



HENDERSON CITY-COUNTY COMPREHENSIVE PLAN



CHAPTER ONE:

INTRODUCTION

IN THIS CHAPTER

- **Overview**
- **Purpose**
- **Standards**
- **Planning Process**
- **How to Use this Document**
- **Vision Statement**
- **Goals & Objectives**

INTRODUCTION

OVERVIEW

The Henderson City-County Comprehensive Plan provides guidance for future growth and development in response to many local, regional and national factors. Demographics, the economy, the condition of the environment, technologies and preferences will inevitably influence current and proposed uses of the land, capital and property. As changes occur the community can merely react to change, or anticipate and direct the changes that occur. Over time the City and County will face many dynamic conditions that eventually contribute to the quality of life, and thus improve the City and County through this plan.

PURPOSE

The Commonwealth of Kentucky establishes the requirement for and purpose of a comprehensive plan (KRS-100.183). The primary purpose of a comprehensive plan is to articulate a broader vision and establish guiding principles and policies for the future growth and development of an entire community. It does not focus on the needs and desires of one property owner, business or neighborhood. Comprehensive plans are intended to be broad in nature. This provides community leaders with the flexibility to implement the community-wide vision, goals and objectives while responding to changing community conditions that are likely to occur over the life of the plan. A comprehensive plan is not intended to dictate a community's budgeting process, but can be used to inform efforts and projects.

STANDARDS

The Kentucky Legislature has developed specific requirements and minimum content for a comprehensive plan (KRS-100.187). The elements of a plan, at minimum, should include:

- A **statement of goals and objectives**, which shall serve as a guide for the physical development and economic and social well-being of the planning unit;
- A **land use plan** element showing proposals for the most appropriate, economic, desirable, and feasible patterns for the general location, character, extent, and interrelationship of future use of public and private land;
- A **transportation plan** element showing proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and extent of the channels, routes, and terminals for transportation facilities for the circulation of persons and goods in the future;
- A **community facilities plan** element showing proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and the extent of public and semipublic buildings, land, and facilities in the future.

HOW TO USE THIS DOCUMENT

The Henderson City-County Comprehensive Plan should serve as the primary, guiding document and be the basis for all decisions on the location, quality and quantity of future growth and its supporting infrastructure. This plan is also intended to be a flexible document and broad in nature so that the City and County can respond to changes or unforeseen circumstances.

The following chapters provide the research and analysis on multiple facets of the community, including existing conditions and specific goals. The chapters of this comprehensive plan are described below.

Population Data & Demographics, Chapter 2: The demographic analysis in this chapter considers characteristics such as population, age, race, ethnicity, place of work, and educational attainment and how they impact the future housing, education, jobs, recreation, transportation, community facilities and other needs of Henderson County.

Economic Data & Demographics, Chapter 3: This chapter provides the most recent data to gauge deficiencies, and identify strengths and opportunities for economic growth. The chapter also addresses the importance of maintaining and enhancing an environment into which existing businesses can expand and new businesses can be attracted.

Protecting Natural Systems, Chapter 4: The focus of this chapter is to become a leader in sustainability principles, practices, and education as well as become a steward in Western Kentucky for environmental health, economic prosperity, and social well-being. Specifically, this chapter addresses the environmental component of sustainability.

Improving Community Services, Chapter 5: Improving Community Services addresses the needs of community members through community services. This includes goals and objectives identified by residents as important and necessary for a strong quality of life.

Healthy Neighborhoods, Chapter 6: This chapter outlines governmental tools that influence the quantity, quality, type, and location of housing as well as other factors such as transportation, education, commercial and recreational facilities, and proximity to work that affect the perception and desirability of an area as a place to live.

Increasing Mobility, Chapter 7: Increasing Mobility is about increased mobility, accessibility and efficiency of the region's transportation system as a stimulant to population growth, residential development and the location of industrial and commercial land uses. This chapter specifically looks at roadways, as well as alternative means of transportation by bicycle, pedestrian, public transit, rail, waterway, and airport facilities.

Balancing Land Use, Chapter 8: The land use plan is a guide for the physical development of the City of Henderson, City of Corydon and unincorporated areas within Henderson County. The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters.

Engaging the Riverfront and Downtown, Chapter 9: This section focuses on the strengthening and development of the waterfront, creating a pedestrian friendly atmosphere that is also compliments the entire community. The idea of engaging the riverfront and downtown is to attract tourists and local residents, stimulating the economy of the community and Central Business District.

Enabling I-69, Chapter 10: This chapter will be developed after the I-69 route is identified by KYTC.

INTRODUCTION

Implementation, Chapter 11: This chapter focuses on the implementation of the goals and objectives listed in this plan for the next five to ten years.

2025 VISION STATEMENT

“Henderson, is a rivertown ideally located near the confluence of the Ohio and Green Rivers. It is well known as the home of John James Audubon and the W.C. Handy Festival. Our friendly, close-knit community continues to maintain a high quality of life with an abundance of wildlife resources and recreational amenities. Although we have grown with America and advanced with technology, our cost of living remains



low and we continue to produce the highest quality agricultural products in the Commonwealth. Our historic and vibrant downtown remains a haven for artists and musicians, and is a continual source of community pride. As a well-planned and progressive community, we have successfully preserved our past while protecting our character and environment. In the spirit of Audubon, Progress is our heritage.”

GOALS & OBJECTIVES

BALANCING LAND USE	Development, Aesthetics
HEALTHY NEIGHBORHOODS	Housing, Health, Sustainable Community
PROTECTING NATURAL SYSTEMS	Environment, Floodplain, Surface Mining, Agricultural
GROWING THE ECONOMY	Jobs, Economic Development, Industry, Education/Training, Tourism
INCREASING MOBILITY	Transportation, Bikeways, Sidewalks
IMPROVING COMMUNITY SERVICES	Parks & Recreation, Infrastructure, Government/Codes
ENABLING I-69	Planning for the new Corridor, Interchanges, and potential Gateways
ENGAGING THE RIVERFRONT AND DOWNTOWN	Connecting the Community with the Downtown and Riverfront

BALANCING LAND USE		
Goal	Objective	Goal Categories (Plan Elements Related to Objective)
1). Wisely plan for land uses in appropriate locations to maximize quality design and minimize the adverse impacts of development.		
	a) Identify areas of opportunity for infill, redevelopment and adaptive reuse that respect the area’s context and design features.	Healthy Neighborhoods, Growing the Economy
	b) Guide development to existing centralized areas served by adequate infrastructure to avoid decentralized and scattered development.	Healthy Neighborhoods, Increasing Mobility, Improving Community Services , Protecting Natural Systems
	c) Promote mixed use neighborhoods to create a vibrant built environment.	Healthy Neighborhoods, Growing the Economy, Increasing Mobility
	d) Encourage appropriate uses near the proposed I-69 corridor, including interchanges and gateways into the city.	Increasing Mobility, Growing the Economy, Improving Community Services, Protecting Natural Systems, Enabling I-69
	e) Strive for connected walkable and bike-friendly neighborhoods.	Healthy Neighborhoods, Growing the Economy, Increasing Mobility
	f) Encourage innovative, safe, and sustainable design for new development and/or infrastructure.	Healthy Neighborhoods, Growing the Economy, Increasing Mobility
	g) Minimize road frontage developments (“piano-key/flag lots”) along existing county roadways for safety and to prevent interruptions of rural viewsheds.	Increasing Mobility, Protecting Natural Systems, Improving Community Services
	h) Promote aesthetically pleasing commercial development with appropriate access, signage and landscaping while discouraging strip commercial development.	Growing the Economy, Increasing Mobility, Protecting Natural Systems
	i) Guide industrial growth to existing industrial areas and ensure they are compatible with the surrounding uses and are served by adequate public facilities and services.	Growing the Economy, Protecting Natural Systems
	j) Preserve agricultural land, while protecting the economy and heritage of rural areas of the county.	Growing the Economy, Protecting Natural Systems

HEALTHY NEIGHBORHOODS		
Goal	Objective	Goal Categories (Plan Elements Related to Objective)
1) <i>Improve the ability of residents to live a healthy lifestyle.</i> 2) <i>Encourage a variety of housing types throughout the Community to meet the needs of all generations and income levels.</i>		
	a) Promote stability of existing neighborhoods and all aspects of housing including infill, redevelopment, and encourage new development where appropriate.	Balancing Land Use, Protecting Natural Systems
	b) Promote walkways & bikeways as part of all neighborhood design.	Increasing Mobility
	c) Encourage flexible zoning criteria to assist redeveloping neighborhoods.	Balancing Land Use
	d) Plan for housing that addresses the market needs for all residents, including, but not limited to, mixed-use and housing near employment and commercial areas.	Increasing Mobility, Growing the Economy, Balancing Land Use
	e) Encourage safe and convenient non-automobile access to health care, food, and key destinations to promote health and improve air and water quality.	Increasing Mobility, Improving Community Services, Balancing Land Use, Protecting Natural Systems
	f) Foster a sense of place by including elements that contribute to community pride.	Improving Community Services
	g) Encourage recreational and community facilities into developments to afford active living alternatives for residents.	Increasing Mobility, Improving Community Services, Protecting Natural Systems

PROTECTING NATURAL SYSTEMS

Goal	Objective	Goal Categories (Plan Elements Related to Objective)
<p>1) <i>Protect and enhance the quality of natural environment while permitting appropriate development on suitable lands.</i></p>		
	<p>a) Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space.</p>	<p>Balancing Land Use, Healthy Neighborhoods</p>
	<p>b) Discourage urban development in flood plains.</p>	<p>Balancing Land Use</p>
	<p>c) Preserve significant natural features and enhance existing green areas.</p>	<p>Balancing Land Use</p>
	<p>d) Anticipate future community needs by encouraging environmentally sustainable uses of natural resources.</p>	<p>Healthy Neighborhoods, Improving Community Services</p>
	<p>e) Incorporate green infrastructure principles into new plans and development.</p>	<p>Healthy Neighborhoods</p>
	<p>f) Discourage new residential uses in proximity to heavy industrial uses.</p>	<p>Balancing Land Use, Healthy Neighborhoods</p>
	<p>g) Promote awareness of un-mined coal resources.</p>	<p>Balancing Land Use, Growing the Economy</p>
	<p>h) Allow the coal resources of Henderson County to be removed with the least adverse impact to the environment, citizens and resources of the county.</p>	<p>Balancing Land Use, Growing the Economy</p>

GROWING THE ECONOMY

Goal	Objective	Goal Categories (Plan Elements Related to Objective)
<p>1) <i>Encourage and promote the development of a stable and diversified economic base that has employment opportunities within the community.</i></p>		
	<p>a) Promote the continued operation and expansion of commercial facilities.</p>	<p>Balancing Land Use</p>
	<p>b) Encourage the use of existing industrial parks and Riverport facilities.</p>	<p>Protecting Natural Systems, Balancing Land Use</p>
	<p>c) Promote and enhance local tourism.</p>	<p>Engaging the Riverfront and Downtown, Improving Community Services</p>
	<p>d) Promote a business friendly environment and collaborative approaches to create a broad range of incentives which promote the region and draw talent and employers from outside the region.</p>	<p>Improving Community Services</p>
	<p>e) Strive to create and maintain places with a diverse character to draw talent and enhance livability by promoting education and training for the labor force.</p>	<p>Healthy Neighborhoods</p>
	<p>f) Plan for and enable readily available economic and industrial development land to meet the needs for jobs; and enable infill and redevelopment that creates jobs where people live.</p>	<p>Healthy Neighborhoods, Protecting Natural Systems, Balancing Land Use</p>

INCREASING MOBILITY		
Goal	Objective	Goal Categories (Plan Elements Related to Objective)
1) Provide and maintain an accessible, safe and efficient multi-modal transportation system.		
	a) Develop bikeways and walkways that provide easy accessibility and continuous trails between neighborhoods, schools, commercial areas, and cultural/recreations areas such as parks, the riverwalk, libraries and other community interest areas.	Healthy Neighborhoods, Engaging the Riverfront and Downtown
	b) Continue to provide signs that orient and direct visitors to destinations throughout the community.	Improving Community Services, Engaging the Riverfront and Downtown
	c) Work with the school district to ensure proper buffering surrounding school facilities, safe, and adequate access to school sites, and better traffic management for buses and vehicles during “peak” traffic times.	Improving Community Services
	d) Encourage viable and affordable transportation including driving, transit, walking or biking for all members of the community.	Healthy Neighborhoods, Improving Community Services
	e) Guide design and improvements of development along major traffic corridors to maintain the community character and create gateways.	Balancing Land Use
	f) Plan and coordinate development with transportation improvements, by encouraging connectivity between developments, extension of dead-end streets, loop streets, and widening of existing substandard thoroughfares to better facilitate proper traffic circulation.	Improving Community Services
	g) Assure that airport facilities and equipment can handle existing and future needs by monitoring and updating the required airport facilities plan on a continuing basis.	Improving Community Services

