, sensitive design.

Open Space – any piece of land that is undeveloped and is accessible to the public, which can include green space: an area of grass, trees, or other vegetation set apart for recreational or aesthetic purposes in an otherwise urban environment.

Indiana Department of Environmental Management (IDEM) – the state department charged with providing quality environmental oversight and technical assistance in air, land, pollution prevention, and water quality issues.

Indiana Department of Natural Resources (DNR or I-DNR) – The Indiana Department of Natural Resources is a state-wide organization whose mission is to protect, enhance, preserve, and wisely use natural, cultural, and recreational resources for the benefit of Indiana's citizens through professional leadership, management, and education.

Indiana Department of Transportation (INDOT) – is a governmental agency of the U.S. state of Indiana charged with maintaining and regulating transportation and transportation related infrastructure such as state owned airports, state highways, and state owned canals or railroads.

Infill – The development of vacant or bypassed land within the existing development area. Infill does not include the revision or replacement of an existing building. Most frequently, infill involves small-scale development of scattered vacant or bypassed land, but it can encompass the assemblage and development of larger tracts of land.

Infrastructure – The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

Land Use – The occupation or utilization of land or water area for any human activity or any purpose defined in this plan.

Madison County Council of Governments (MCCOG) - The Madison County Council of Governments (MCCOG) is a cooperative, county-wide planning organization, funded in part by Alexandria, Anderson, Elwood, Pendleton, and Madison County, Indiana. Our charter agreement was signed in May 1969 in recognition of the need for cross-community cooperation geared toward the solution of common problems faced throughout the county. MCCOG is also the Metropolitan Planning Organization (MPO) for the City of Anderson / Madison County.

Metropolitan Planning Organization (MPO) - is a federally mandated and federally funded transportation

policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities

Multi-modal - Capable of accommodating multiple modes of transportation, including but not limited to automobile, bicycle facilities, pedestrian, public transit, and rail.

Open Space - Land set aside as greenspace or other open air areas (e.g. plazas, special design areas, stormwater ponds, reservoirs, rail and utility corridors, or cultural landscapes.)

Overlay District - is a dedicated district within a local planning area which incorporates additional development regulations above and beyond the restrictions of the underlying zoning.

Public Improvement Advisory Committee (PIAC) – a Town Council appointed committee whose sole purpose is to advise the Council on public improvement needs. Utilizing input and comments from the public, the PAIC advises the Town Council on the best use of funds for improvement projects.

Rail Spur Development –building or aligning development along existing railroad delivery and access points.

Redevelopment Commission – a commission (established in accordance with I.C. 36-7-14) of local individuals whose primary purpose is to allocate the TIF District tax dollars towards development projects within said district.

Sprawl - describes the expansion of human populations away from central urban areas into previously remote and rural areas, particularly resulting in low-density communities reliant upon heavy automobile usage.

State Transportation Improvement Program (STIP) - STIP is a four-year planning document that lists all projects expected to be funded within a four-period with Federal funds and those state-funded projects that have been deemed as Regionally Significant.

Tax Increment Finance (TIF) District – is a specified area of land in which TIF tax dollars may be used for redevelopment, infrastructure, and other community-improvement projects. It also specifies the area of land in which TIF taxes may be levied.

Urban Area Boundaries (UAB) - boundaries wich define the breaks between rural and urban areas for transportation planning and operational purposes; used primarily to establish eligibility for transportation planning and operational purposes.

Wellhead Protection Plan – a strategy to protect ground water drinking supplies from pollution.

Wellhead Protection Area (WHPA) – an area of land identified in the Wellhead Protection Plan where drinking water supplies are particularly vulnerable to pollution. This does not mean that the WHPA are areas with water pollution, only that they are vulnerable to pollution.

Appendix D: Archaeologial & Historic Sites Located within Alexandria

Table 1. Alexandria Historic District – Individual Sites

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.	20th Century Functional	c. 1910	Historic District
5	R	Commercial Building	E. Church St.	20th Century Functional	c. 1910	Historic District
6	R	Commercial Building	E. Church St.	20th 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.	20th 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.	20th 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.	19th 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.	19th 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.	19th Century Functional	c. 1900	Historic District
20	NC	House	W. Washington St.	Modern	c. 1965	Historic District
21	R	Commercial Building	W. Washington St.	19th Century Functional	c. 1900	Historic District
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.	19th Century Functional	c. 1890	Historic District
27	C	Commercial Building	W. Washington St.	19th Century Functional	c. 1890	Historic District
28	C	Commercial Building	W. Washington St.	19th Century Functional	c. 1890	Historic District
29	C	Commercial Building	W. Washington St.	19th Century Functional	c. 1890	Historic District

30	C	Commercial Building	W. Washington St.	19th 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.	19th Century Functional	c. 1890	Historic District
33	R	Commercial Building	S. Harrison St.	20th Century Functional	c. 1910	Historic District
34	R	Commercial Building	S. Harrison St.	19th 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.	19th 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.	19th Century Functional	c. 1900	Historic District
39	C	Commercial Building	N. Harrison St.	19th 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.	19th 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.	19th 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.	19th 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.	19th Century Functional	c. 1890	Historic District
56	C	Commercial Building	N. Harrison St.	19th Century Functional	c. 1890	Historic District
57	R	Commercial Building	N. Harrison St.	20th 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.	20th Century Functional	c. 1910	Historic District
61	C	Commercial Building	N. Harrison St.	20th Century Functional	c. 1910	Historic District
62	C	Commercial Building	N. Harrison St.	19th 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 2. Alexandria – Scattered Historic Sites

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 Clasic	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. 1898	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
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.	20th 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	19th Century Functional	c. 1900	Architecture/ Commerce