IMPROVING COMMUNITY SERVICES

Goal	Objective	Goal Categories (Plan Elements Related to Objective)
<p>1) <i>Maintain a positive image and identity for the community that is distinct and reflective of its unique character and assets to distinguish Henderson from other nearby communities.</i></p> <p>2) <i>Promote, preserve, and extend the high level of community services for the benefit of all citizens.</i></p>		
	a) Encourage community involvement in establishing priorities and programs that will serve our recreational and leisure needs and desires.	Healthy Neighborhoods
	b) Promote health and wellness with strategies and programming for healthy lifestyle activities and options that are available to all residents.	Healthy Neighborhoods, Increasing Mobility
	c) Promote streetscape elements that strengthen the unified theme of the community such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.	Engaging the Riverfront and Downtown
	d) Encourage reinvestment in declining neighborhoods with increased services, amenities and safety.	Healthy Neighborhoods
	e) Encourage new recreational facilities that support the needs of the community's youth and create economic development opportunities.	Healthy Neighborhoods
	f) Encourage design standards for our park and recreational facilities and programs to avoid duplication and encourage innovation.	Healthy Neighborhoods
	g) Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and pleasure of the intended users, and represent positive examples of design, energy use and concern for people and the environment.	Balancing Land Use, Protecting Natural Systems

ENABLING I-69

Goal	Objective	Goal Categories (Plan Elements Related to Objective)
<p>1) Capitalize on the expansion of I-69 to pro-actively encourage local businesses, provide access to areas for new housing development, and attract development that increases quality of life.</p>		
	<p>a) Plan for road and infrastructure improvements to safely move cars, people, bikes, and freight to and from I-69.</p>	<p>Increasing Mobility, Growing the Economy</p>
	<p>b) Support key commercial corridors and districts by drawing people from I-69 to these local destinations through effective access management, clear directional signage, green infrastructure, and visual improvements that build upon the community's identity.</p>	<p>Balancing Land Use Increasing Mobility</p>
	<p>c) Promote housing, commercial, and mixed use development in areas with access to I-69 and require an increased level of design in areas with higher visibility to reinforce the community's sense of place.</p>	<p>Increasing Mobility Balancing Land Use Growing the Economy</p>

ENGAGING THE RIVERFRONT & DOWNTOWN

Goal	Objective	Goal Categories (Plan Elements Related to Objective)
<p>1) <i>To encourage a pedestrian friendly and sustainable environment, with development standards suitable to preserve the riverfront.</i></p> <p>2) <i>Promote development in the downtown and on the river.</i></p>		
	a) Promote the creation of significant gateways at major entrances into downtown to communicate the identity of the Central Business District and the significance of downtown.	Increasing Mobility
	b) Promote waterfront development to enhance recreation and tourism.	Growing the Economy, Improving Community Services
	c) Support downtown and riverfront development that focuses on entertainment, dining and living options, to create a livable and vibrant destination for residents and visitors.	Healthy Neighborhoods, Growing the Economy
	d) Promote the vitality of the urban core through historic preservation, infill development on vacant and underutilized properties, and building upon the strong sense of neighborhood and community.	Healthy Neighborhoods
	e) Encourage the expansion of flexible new zoning districts, such as the HIP District, and the Riverfront Districts for downtown and riverfront development.	Growing the Economy, Balancing Land Use
	f) Review land use changes and new developments to ensure that historic structures, façades, sites, and districts are preserved and protected from adverse impacts.	Balancing Land Use, Healthy Neighborhoods
	g) Encourage tourism and public events which showcase the riverfront and downtown.	Growing the Economy, Improving Community Services

CHAPTER TWO:

POPULATION DATA & DEMOGRAPHICS

IN THIS CHAPTER

- **Population Overview**
- **Purpose**
- **National Trends**
- **How Does Henderson County Compare**
- **Henderson County Population Trends**
- **Population Projections**
- **Age and Sex**
- **Race & Ethnicity**
- **Educational Attainment**

POPULATION OVERVIEW

The demographic analysis considers characteristics such as population, age, race, ethnicity, place of work, and educational attainment. The demographic trends are of central importance because they will impact the future housing, education, jobs, recreation, transportation, community facilities and other needs of Henderson County.

Data gathered and analyzed for the purposes of this comprehensive plan is primarily from the U.S. Census Bureau, Census on Population and Housing, and U.S. Bureau of Labor Statistics. Unless otherwise stated, the data used in this analysis was derived from the most recent, readily available data from the U.S. Census. As the community continues to change and updated data is released, trends and projections should be verified to ensure that the assumptions made about Henderson County's population change, demographics, education and economy remain true.

PURPOSE

The analysis of current and future population trends serves as a fundamental basis for many planning decisions. The size of the population, its composition, and spatial distribution can significantly impact future social, economic, and physical land use needs. An examination of the current and future population size as well as composition also serves as a reference point to predict the future demand for additional facilities and services.

NATIONAL TRENDS

The United States is at a significant point in terms of changing demographic trends, and these trends are reflected in communities across the nation. With this, we need consider questions such as: Who will be living in our community 20 to 30 years from now? How do we attract younger generations to our community? And, what dynamics should we plan for today?

AMERICA IS GROWING

The U.S. population has more than doubled since 1950. With 329.5 million people in 2020, the United States experienced one of the lowest growth rates in the past century from 2010-2020 of 6.8%. By 2060, it is projected that the United States' population will be 404 million¹.

The South, which includes Kentucky, and the West had faster growth from 2018-2019 (38.3% and 28.9% respectively) than the Midwest and Northeast (20.8% and 17.1% respectively).

The country is still growing but how we are growing as a population is changing dramatically. Nationally, people are delaying marriage and having children. U.S. birth rates for women under the age of 40 have generally been declining since the 1990s and they have increased for women 40-44 to the highest levels since 1967. Additionally, the mean age for first time mothers in the U.S. is consistently increasing, currently at 27 years.²

The "Traditional American Family" is now non-traditional. Husband-wife households only account for 49% of all households in 2020; the first time this figure has not been the majority. Single-parent households are also dramatically increasing, reaching 45.9% in 2019.. Many of the younger generations are showing a living preference for urban areas over rural areas. Multi-generational households make up 4% of the households nationally. Finally, 28% of households in 2018 consisted of someone living alone (one-person households), of which, 11% of single householders were over the age of 65.³

While still growing, Kentucky's population increased by 3.8% over the past decade (about 166,469 people from 2010-2020).

¹ 2020 Census Brief: Population Distribution & Change

² CDC, National Vital Statistics Report, vol. 60, num. 2, November 2019

³

2018: ACS 1-Year Estimates Data Profiles

GROWING THE ECONOMY

Although significantly less than the previous decade (7.4%) this growth was generally seen in urban areas with general population losses in the eastern and western portions of the state.

AMERICA IS AGING

Everyday 10,000 Baby Boomers reach the age of 65⁴. By 2050, one in five people in the United States will be over the age of 65. It's not a secret that Baby Boomers are reaching retirement age, and second to the size of a population group, age and gender are typically the most important demographic characteristics of a population for public policy. In 2020, 16.5% of the U.S. population was over the age of 65. Lastly, women continue to outnumber men at older ages but this gap is narrowing; at the age of 89, there are about twice as many women as men.⁵

AMERICA IS BECOMING MORE DIVERSE

By 2050, the U.S. is projected to become a Majority-Minority population, meaning that the white, non-Hispanic population will no longer be the majority. This trend is already present in the younger age cohorts as well as the overall population in many areas of the country; one out of 10 counties in the U.S. already has a Majority-Minority. Additionally, there are several states and the District of Columbia where the population follows this pattern, including Texas, California, Hawaii, and New Mexico. Kentucky's minority population was only 17.9% in 2020 but has grown by 41% over the past decade.⁶

More than 50% of the growth in total population in the U.S. from 2010-2020 was due to the increase in the Hispanic population. Hispanics are now the nation's largest minority and are projected to approach one in every three people by 2050. This population composed 19% of the U.S.

population in 2019 compared to only 4% of the population in Kentucky.

The Asian population is also growing significantly nationally; this population currently totals only 6% of the U.S. population but is expected to grow by 22% by 2050.

HOW DOES HENDERSON COUNTY COMPARE?

One of the most important first steps in any planning effort is the identification of demographic and economic trends that may be unique in addition to trends that mirror regional, state or national trends. Comparison communities were selected which share similar characteristics to Henderson County, such as communities that are located along the Ohio River and communities with a population greater than 35,000 but less than 135,000 people.

⁴ Pew Research Center (www.pewresearch.org)

⁵ 2010 Census Brief: The Older Population, SF 1

⁶ 2010 Census Brief: Overview of Race and Hispanic, SF 1, QT-P3

The comparison communities used in this analysis include:

County / 2020 Population / Major City

- Christian / 72,748 / Hopkinsville
- Daviess / 103,312 / Owensboro
- Greenup / 35,962 / Ashland
- Hopkins / 45,423 / Madisonville
- McCracken / 67,875 / Paducah
- Warren / 134,554 / Bowling Green

In addition, Kentucky and the United States were also used as comparisons.

During comparison, it is also important to note that Census geographies are not static; boundaries can change or be redrawn entirely due to changes in political boundaries, population growth or other factors. For the purposes of comparing historical (such as 2010) and current (such as 2020) Census data, the geographic areas are considered to be generally equivalent.

HENDERSON COUNTY’S POPULATION TRENDS

POPULATION

In 2020, Henderson County’s population was 44,793, of which 27,981 lived in the City of Henderson. Also, in 2020, Corydon had a population of 682, and Robards had a population of 496. Both communities declined in population from 2010. Both the City and County declined in population from 2010 to 2020.

Table 2-1 shows the populations for the Cities of Henderson, Corydon and Robards and includes a breakdown of the unincorporated areas of the county. From 2010 to 2020, the City of Corydon lost population of 38 people or (-5.3%), and Robards lost population of 19 people, or (-3.6%). Henderson County lost 3.2% of the population during this period, the City of Henderson lost 2.5% of the population. Unincorporated areas of Henderson County lost 1,457 persons and the City of Henderson lost 776 persons over this same ten-year period. The local population decrease can be

compared to the population growth of the comparison communities in table 2-1.

TABLE 2-1: Population Change

Community	2010 Population	2020 Population	+/-%
Henderson County	46,250	44,793	-3.2%
Warren County	113,792	134,554	18.2
Daviess County	96,656	103,312	6.9
Hopkins County	46,250	45,423	-3.2
McCracken County	65,565	67,875	3.5
Greenup County	36,910	35,962	-2.6
City of Henderson	28,757	27,981	-2.5
Corydon, KY	720	682	-5.3
Robards, KY	515	496	-3.6

Source: US Census

Table 2-2 details the population of the City of Corydon from 1960 to 2020 and also depicts estimated growth projections for the city through the year 2030. From reviewing *Table 2-2*, it can be seen that the population of Corydon has consistently decreased over the past thirty years. The only period of population growth reflected in the chart was from 1960 to 1970 when the population of Corydon grew by 134 persons (18%). From 2000 to 2010, the city experienced a decline of 24 persons (-3.2%). As of July 1, 2010, the Kentucky State Data Center estimated the population of the city to be 720. According to the KSDC estimate, the City of Corydon ranks 259th in population size, out of 422 cities in Kentucky.

TABLE 2-2: Population of Corydon

Corydon, KY		
Year	Population	+/-%
1960	746	/
1970	880	18.0%
1980	874	-0.7%
1990	775	-11.3%
2000	744	-4.0%

GROWING THE ECONOMY

2010	720	-3.2%
2020	682	-5.3%

trends by Census Tract for Henderson County from 2010 to 2020. The largest percentage increase (2.7%) occurred in Census Tract 207.03, (being Hwy 351/Zion Road. Only 3 Census Tracts in Henderson County saw a positive population increase from 2010-2020.

TABLE 2-3: Population by Census Tract

Henderson County			
Census Tract	2010	2020	+/-%
201.01	1775	1645	-7.3%
202	1719	1702	-1.0%
203	1936	1589	-17.9%
204.01	2394	2297	-4.1%
205.01	2509	2516	.3%
206.02	5129	4998	-2.6%
206.03	2090	2123	1.6%
206.04	4364	4170	-4.4%
207.01	5908	5575	-5.6%
207.03	3201	3288	2.7%
207.04	3422	3307	-3.4%
208	4489	4393	-2.1%
209.01	3976	3892	-2.1%
209.02	3338	3298	-1.2%
TOTAL	46250	44793	-3.2%

HENDERSON COUNTY'S POPULATION PROJECTIONS

Population projections are derived from statistical analysis that considers both recent and historic population trends. Population forecasts for counties such as Henderson are typically accurate while those for cities like Henderson, Corydon, and Robards are generally considered less accurate due to the possibility of annexations and potential for larger scale development due to the availability of infrastructure. Such possibilities could significantly alter the

population of an area in a short period of time and are not easily predicted.

Henderson County's population is projected to decrease by 1.8% or 806 people by 2040⁷. This is negative growth trend follows with the current census tract patterns.

Generally, Henderson County's population has a large generation that will be moving into retirement over the planning horizon of this plan.

Around 51% of Henderson County's population (25 years and older) has some education beyond high school. Henderson County has 9.7% population with an Associate's degree, which is higher than Kentucky (8.6%). Henderson County has an educated workforce that could help the county attract new and expand existing businesses.

Estimating the future population of the City of Corydon is more difficult as the percentage of the city's population to the counties has fluctuated from 1.7% to 2.4% over the past 40 years. Since 1980 Corydon's population has steadily declined in number and as a portion of the county's population. For this reason, it will be assumed that the city will only account for 1.7% of the county's population in the future. Corydon's population decreased to a total population of 682 people in 2020, with a total loss of 5.3%.

AGE AND SEX

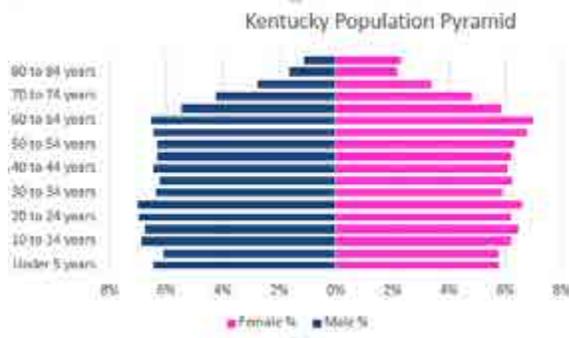
The distribution of the population into various age groups can be seen in the 2020 population pyramids for both Henderson County and Kentucky. A stable population would generally have an equal percentage of the total population in each of the age groups except for the oldest. Population pyramids with a wide base indicate high birth rates (growing population) while a narrow base indicates low birth rates (naturally declining

⁷ Kentucky State Data Center (KSDC)

Kentucky Population Pyramid

HENDERSON CITY-COUNTY COMPREHENSIVE PLAN

population in the absence of migration). In the U.S., the Baby Boom generation is usually very pronounced in the pyramid, which creates a bump-out in the chart from those born in the late 1940's to early 1960's. Henderson County does exhibit an increased presence of this generation. Finally, the distribution of the population between men and women generally follows state and national trends with women outnumbering men in older groups.



Community	Median Age (2020)
Greenup County	43.4
McCracken County	42.7
Hopkins County	41.8
Henderson County	41.2
Daviess County	38.9
City of Henderson	39.7
Robards, KY	41.6
Corydon, KY	35.5
Warren County	32.8

RACE & ETHNICITY

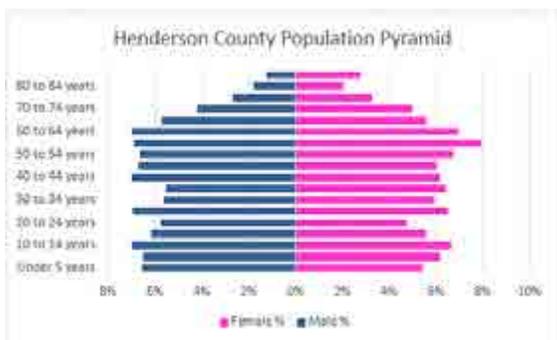
The racial composition of Henderson County is very similar to most of the comparison communities, but much more diverse than Greenup County. In 2020, 3% of Henderson County's population was of Hispanic or Latino origin. This composition is similar to many of the comparison communities. This segment of the population is growing rapidly and Henderson County is seeing this trend with more than doubling of the Hispanic or Latino origin population from 2010 to 2020 (1.9% to 3.0%).

In 2020, the median age in Henderson County was 41.2 years old. Though this is higher than Kentucky's median age of 38.9 years old, the county is still faring better than the comparison communities who mostly have a median age greater than 41 years old (except Daviess County and Warren County). This indicates that Henderson County is maintaining a more balanced population than some counties.

DEFINING RACE & ETHNICITY:

Race & Ethnicity are considered two separate & distinct characteristics. Race categories include those listed in the Table below and ethnicity refers to a person's origin. Examples of Hispanic origin could include a person of Cuban, Mexican, Puerto Rican, South/Central American, or other Spanish culture or origin. People who identify their origin as Hispanic, Latino or Spanish can be any race.

Henderson County Population Pyramid



GROWING THE ECONOMY

	White	Black/ African American	American Indiana/ Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	One Race: Other	Two Races
City of Henderson	83.2%	10.4%	0.3%	0.6%	0.1%	1.6%	3.9%
McCracken County	85.1%	10.5%	0.4%	0.9%	0.0%	0.6%	2.5%
Corydon, KY	84.7%	12.4%	0.0%	0.0%	0.0%	0.0%	2.9%
Kentucky	87.0%	8.1%	0.2%	1.5%	0.1%	1.0%	2.3%
Henderson County	88.0%	7.3%	0.2%	0.4%	0.0%	1.1%	2.9%
Hopkins County	90.0%	6.4%	0.2%	0.6%	0.0%	0.4%	2.4%
Daviess County	90.2%	4.4%	0.2%	1.8%	0.3%	0.6%	2.6%
Robards, KY	94.9%	3.2%	0.2%	0.2%	0.0%	0.0%	1.6%
Greenup County	97.0%	1.1%	0.0%	0.5%	0.0%	0.1%	1.3%

2019: ACS 5-Year Estimates Data Profiles

RACE & ETHNICITY

In 2019 Corydon had an estimated total population of 839 with 97.1% considering themselves as one race and 2.9% as two or more races. Of the persons considering themselves to be one race, 815 were White. Black or African American persons accounted for 104 persons of the population. No other minorities were reported as part of the 2010 U.S. Census with the exception of 42 people that considered themselves as two or more races. A total of 23 people (3.1%) of the city's population considered themselves to be "Hispanic".

Community	Hispanic or Latino Origin (2020)
United States	18%
Warren County	5.4%
Kentucky	3.7%
Robards, KY	0%
Daviess County	3.1%
City of Henderson	2.3%
McCracken County	2.5%
Henderson County	2.6%
Corydon, KY	3.1%
Hopkins County	2.1%
Greenup County	1.1%

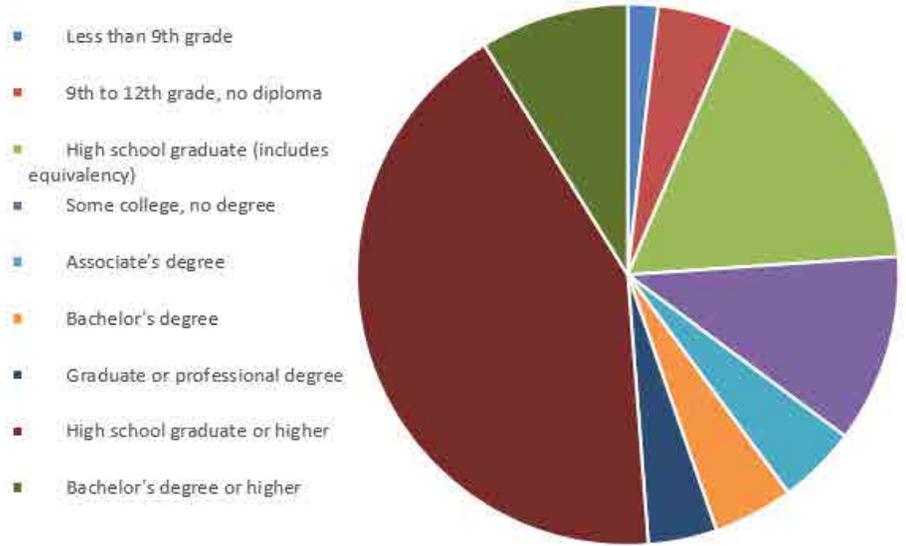
2019: ACS 5-Year Estimates Data Profiles

EDUCATIONAL ATTAINMENT

Around 51% of Henderson County’s population (25 years and older) has some education beyond high school. Henderson County is closely educated as Kentucky for those with education beyond high school (61% have education beyond high school). Henderson County has more people with an Associate’s degree than Kentucky (6.6%) and many of the comparison communities.

In 2019, approximately, 47.5% of all Henderson County households were composed of families. Of the family households, 2.2% were single-father households and 6.7% were single-mother households. These statistics on household composition are very similar to all the comparison communities.

Henderson County Educational Attainment



2019: ACS 5-Year Estimates Subject Tables

Goal: Encourage and promote the development of a stable and diversified economic base that has employment opportunities within the community.

- ✓ **Promote a business friendly environment and collaborative approaches to create a broad range of incentives which promote the region and draw talent and employers from outside the region.**
- ✓ **Strive to create and maintain places with a diverse character to draw talent and enhance livability by promoting education and training for the labor force.**

CHAPTER THREE:

Economic Data & Demographics

IN THIS CHAPTER

- Growing the Economy Overview
- Economic Climate and Data
- Employment
 - Wages
 - Manufacturing
 - Wholesale and Retail Trade
 - Tourism
- Unemployment
- Income and Poverty
- Commuting Patterns
- Economic Development Activity
 - Henderson Economic Development
 - Henderson Chamber of Commerce
 - Henderson Kentucky Riverport Authority
 - Economic Development Strategy

GROWING THE ECONOMY OVERVIEW

Henderson's economic base is its lifeblood. A growing economic and residential base provides the framework on which the community prospers and develops. Economic and residential growth is critical to the health of the community, as both generate taxes that fund public services. Employment growth also provides necessary jobs for residents. The Growing the Economy chapter provides the most recent economic data to gauge deficiencies, and identify strengths and opportunities for economic growth. The chapter also addresses the importance of maintaining and enhancing an environment into which existing businesses can expand and new businesses are attracted. To spur stable economic growth in the future, allowing increased residential and employment densities within the urban growth area will protect existing stable neighborhoods and promote the continued prosperity of the entire community.

OVERARCHING GOAL

To encourage and promote the development of a stable and diversified economic base that drives employment opportunities within the community.

ECONOMIC CLIMATE AND DATA

The economic climate and recent data of Henderson is critical in understanding how the community can plan and move forward for a strong economic future. To understand Henderson in context with state, local and national trends, we compare Henderson to the State of Kentucky, and communities of similar size in the State, such as Hopkins, Daviess, Warren, Greenup, and McCracken counties.

The economic climate consists of the structure, stability and diversification of the local economy.

Structure: important economic activities that provide the structure of the existing local economy and identify the extent to which they are supported by the local community. Support from the local community will help influence future economic development in Henderson County.

Stability: The stability of a local economy is determined by its ability to withstand regional and national economies and factors that could influence the market.

Diversification: It is important to balance the diversification of industries so that a community doesn't rely solely on one industry. Communities that rely on one industry, assume great risk if this single industry enters into a period of economic decline or restructuring. Healthy communities have a mix of jobs in all industry sectors.

Henderson will invest in its future by supporting a thriving and sustainable economy with a variety of employment, investment, and mixed-use opportunities. Henderson will plan for a strong, competitive, and diverse economic base with a mix of locally owned, national and international employers.

EMPLOYMENT

WAGES AND LABOR FORCE

The civilian labor force is the total number of people who are able to work, both the employed and unemployed. It consists of people who are 16 years of age and older, but excludes armed forces personnel, persons in penal and mental institutions, and sanitariums or homes for the elderly, infirm and needy. Those people who are not considered to be in the civilian labor workforce include those who are:

- Retired;
- Engaged in their own housework;
- Not working while attending school;
- Unable to work because of long term illness;
- Discouraged from seeking work because of personal or job market factors; or
- Voluntarily idle.

Those industries that declined the most in Henderson from 2010 to 2021 were Agriculture, professional services, transportation, warehouse, and utilities, information, and educational services and health care. Some industries like public administration, and finance, insurance and real estate declined by less than 10%. Only five industries saw a positive increase over the same time period, those with over a 20% increase include manufacturing and wholesale trade. The data can be found below in *Figure 3-1 and Table 3-1*, which depict the aforementioned employment by industry category.

Objectives:

- ✓ **Promote a business-friendly environment and collaborative approaches to create a broad range of incentives which promote the region and draw talent and employers from outside the region. (Growing the Economy Objective D)**
- ✓ **Plan for and enable readily available economic and industrial development land to meet the needs for jobs; and enable infill and redevelopment that creates jobs where people live. (Growing the Economy Objective F)**

WAGES

The average worker in Henderson County, Kentucky earned annual wages of \$45,268 as of 2021Q2. Average annual wages per worker increased 4.6% in the region over the preceding four quarters. For comparison purposes, annual average wages were \$64,141 in the nation as of 2021Q2.

MANUFACTURING

As of 2021 Q2 there were 44 manufacturing establishments in Henderson. The employment numbers for every company were not available at the time this document was written.

Based on the numbers we currently have; Tyson is the number one employer for manufacturing in Henderson County. The company, which is located in Robards, KY has been in operation since 1973 and employs 1501 people.

AGRICULTURE

According to the 2017 Agricultural Census, there were 458 farms in Henderson County, averaging 394 acres per farm. In total there are 180,644 acres of farms in the county; 156,797 acres of that farmland is dedicated to crops.

TOURISM

The Kentucky Department of Travel analyzes the economic impact of Kentucky’s tourism and travel industry. Henderson County is part of the region called Bluegrass, Blues and Barbeque, along with many other counties in the state. This region employed 53,715 people in 2020 from direct travel expenditures. In 2012 and 2013 the Kentucky Department of Travel analyzed the total travel expenditures for the state, region, as well for Henderson County. The expenditures for Henderson County in 2020 were \$69,100,000.

FIGURE 3-1: Employment by Industry

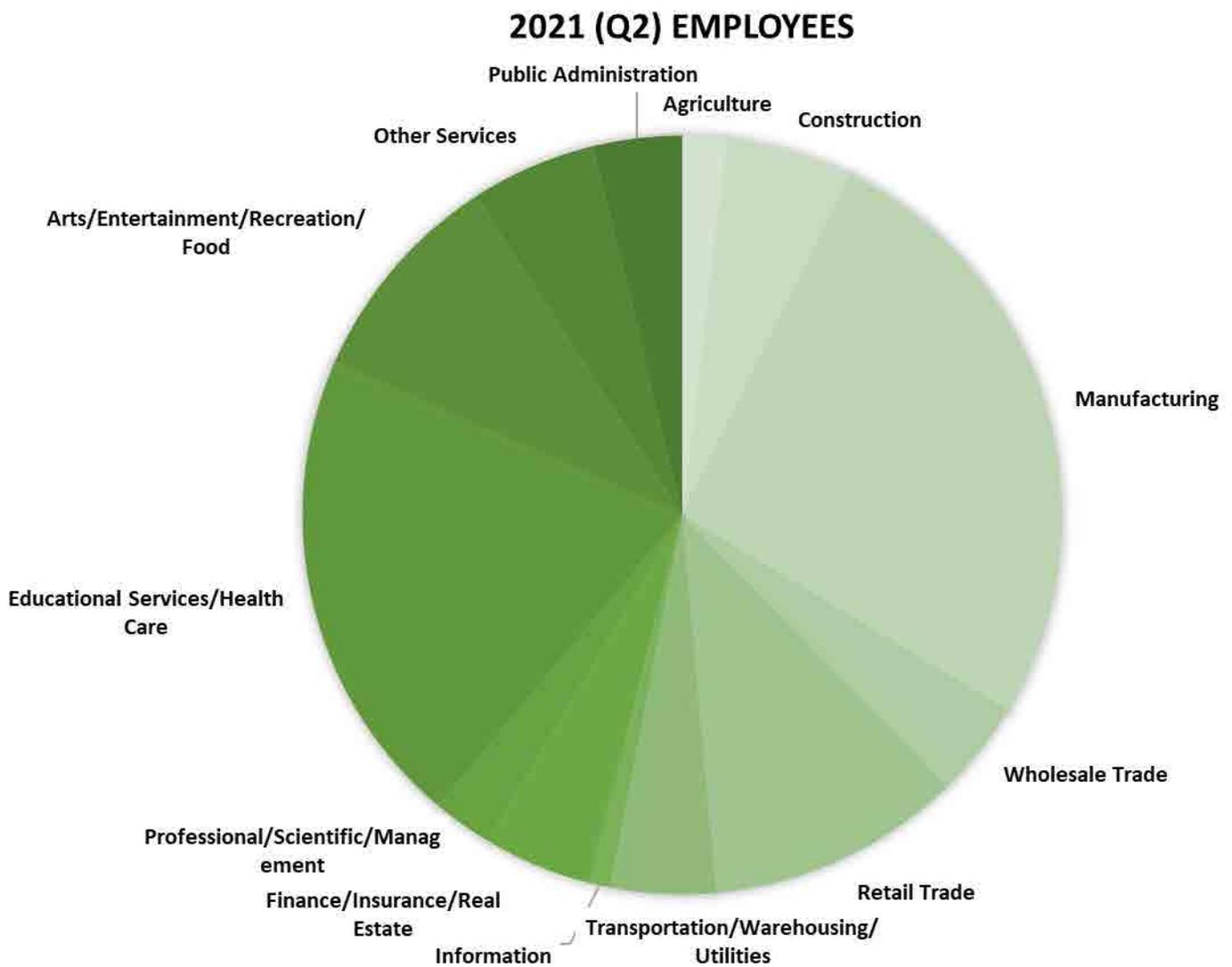


TABLE 3-1: Employment by Industry

Industry	2010		2021 (Q2)		+/-%
	Employees	%	Employees	%	
Agriculture	952	4.7	340	1.8	-64.3
Construction	936	4.6	956	5	2.1
Manufacturing	3,646	18.0	4,671	24.4	28.1
Wholesale Trade	603	3.0	731	3.8	21.2
Retail Trade	2,408	11.9	1,931	10.1	-19.8
Transportation/Warehousing/Utilities	1,135	5.6	794	4.1	-30.0
Information	268	1.3	163	0.9	-39.2
Finance/Insurance/Real Estate	828	4.1	823	4.3	-0.6
Professional/Scientific/Management	1,204	5.9	445	2.3	-63.0
Educational Services/Health Care	5,150	25.4	3639	19	-29.3
Arts/Entertainment/Recreation/Food	1,398	6.9	1646	8.6	17.7
Other Services	1,085	5.3	952	5	-12.3
Public Administration	686	3.4	674	3.5	-1.7
Total	20,299		19,171		

Source: [JobsEQ@](#)
Data as of 2021Q2

TABLE 3-2: Industries in Henderson County

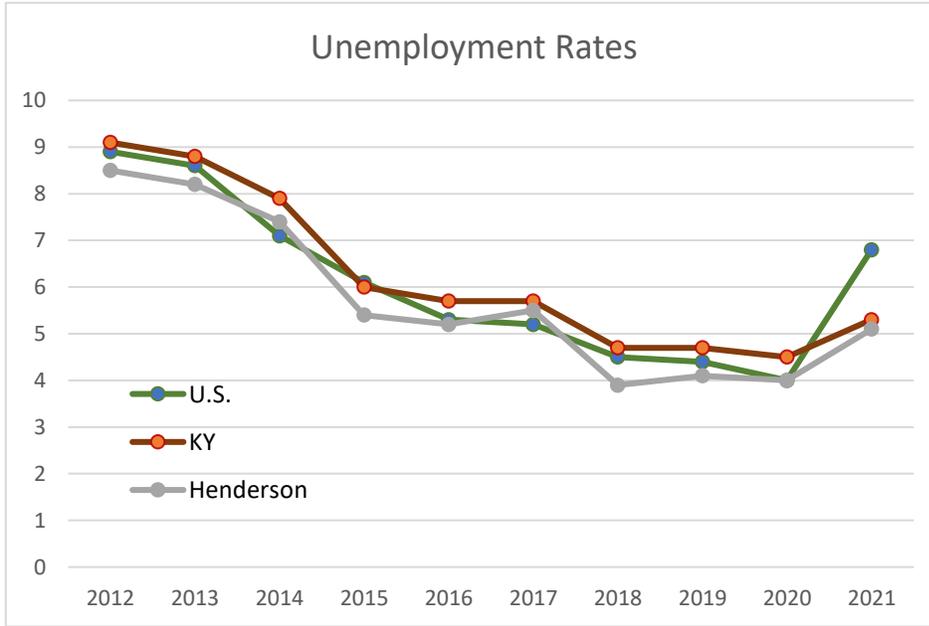
Industry Name	Number of Employees	Year Established
Accuride Corp	159	1973
Arc Machine Co.		1982
Audubon Metals	332	1996
Azteca Milling	117	1988
Bakery Feeds		1943
Brenntag Mid-South INC.	275	1947
Budge Industries LLC		1985
Century Aluminum	515	1973
Clarke Power Service		1925
Cresline	69	1966
Custom Resins/NYLENE	74	1925
Dana Corporation	251	1970
Drillco/Thompson International		1952
Eastern Alloys	33	1999
Electric Motors Inc.		1948
Fields Machine	12	1982
Gibbs Die Casting Corp	793	1966

ECONOMIC DATA & DEMOGRAPHICS

Griffin Industries		1992
Henderson Trailer Co.	30	1955
Hercules Manufacturing	75	1902
Home Oil and Gas Company		1925
Hydro Aluminum	60	2000
Industrial Services		1995
International Paper	82	1994
Irving Materials		1991
J-Ron		1986
Meuth Concrete, INC		1986
Pittsburg Tank and Tower	342	1919
Royster's Machine Shop	69	1975
S & W Rack Co, INC		1971
Scott Foam Technologies LLC		1989
Scott Industries LLC		1964
Service Tool and Die		1969
Service Tool and Plastics		1977
Set Industrial Services		1998
SGS North American Inc.		1809
Shamrock Technologies	121	1977
Sitex	110	1961
Sonoco	98	1961
Sunrise Tool	35	1989
Tecknor Apex Co	37	2000
Tecknor Color	50	1987
Thompson Tool		1970
Tyson	1501	

INCOME AND POVERTY

Figure 3-2: Unemployment Rates 2012-2021



UNEMPLOYMENT

As of 2021 Q2, unemployment in Henderson County stood at 5.1%. The total civilian workforce for Henderson County consists of 21,360 people, with 19,171 employed and 2,189 unemployed. According to the US Department of Labor, Bureau of Labor Statistics, Henderson County unemployment is still lower than the national average rate of 6.8% and also the State rate of 5.3%. *Figure 3-2 and Table 3-3* depicts the historical comparison of unemployment for the United States, Kentucky and Henderson County from 2012-2021. The unemployment rate for Henderson varied only slightly from the State and National averages.

TABLE 3-3: Unemployment Rate

Unemployment Rate			
Year	U.S.	Kentucky	Henderson County
2012	8.9	9.1	8.5%
2013	8.6	8.8	8.2%
2014	7.1	7.9	7.4%
2015	6.1	6.0	5.4%
2016	5.3	5.7	5.2%

2017	5.2	5.7	5.5%
2018	4.5%	4.7%	3.9%
2019	4.4%	4.7%	4.1%
2020	4.0%	4.5%	4.0%
2021	6.8%	5.3%	5.1%

Per capita income is determined by the amount of monetary income received. Total monetary income represents the amount of income before deductions. It includes wages and salaries, net farm and non-farm self-employment, interest, dividends, net rental income, social security and

all other regularly received income such as pensions, unemployment compensation and alimony. **Figure 3-3** shows a comparison of median household income and per capita income between each of the comparison communities. **Tables 3-4 and 3-5** show historical income figures from 2000-2019.

The City of Henderson lags behind the state and national median household income and per capita income levels, as seen in **Table 3-4 and 3-5**. In fact, it has one of the lowest median household income and per capita income rates when compared to the United States, State and the comparison communities. This represents a concerning change over the last decade, as in 2000, the household income and per capita income in Henderson was not significantly different from similar communities. Yet, since 2000, income in Henderson had stagnated more so than any other of the comparison communities. Henderson may have suffered serious impacts from The Great Recession, which lasted from December 2007 to June 2009.

The poverty rate is the percentage of individuals with incomes below the official poverty level. **Table 3-3** shows the poverty rate for City of Henderson, Henderson County, the United States and the comparison communities in 2000 and 2019.

The poverty rate is considered to be the minimum level of monetary income adequate for families of different sizes in consideration of American consumption patterns. These levels are determined by comparing individual of family income with annual income thresholds. The poverty levels are adjusted annually by the U.S. government. In 2019, the poverty rate in the City of Henderson and the City of Corydon ranked as one of the highest of the comparison communities and well above the State and National averages.

TABLE 3-3: Poverty Rate

Poverty Rate		
Community	2019	2000
Corydon, KY	39.2%	6.6%
City of Henderson	36.9 %	16.5%
Christian County	45.2%	15.0%
Warren County	19.8%	15.4%
Kentucky	16.3%	15.8%
Hopkins County	19.4%	16.5%
McCracken County	15.8%	15.1%
Greenup County	13%	11.6%
Henderson County	18.5%	12.3%
Daviess County	16.8%	12.3%
United States	12.3%	9.2%
Robards, KY	13.7%	5.2%

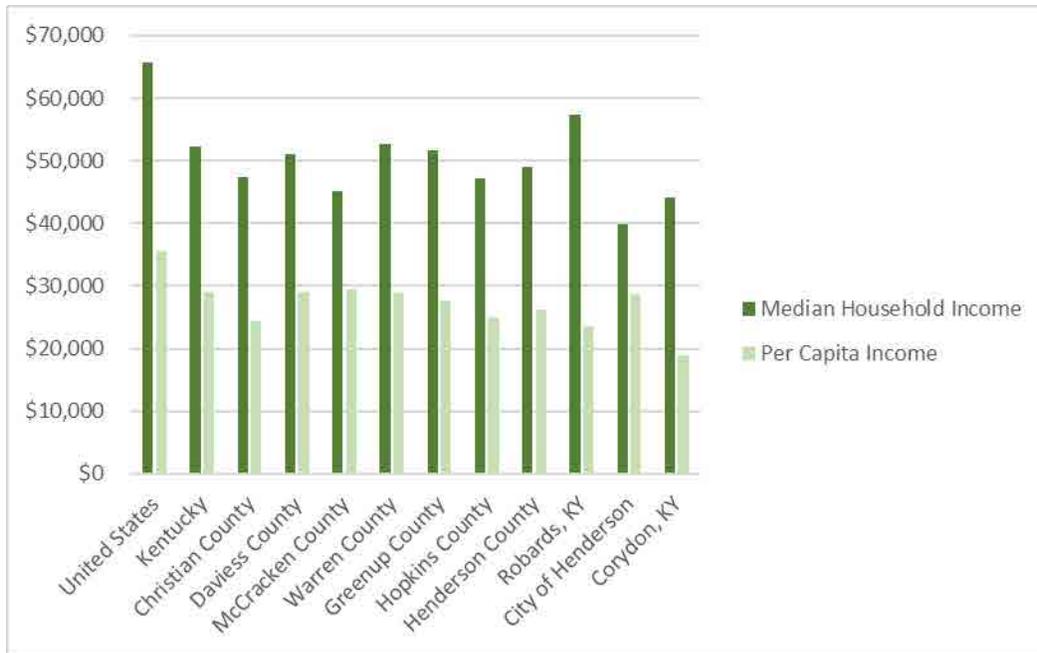
TABLE 3-4: Median Household Income

Household Income			
Community	2019	2000	+/-%
United States	\$65,712	\$41,994	56%
Kentucky	\$52,295	\$33,672	55%
Christian County	\$47,445	\$31,177	52%
Daviess County	\$50,964	\$36,818	38%
McCracken County	\$45,084	\$33,865	33%
Warren County	\$52,645	\$36,151	46%
Greenup County	\$51,655	\$32,142	61%
Hopkins County	\$47,170	\$30,868	53%
Henderson County	\$48,926	\$35,892	36%
Robards, KY	\$57,321	\$42,019	36%
City of Henderson	\$39,887	\$30,427	31%
Corydon, KY	\$44,107	\$36,333	21%

TABLE 3-5: Per Capita Income

Per Capita Income			
Community	2019	2000	+/-%
United States	\$35,672	\$21,587	65%
Kentucky	\$29,029	\$18,093	60%
Christian County	\$24,445	\$14,611	67%
Daviess County	\$29,083	\$18,739	55%
McCracken County	\$29,391	\$19,533	50%
Warren County	\$28,928	\$18,847	53%
Greenup County	\$27,722	\$17,137	62%
Hopkins County	\$25,042	\$17,382	44%
Henderson County	\$26,212	\$18,470	42%
Robards, KY	\$23,532	\$18,706	26%
City of Henderson	\$28,625	\$17,925	60%
Corydon, KY	\$18,864	\$12,790	47%

FIGURE 3-3: Household/Per Capita Income



COMMUTING PATTERNS

Henderson has a higher dependence on automobiles for transportation. In fact, over 94% of households that own a vehicle utilize it as their primary form of transportation. This means that only 6% of households in Henderson rely on other forms of transportation, such as walking or public transit. Not only are most people dependent on an automobile, but the overwhelming majority of people in Henderson County commute to work by driving alone in an automobile (86.8%). Only about 8% of workers choose to carpool, while less than 1% uses public transportation and 1.6% walk to work. This transportation mix for commuting is very similar to other comparable Kentucky communities such as Hopkins County, Daviess County, Warren County, Greenup County, and McCracken County. **Table 3-6** shows the commuting patterns of the city of Henderson, Henderson County and the comparison communities. Specifically, the table shows the percentage of people who drive alone, carpool, use public transportation, walk, or use other means of travel to get to their place of work, and **Table 3-6** also shows the average commute times.

Approximately 66% of workers (16 years and older) lived and worked in Henderson County and about 25% worked outside of Kentucky in 2019. The mean travel time to work for those who live in Henderson County is 22 minutes, compared to an average of 23.6 minutes for Kentucky and 26.9 minutes for the United States. The commute time is slightly higher than most of the similar counties in Kentucky, excluding Greenup County (23.7 minutes). **Table 3-6** shows the commute times for City of Henderson, Henderson County and the other comparison communities. This loss of time each day commuting for the average worker, can reduce productivity and health, and also points to the fact that employment centers are not located within close proximity to residential areas.

TABLE 3-6: Commuter Stats

Commuter Statistics	Drive Alone	Carpool	Public Transportation	Walked	Other Means	Mean Commute Time
United States	76.3%	9%	5.0%	2.7%	1.8%	26.9 minutes
Kentucky	82.2%	9.4%	1.0%	2.2%	1.4%	23.6 minutes
City of Henderson	85.9%	7.9%	.5%	2.5%	0.9%	20.7 minutes
Henderson County	86.8%	7.8%	0.3%	1.6%	0.7%	22 minutes
Hopkins County	89.6%	5.5%	0.3%	1.1%	1.4%	21.8 minutes
Daviess County	86.2%	8.2%	0.5%	1.4%	1.4%	20.2 minutes
Warren County	84.7%	9.7%	0%	2.5%	1%	21.4 minutes
Greenup County	86.8%	9.4%	0.3%	1%	0.3%	23.7 minutes
McCracken County	86.7%	6.5%	0.5%	1.5%	1.5%	17.8 minutes
Corydon, KY	85.1%	9.5%	0.0%	0.0%	0.0%	21.7 minutes
Robards, KY	89.3%	6.7%	0.9%	1.3%	1.8%	26 minutes
Christian County	78.8%	7.8%	0.5%	9.5%	1.7%	16.9 minutes

Strategies:

- Promoting mixed use development, high density, and walkable communities can help reduce this dependence on the automobile, and make Henderson healthier and more economically stable.
- Spur stable economic growth in the future, allowing increased residential and employment densities within the urban growth areas, to protect existing stable neighborhoods, and promote the continued prosperity of the entire community.

ECONOMIC DEVELOPMENT ACTIVITY

Community engagement in economic activities should take place to promote a healthy and diversified economy. These efforts market the region’s uniqueness as well as develop strategies to attract jobs. The following local organizations provide services to benefit the economic welfare of Henderson County.

Objectives:

- ✓ Promote the continued operation and expansion of commercial facilities. (Growing the Economy Objective A)
- ✓ Encourage the use of existing industrial parks and Riverport facilities. (Growing the Economy Objective B)
- ✓ Strive to create and maintain places with a diverse character to draw talent and enhance livability by promoting education and training for the labor force. (Growing the Economy Objective E)

Community engagement in economic activities should take place to promote a healthy and diversified economy. These efforts market the region’s uniqueness as well as develop strategies to attract jobs. The following local organizations provide services to benefit the economic welfare of Henderson County.

HENDERSON ECONOMIC DEVELOPMENT

Henderson Economic Development is the economic development agency for Henderson and Henderson County. HED is a public/private partnership formed to attract and to grow primary employers. In conjunction with other agencies, HED markets the industrial sites around the City and County to assist with industry attraction and recruitment. Henderson Economic Development operates on four strategic components:

- Existing Business Retention and Expansion
- Workforce Development and Talent Attraction
- Industry Attraction and Recruitment
- Investor Relations and Communications

The Mission of Henderson Economic Development is “Facilitating Economic Development & Job Growth in Henderson, KY”. HED utilizes this mission statement along with the four strategic components in their everyday work to stay on the forefront of attracting new and retaining Henderson industries.

HENDERSON CHAMBER OF COMMERCE

For over a century, the Henderson Kentucky Chamber of Commerce has connected members and the community to promote economic success and maintain a strong quality of life.

Across the many economic climates through the years, we’ve always stayed true to our mission: **advancing the business community of Henderson County**. Today, 425 members strong, the Henderson Kentucky Chamber works to strengthen the local economy, advocates for members and the community, advances community excellence, and delivers value to members.



The Chamber comprises member businesses across the spectrum – from large corporations to small businesses and independent members. We’re proud to host an array of events throughout the year – from casual networking to legislative updates – all providing opportunities for our members to expand their reach, and recognizing the waves we make together in our community.

HENDERSON COUNTY RIVERPORT AUTHORITY

The Henderson County Riverport is a Full-Port Intermodal Facility serving local, national and international industries. Along the Ohio River at mile 808, the Riverport Authority in Henderson was first established in 1970. It is one of the most active riverports in the Midwest and is a pivotal point for all river shipping in the Midwestern business area. In the last three fiscal years, commodities ranging from 376,000 to 533,000 net tons have been handled through the port. These commodities usually consist of scrap, fertilizer, and wire rod coil. The Riverport is unique because of its ability to lift 250,000 pounds, is located near major highway transportation routes for heavy/oversized trucks and rail service, and is near ample available acreage for industries to locate.

The Riverport site is zoned for Heavy Industrial (M2) and is served by CSX, Evansville Regional Airport, Henderson Municipal Gas (6" lines), LG&E Energy Corp, Kenergy Corporation, and Henderson Water Utility (10" water lines and 12" gravity sewer lines). Water treatment capacity is 12,000,000 GPD, and sewer treatment is 15,000,000 GPD. The port facilities sit on 236 acres, while also dedicating 40 acres to terminal facilities and another 278.3 acres available for industries to develop. The terminal site provides 4,000 sq. ft. of river-frontage, 42,000 sq. ft. of dock space, and 5 acres for open outdoor storage.

ECONOMIC DEVELOPMENT STRATEGY

Henderson's economic development strategy must continue to focus on maintaining and cultivating an innovative, diverse, and sustainable economy. A range of office, retail, and industrial uses will continue to be pursued to help the community support its residents and to help weather future economic fluctuations. Henderson will also focus on growing existing businesses and industries to help expand the primary employment base. A focus on supporting and nurturing the smaller businesses will also continue. Additionally, in today's talent-driven economy, Henderson's ability to capture new opportunities will depend somewhat less on having the lowest business costs or lowest taxes than on having a higher "quality of life" than its competitors. Although "quality of life" is difficult to gauge, how Henderson measures up in categories such as personal safety and security, neighborhood integrity and choice, recreational opportunities, availability of retail and entertainment opportunities, and quality schools and higher learning is important in helping to attract and retain people and businesses.

These community-wide strategies are broad in nature and should be applied holistically across the community. The strategies also focus on opportunities to attract regional and out-of-state tourism business, and on opportunities to enhance relationships with existing area employers and higher education facilities. In addition to encouraging new retail development in appropriate locations, fostering reinvestment in aging commercial areas of the community is also vital to the overall economic health of the community and neighborhoods adjacent to those centers. Henderson provides a healthy and dynamic environment for business, and has attracted a number of medical, retail and industrial employers in recent years. Although Henderson has an attractive location at the gateway to both the South and Midwest, the community must maintain partnerships with existing businesses and employers and pursue economic development opportunities that capitalize on the community's strengths. This section identifies strategies that will encourage new development and redevelopment in a manner that moves the community forward, giving Henderson a competitive edge in attracting and keeping residents and businesses.

Strategies:

- Identify opportunities to work with owners of older commercial and mixed-use properties to reinvigorate projects through reinvestment and redevelopment.
- Identify opportunities to promote commercial and mixed-use investment and reinvestment in the designated Growth Areas identified in this chapter.
- Enhance the vibrancy and attractiveness of commercial and mixed-use areas through the development of design guidelines for appropriate areas.
- Create guidelines for high quality design and urban amenities for public and private development to help attract and maintain employers and employees that will sustain economic growth.

ECONOMIC DATA & DEMOGRAPHICS

- **Develop public-private partnerships to encourage the development of new tools and programs at the regional and state level that can be utilized efforts to attract desired businesses.**
- **Annually evaluate and improve the development approval process in order to best serve the interests of Henderson and the business and development community**
- **Identify ways to encourage private sector efforts to implement state-of-the-art technology, throughout the community to encourage new businesses and employees to locate in Henderson.**
- **Support and target efforts for business creation, retention, and attraction for strategic industry clusters important to Henderson.**
- **Evaluate and enhance programs for the pursuit and attraction of new and unique retailers and restaurants to Henderson in order to enhance future sales tax revenue.**

CHAPTER FOUR:

PROTECTING NATURAL SYSTEMS

IN THIS CHAPTER

- **A Vision for a Sustainable Henderson**
- **Physiography & Geology**
- **Coal Mining**
- **Water**
- **Waste Management**
- **Air Quality and Climate**
- **Energy Efficiency**
- **Special Flood Hazard Area**
- **Biodiversity and Endangered Species**

A VISION FOR A SUSTAINABLE HENDERSON

Henderson aspires to be a leader in sustainability principles, practices, and education. Henderson has a vision to be a steward in Western Kentucky for environmental health, economic prosperity, and social well-being and will work toward providing a high quality of life for its current residents and for future generations.

Sustainability balances community, economic, and environmental systems and values. As communities continue to adapt to growing populations, support for strategies that contribute to the sustainability of communities becomes essential. Not only is a sustainable community a highly desirable place to live, work, play, and learn, it contributes to overall quality of life, provides economic stability, and values and protects the natural environment and human health. Sustainability generally encompasses the built environment, climate, air and water quality, energy, economy, education, arts and culture, equity, civic engagement, health and safety, and natural systems. It is the goal of sustainability to achieve balance between the economy, the natural environment, and social values; however, human society depends on the environment first and foremost in order to achieve social and economic sustainability. In other words, without a healthy environment, a community would be unable to achieve economic success and social well-being.

Strategies for achieving a sustainable community are integrated throughout the Comprehensive Plan and are not limited to this chapter alone. Specifically, the Protecting Natural System chapter addresses the environmental component of sustainability. While the social and economic elements of sustainability are equally as important, they are addressed throughout the Comprehensive Plan. In this chapter, Henderson recognizes the importance of protecting its natural resources and providing for the wellbeing of the community and the natural environment.

GUIDING GOAL

The overall goal of this chapter is to protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands.

RESEARCH AND DATA ON NATURAL SYSTEMS

The physical geography of an area affects the amount, type, and direction of development. Natural factors such as, topography, geology, hydrology and soils are important because they influence the costs of construction and are determining factors in assessing an area's suitability for a given type of development or use. Rapid growth and development can have dramatic and long term adverse effects on the physical environment. Issues such as increased storm water runoff, and decreased open space can combine to affect the overall quality of life for residents. The depletion of natural features such as wooded hillsides, scenic valleys, rivers, creeks, and open fields will become increasingly important as residents realize that these elements contribute to the unique character of an area and are unrecoverable once a parcel of land is developed. In addition, these type of amenities also provide less visible qualities, such as cleaner air, recreational areas and wildlife habitat, all of which are equally important to the community.

Henderson County, located in western Kentucky along the Ohio and Green Rivers, has an area of 440 square miles and is ranked 23rd out of 120 counties in terms of land area. A change in the river's course has isolated a small portion of the county on the opposite shore of the Ohio River. Therefore, the most prominent geologic hazard is flooding. The City of Henderson is the county seat and is located on the Ohio River at the junction of US 60 and US 41. Henderson's location on the Ohio River, just below its confluence with the Green River, has made it an important river port. However, since the City was built on a bluff, it has not suffered flood damage as have many other Kentucky Ohio River towns. The county has two

PROTECTING NATURAL SYSTEMS

additional incorporated cities, Corydon and Robards. Corydon, located along US 60 in the western portion of Henderson County, is a fifth class city that was incorporated in 1868. Robards, located along US 41 in the southern portion of Henderson County, is a sixth class city that was not incorporated until 1997.

Objectives:

- ✓ Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective A)
- ✓ Preserve Significant natural features and enhance existing green areas. (Protecting Natural Systems Objective C)

PHYSIOGRAPHY AND GEOLOGY

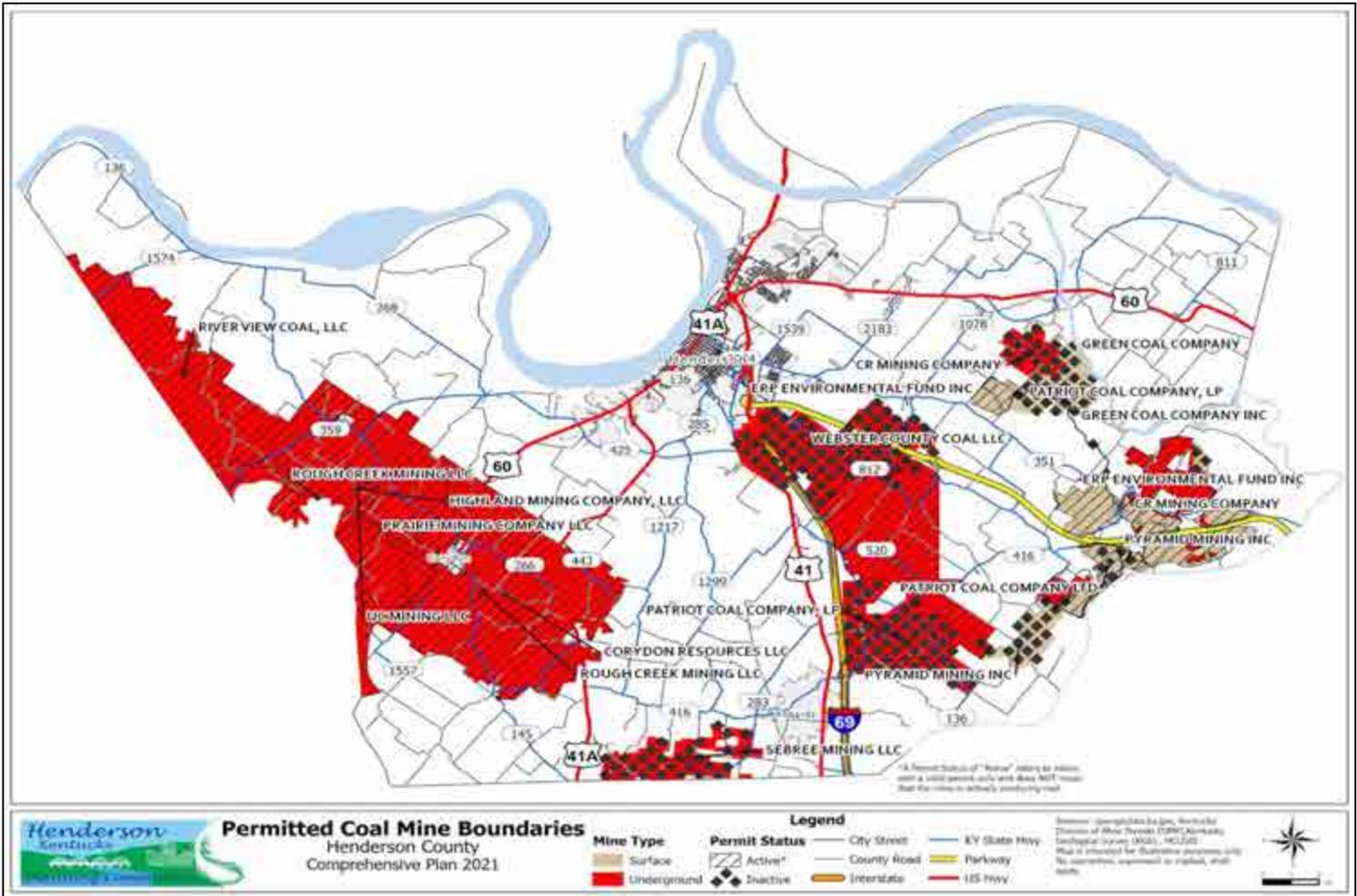


Henderson County is located in the Western Kentucky Coalfield Physiographic Region and on the outcrop of the Pennsylvanian Age strata, shown on the physiographic and geologic maps below. The Western Kentucky Coal Field (*Figure 4-1*) is smaller than its eastern counterpart. It comprises the southern edge of a larger geologic feature called the Illinois or Eastern Interior Basin, which includes the coal fields in Indiana and Illinois. The border of the Western Kentucky

Coal Field along the boundary with the Mississippian Plateau is commonly marked by an escarpment because of thick Pennsylvanian age sandstones are resistant to erosion. Quaternary sediments are also present. They are the youngest deposits in Kentucky and are mostly restricted to the floodplains of rivers and creeks. These sediments consist mostly of silts, sands, gravel, and clay eroded from Paleozoic rocks. However some contain rocks that were transported into areas along the Ohio River by meltwaters from glacial ice.

The topography in Henderson County is characterized by flat lowlands and rolling uplands. The flat lowlands are typically associated with Ohio River floodplain deposits and are mostly used for cropland. Land use in these areas is limited due to seasonal flooding. The rolling uplands in the county are typically associated with eroded loess deposits and are used for cropland, pastureland, residential and commercial development. The broad flood plain along the Ohio River has elevations of 350 to 370 feet. The normal pool of the Ohio River is 331 feet which makes it the lowest elevation in the county. The terrain south of the floodplain is made up of rolling terrain. The greatest local relief and highest elevations are found in the bluffs adjacent to the floodplains of the Ohio and Green Rivers. The highest elevation in the county, 588 feet, is in northeast Henderson around Wolf Hills and more than 200 feet above the adjacent floodplain. The interior portion of the county has ridgetop elevations that generally average between 450 and 500 feet. The slopes are more gradual than those of the ridges adjacent to the Ohio River floodplain.

FIGURE 4-1: Henderson County Coal Mining Status



SOILS

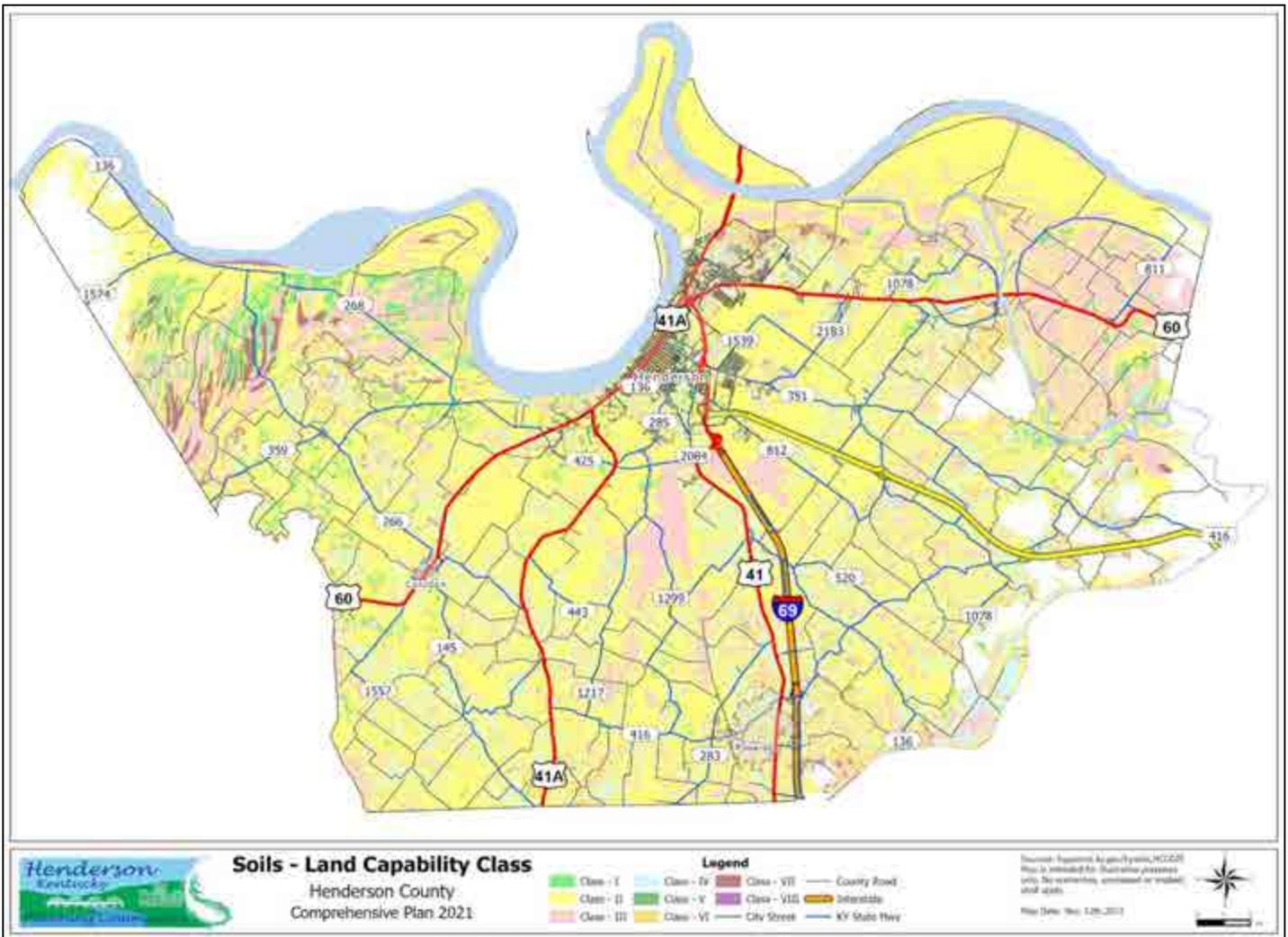
Detailed soil information and soil maps can be found in the Soil Survey of Henderson County, Kentucky published by the U.S. Department of Agriculture, Soil Conservation Service (*Figure 4-2*). The general soil map found in the Soil Survey shows that there are seven soil associations in Henderson County as described below. More specific soil information is shown on the table below, *which shows soils for the county and cities of Henderson and Corydon.*

Soil associations are generalized groupings of similar soils with common relief and drainage patterns. While specific soil information must be consulted to determine the suitability of a

particular site for various land uses, the associations can provide information for general planning purposes. The seven common soil associations found within the USDA Soil Conservation Service for Henderson County are:

- The Huntington-Egan-Newark soil association;
- The Ginat Melvin soil association;
- The Uniontown-Dekoven-Henshaw soil association;
- The Loring-Grenada soil association;
- The Memphis-Wakeland soil association ;
- The Loring-Zaneville-Wellston soil association; and
- The Markland-Sharkey-Newark soil association.

FIGURE 4-2: Henderson County Soils



SLOPES

Land uses vary in their sensitivity to slope. Virtually flat land can be used for intensive activity, while slopes in excess of 20 percent present limitations so great that development is not feasible, both practically and financially. Residential development can take place on small scattered sites utilizing land that industrial development must forego. The location and concentration of slopes in the form of hills, ridges, valleys and plains can force development into large clusters or break it up into dispersed patterns. Henderson County's topography has structured the form of its small communities

and guided the location of major transportation routes. The suitability of different degrees of slope for development is shown in **Table 4-3**.

Development of steep slopes can accelerate erosion, increase runoff, and decrease the volume of water absorbed and filtered as groundwater. Damage to buildings and other man-made structures can occur on unstable slopes. Commercial and industrial development should be restricted on slopes steeper than 12%. Developers of residential property on such slopes should be required to prove that the construction techniques used can overcome a site's limitations. In certain instances, the planning commission should consider requiring the submittal of

PROTECTING NATURAL SYSTEMS

Geotechnical reports prior to approving a site plan or subdivision plat.

The Kentucky Building Code (KBC) addresses the placement of buildings and structures on or adjacent to slopes steeper than 33.3 percent. The KBC specifies minimum setback and clearance of buildings and structures from the top and bottom of slopes. These setback and clearance distances are based on the height of the hill. Buildings or structures can however be placed within these minimum set back and clearance areas after investigation and recommendation from a registered design professional. Such an investigation includes consideration of material, height of slope, slope gradient, load intensity and erosion characteristics of the slope material.

TABLE 4-3: Slope Suitability

Limitations	Suitability	Residential	Commercial	Industrial
Slight	Optimum	0-6%	0-6%	0-2%
Moderate	Satisfactory	6-12%	6-12%	2-6%
Severe	Marginal	12-18%	12-18%	6-12%
Very Severe	Unsatisfactory	18%+	18%+	12%+

Source: Kiefer, Ralph W., "Terrain Analysis for Metropolitan Area Planning"

Objectives:

- ✓ Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective A)

PETROLEUM

Henderson County is an important oil producing county for Kentucky. New oil exploration tests are being drilled most every month and this has led to the existence of many oil wells, dry and abandoned test holes and oil field service holes. Special attention needs to be addressed to development in and near oil field activity.

KENTUCKY GEOLOGICAL SURVEY DATA

Commodity Type(s): OIL
 Geographic Area: Henderson County
 Year Criteria: 2000-2010

Barrels of Oil Per Year

Year	Type	Units	Total
2000	OIL	Barrels	347,117
2001	OIL	Barrels	359,265
2002	OIL	Barrels	344,782
2003	OIL	Barrels	344,321
2004	OIL	Barrels	317,313
2005	OIL	Barrels	332,579
2006	OIL	Barrels	316,298
2007	OIL	Barrels	290,558
2008	OIL	Barrels	270,782
2009	OIL	Barrels	255,754
2010	OIL	Barrels	261,382

SEISMIC AREAS

FIGURE 4-4: Pennyryle Fault System

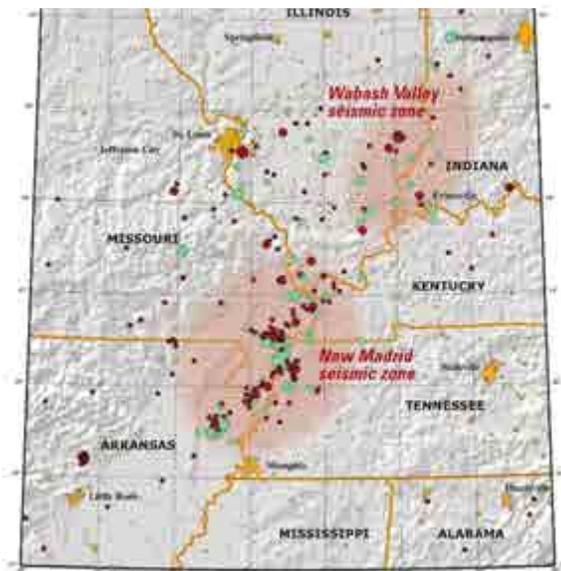
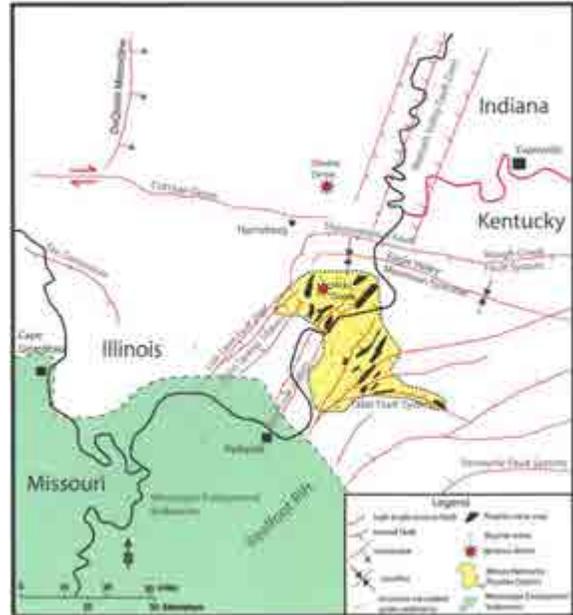


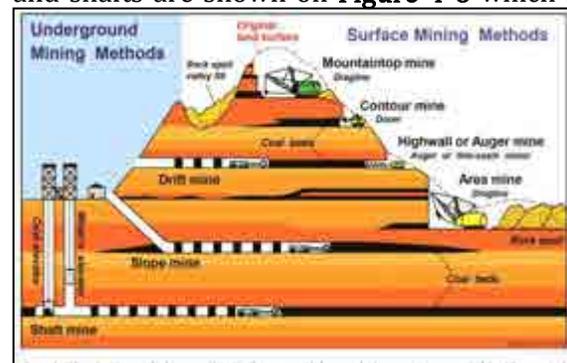
FIGURE 4-5: Active Seismic Zones



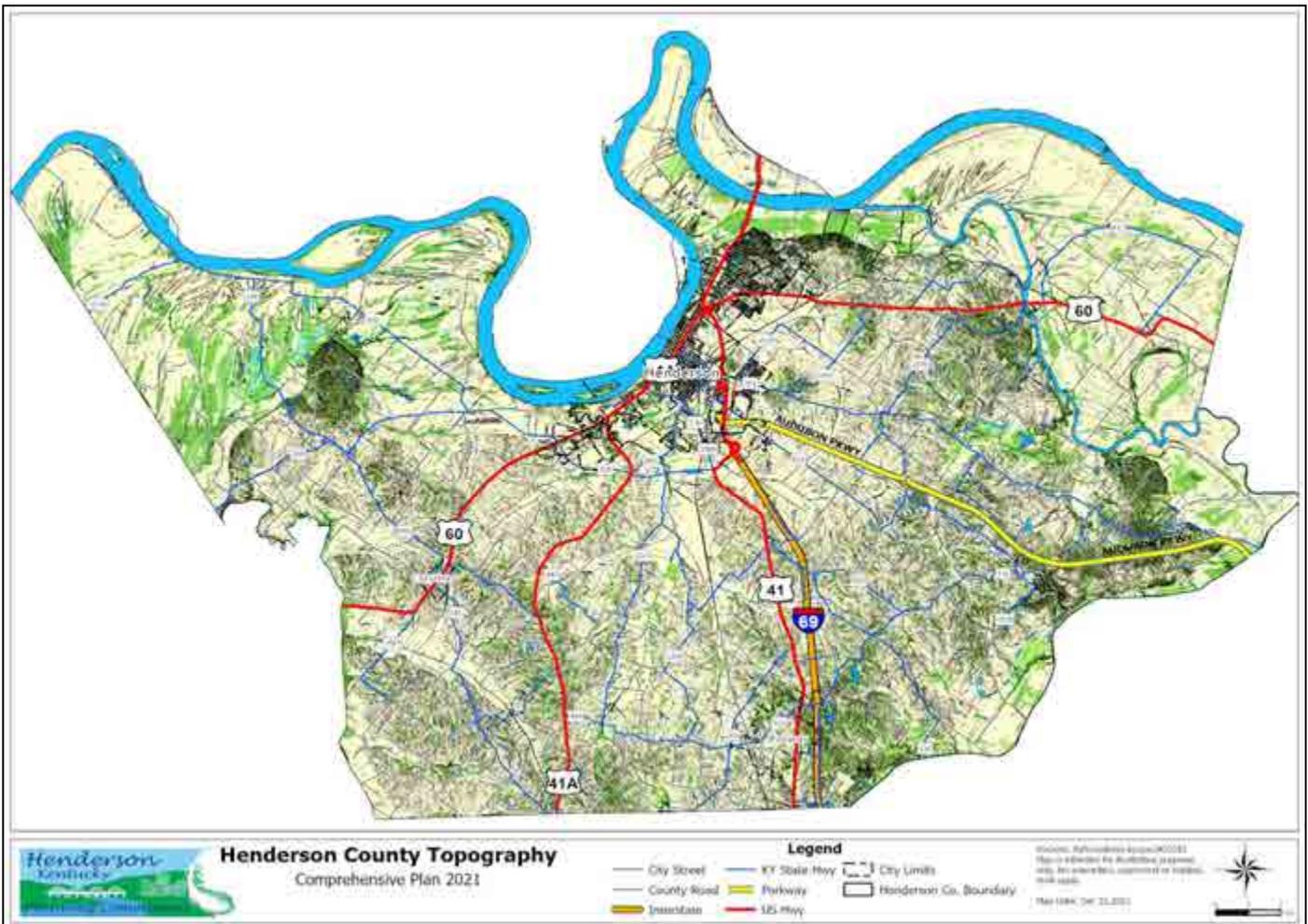
There are two important tectonic features close to Henderson County. The Pennyryle Fault System along the southern border of the Western Kentucky Coal Field (part of the Illinois Basin in Kentucky) and the Rough Creek Fault System that crosses through the central part of the coal field just south of Henderson County (*Figure 4-4*). These fault systems define the edges of a broad graben or trough in the Earth's crust that occurs deep beneath the surface, and extends from western Kentucky into southern Illinois. Through millions of years, strata have gradually dropped downward above the rift, along the southern edge of the Rough Creek faults and the northern edge of the Pennyryle Faults forming a large syncline. These tectonic features are not considered to be active faults. There are active tectonic zones close to Henderson County and these fault systems do present a current geologic hazard to the region. *The proximity of active seismic zones that are the New Madrid, Wabash, and East Tennessee, mean that precautions should be taken to mitigate earthquake damage (Figure 4-5).*

COAL MINING

There are many underground coal mines in Henderson County, both abandoned and active. The locations of known mine workings and shafts are shown on *Figure 4-6* which is



the, *"Henderson County Topographic Map"* developed in 2010 by the University of Kentucky, Kentucky Geological Survey. This map shows abandoned underground mines, abandoned surface mine areas, gas wells, oil or oil and gas wells, Class II injection wells, and mine shafts. Updated data for coal mines and oil development can be obtained from the Kentucky Geological Survey—University of Kentucky and the Department of Mines and Minerals under the Commonwealth Energy and Environmental Cabinet.



Precautions should be taken when proposals are submitted for development over previously mined areas due to the possibility of subsidence. Mine subsidence insurance is available in Kentucky and should be obtained for properties developed in these areas. Surface coal mine areas are prone to settling after reclamation, any construction on reclaimed soils must be properly engineered to prevent damage to structural foundations and roads. Moreover, surface mine areas also lack soil structure which can inhibit growth of vegetation during summer months. Planning needs to take note of the potential for

future mining activities as both deep coal and surface mineable resources are present within the county. The mine-ability of coal is subject to variable economic constraints so areas of the county that are considered to be minable will change as economic and even legal constraints become more or less conducive to coal mining. Geologic maps at several convenient scales are available online from the Kentucky Geological Survey www.uky.edu/kgs and can be used to assess the mine-ability of coal for a particular place and time.

Objectives:

- ✓ Discourage new residential uses in proximity to coal deposits and heavy industrial uses. (Protecting Natural Systems Objective F)
- ✓ Allow the coal resources of Henderson County to be removed with the least adverse impact to the environment, citizens, and resources of the county. (Protecting Natural Systems Objective H)

WATER

Water is essential for all forms of life, yet often taken for granted. One of the challenges for environmental sustainability is ensuring water quality and an adequate water supply. Water management efforts and the sustainability of water supplies are made more challenging in the face of a changing climate and growing populations. Henderson values its water resources and takes numerous steps in protecting its bodies of water, managing the flood plain, maintaining its watersheds, and managing urban stormwater runoff for water quality.



Green infrastructure can be used to manage water, protect against flooding and heat, and improve water and air quality using vegetation, soils, and natural processes. It incorporates the natural environment and built systems to contribute to the health and livability of the community. Examples of green infrastructure include rain gardens¹, planter boxes, permeable pavements, bioswales, green roofs, the urban tree canopy and street trees, and even land conservation and protection of open spaces and

sensitive natural areas. For example, protection of natural open spaces and sensitive lands can reduce water quality issues from stormwater runoff and minimize flooding impacts. Green infrastructure creates healthier urban environments, can manage flooding, prepare for droughts, reduce urban heat island effect, lower energy demands in buildings, and can reduce costs associated with managing stormwater.

Objectives:

- ✓ **Incorporate green infrastructure principles into new plans and infill/redevelopment strategies. (Protecting Natural Systems Objective E)**
- ✓ **Preserve significant natural features and enhance existing green areas. (Protecting Natural Systems Objective C)**
- ✓ **Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and pleasure of the intended users, and represent positive examples of design, energy, use and concern for people and the environment. (Improving Community Services Objectives G)**

Strategies:

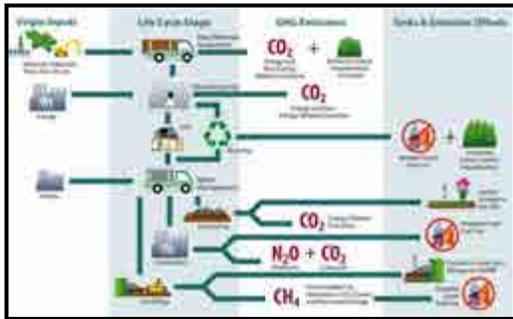
- **Identify and elevate natural infiltration methods and develop ways to incorporate these methods into the site plan review process.**
- **Develop and distribute educational materials for property owners about stormwater runoff mitigation techniques, such as rain-garden and pollution prevention.**
- **Provide the public with a list of everyday actions that can protect water quality.**

¹ Rain gardens are shallow, vegetated basins that collect and absorb runoff from rooftops, sidewalks, and streets. They mimic the area's natural hydrology by infiltrating the vegetation and soil, and releasing it through plant leaves during evapotranspiration. They can be installed in almost any unpaved space.

PROTECTING NATURAL SYSTEMS

- Review and update development standards to ensure increased water efficiency.
- Develop incentives and eliminate barriers to reducing impervious surfaces for new development and redevelopment.
- Incorporate Low Impact Development principals and form-based code practices to reduce the disconnect between the built and natural environs.
- Encourage water conservation and plan for a sustainable water supply.

WASTE MANAGEMENT AND PREVENTION



Waste prevention and management is a significant component of a sustainable community. The decomposition of waste produces methane — a greenhouse gas — which contributes significantly to emissions and poor air quality. These impacts can be mitigated by how we choose to use products, how we dispose of them, and using less.

Goal: *Protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands. (Protecting Natural Systems)*

Objectives:

- ✓ Anticipate future community needs by encouraging environmentally sustainable uses of natural resources. (Protecting Natural Systems Objective D)
- ✓ Promote health and wellness with strategies and programming for healthy lifestyle activities and options that are available to all residents. (Improving Community Services Objective B)
- ✓ Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and please of the intended users, and represent positive examples of design, energy, use and concern for people and the environment. (Improving Community Services Objective G)

SUSTAINABLE RECYCLING

Another waste prevention option is to promote reusing, recycling, and composting products. Since energy is used to process materials for production, recycling most often uses less energy than processing raw materials and thus reduces emissions and other environmental impacts. The City of Henderson and the Fiscal Court cooperatively ensure that recycling options are available to residents. City residents are provided curbside recycling, while County residents are served by the Homer Varble Recycling Center on Sam Ball Way. The Homer Varble Recycling Center provides citizens of Henderson County a place for items that are difficult to recycle, including tires, electronic items, solvents, and batteries.

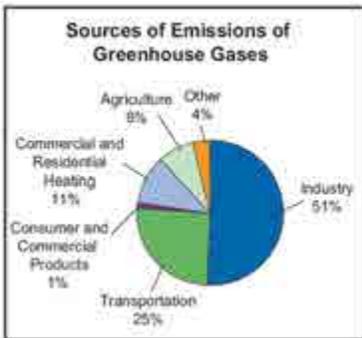


Strategies:

- Evaluate the feasibility of providing additional recycling receptacles in public places throughout the County and the City.
- Identify and evaluate ways to establish diversion targets for construction and demolition waste.
- Update the zoning ordinance to require recycling infrastructure as a part of site development in new commercial, mixed-use, and multifamily development.
- Identify and assess gaps in available recycling and disposal services for hard-to-recycle items and determine strategies to close those gaps.
- Develop educational material about small-scale composting for residents and businesses.

AIR QUALITY AND CLIMATE

Managing air pollution and developing climate change resilience is critical to the human, economic, and environmental health of communities. By understanding how we contribute to greenhouse gas (GHG) emissions and poor air quality, changes can be made in daily activities that can positively impact the climate and reduce pollutants.



Objectives:

- ✓ Anticipate future community needs by encouraging environmentally sustainable uses of natural resources. (Protecting Natural Systems Objective (D))
- ✓ Encourage safe and convenient non-automobile access to health care, food, and key destinations to promote health and improve air and water quality. (Healthy Neighborhoods Objective (E))
- ✓ Discourage new residential uses in proximity to heavy industrial uses. (Protecting Natural Systems Objective (F))

MONITORED AIR QUALITY

Air quality is monitored by the Division of Air Quality Control of the Kentucky Natural Resources and Environmental Protection Cabinet, Department for Environmental Protection. The “Kentucky Ambient Air Quality Report” which is produced by the Technical Services Branch of the Kentucky Division of Air Quality is issued annually. Henderson County is located within the Evansville-Henderson Interstate Air Quality Control Region. The only air monitoring station located in Henderson County is at the Baskett Fire Department. It is important to note that the Division of Air Quality also has an Air Quality Index (AQI). The AQI is an index for reporting daily air quality for the five major air pollutants regulated by the Clean Air Act: ground level, ozone, particulate pollution, carbon monoxide, sulfur dioxide, and nitrogen dioxide. An AQI value of 50 represents good air quality with little potential to affect public health while an AQI value over 300 represents hazardous air quality. An AQI value of 100 generally corresponds to

Air Quality Index (AQI) Values	Levels of Health Concern	Health Effects
0 to 50	Good	Little to no risk
51 to 100	Moderate	Acceptable quality
101 to 150	Unhealthy for Sensitive Groups	General Public (not likely affected)
151 to 200	Unhealthy	All may experience some effects
201 to 300	Very Unhealthy	All may experience more serious effects
301 to 500	Hazardous	Emergency conditions

PROTECTING NATURAL SYSTEMS

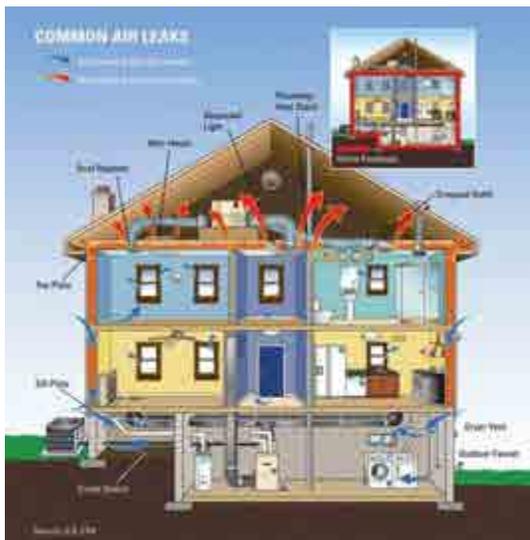
the national air quality standard. Henderson did not have any days over 100 in the last report available in 2014, but did have a slightly elevated mean air quality average as compared to other monitored communities in the State.

Strategies:

- Establish a target for planting new trees and vegetation to remove carbon dioxide, reduce urban heat island effect, and enhance aesthetics in developed areas.
- Improve Air Quality by providing strategies for improving the transportation system and transportation infrastructure; promoting the use of public transit; and providing for multi-modal transportation options.
- Research and implement programs to incentivize the use of public transportation.
- Develop an educational campaign to encourage the public to use transportation options that are alternative to the single-occupant vehicle, such as walking, biking, car share, bike share, light rail, shuttle, or bus, to reduce air pollution.

ENERGY EFFICIENCY

Reduction of energy input in buildings reduces Greenhouse Gas emissions and other harmful impacts to the environment. Henderson has the opportunity to reduce emissions and other environmental impacts by promoting energy efficiency and energy production in buildings throughout the community. Energy efficiency lowers energy costs, increases the value of buildings, and reduces negative impacts on the environment. Education and awareness of financial and environmental benefits of energy efficiency can support a cleaner, more sustainable community. New construction techniques incorporate some level of energy efficiency, but development and building standards that include renewable energy requirements may assist in these sustainability efforts.



Objectives:

- ✓ Anticipate future community needs by encouraging environmentally sustainable uses of natural resources. (*Protecting Natural Systems Objective (D)*)
- ✓ Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and pleasure of the intended users, and represent positive examples of design, energy use and concern for people and the environment. (*Improving Community Services Objective (G)*)

IMPROVING ENERGY EFFICIENCY

Existing buildings, however, are the primary culprits of energy consumption and energy waste. Retrofitting existing buildings may be the most efficient way to reduce energy consumption and have the greatest impact for the community. Increasing energy efficiency in buildings throughout

the City can reduce energy use, carbon emissions, water use, solid waste, operating costs, increase building value, and improve conditions for building occupants. Another method for reducing energy use towards buildings is to preserve existing buildings and allow for their reuse in place of razing them for new development.



Strategies/Action Steps:

- Assemble educational material for green building practices to assist developers in new development projects or enhancement of existing sites and buildings.
- Provide commercial property owners, developers, and homeowners with information about how to enhance resource efficiency of homes and commercial buildings, including retrofitting existing structures.
- Determine potential incentives for enhancement of resource efficiency of homes and commercial buildings, including retrofitting existing structures.
- Research the feasibility of integrating renewable energy requirements into development and building standards.
- Evaluate possible incentives for the use of renewable energy resources in private development.
- Determine the feasibility and funding options for the installation of renewable energy facilities throughout the City, and facilitate and support the use of, and access to, renewable energy sources for community-wide usage.
- Protection of existing rural agriculture zones.
- Incorporate green street practices into an overall green infrastructure/storm water quality/quantity management strategies.
- Explore opportunities to develop a renewable energy portfolio possible in connection with EPAD legislation.

SPECIAL FLOOD HAZARD AREA

Henderson County has numerous rivers and streams that play important roles in the ecological and drainage system of the county. These water features also define the floodplains and wetlands within the county. Floodplains are low lying areas that are susceptible to flooding. Henderson County has areas that have been officially designated by the Federal Emergency Management Agency (FEMA) as flood hazard areas. Henderson County has a total of 134,598 acres of land area located in Special Flood Hazard Areas. The most current Flood Insurance Rate Maps (FIRMs) have

PROTECTING NATURAL SYSTEMS

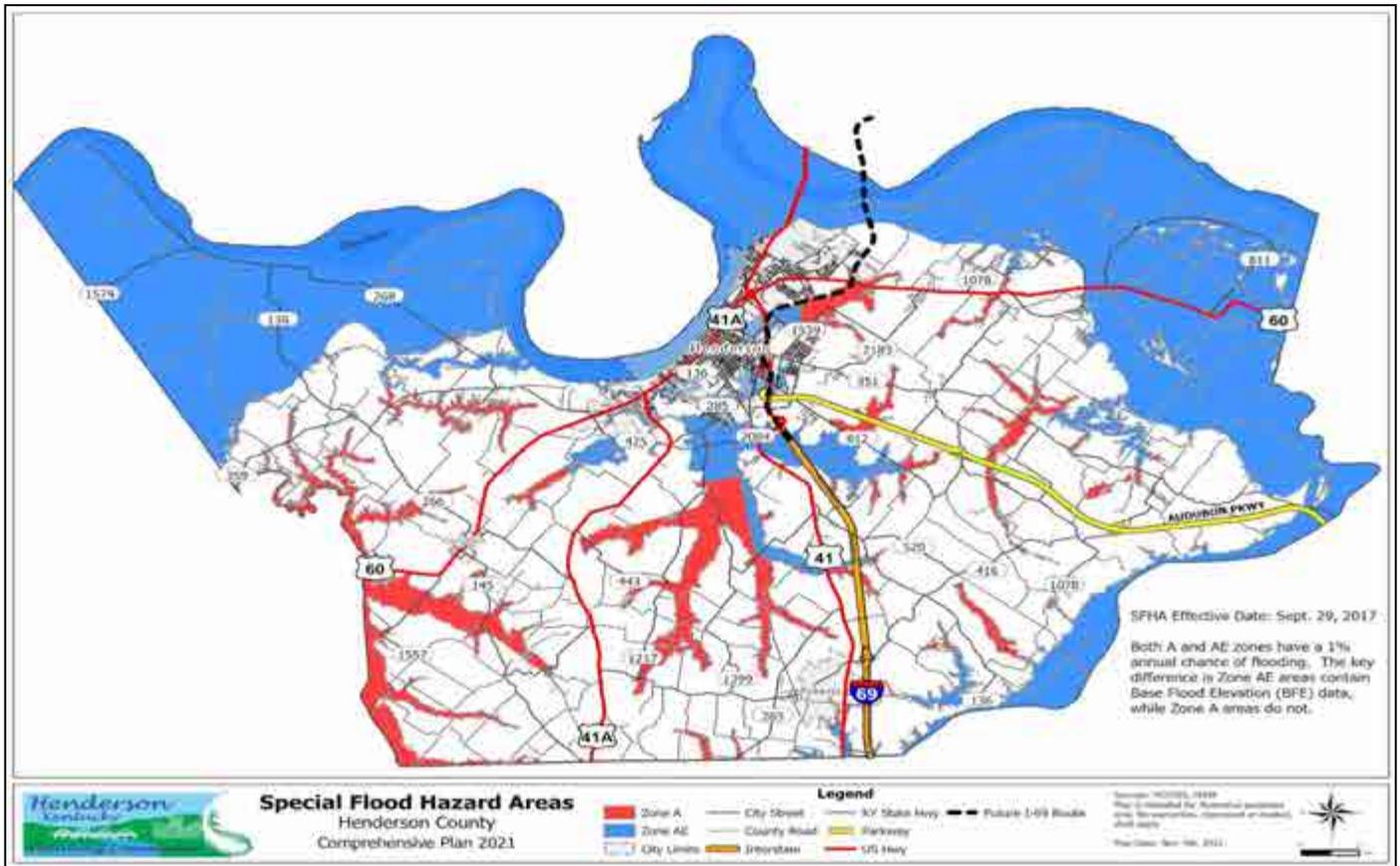
been in effect for the City of Henderson and Henderson County since February 20th, 2013 (FIRM#210109) and for the county (FIRM#210286). It is important to note that the cities of Corydon or Robards do not have any mapped Special Flood Hazard Areas. The most prevalent sources of flooding are Canoe Creek, the Green and Ohio Rivers.

Canoe Creek is a large stream which drains approximately 120 square miles of the City of Henderson and Henderson County. It is often subject to backwater from the Ohio River. To put it into perspective, that is roughly twenty-five percent (25%) of the 466 square miles that encompasses Henderson County. Canoe Creek and its tributaries routinely overflow their banks causing flooding issues that have led to numerous flood insurance claims. The City of Henderson has 177 insurance claims, 226 flood insurance policies, flood insurance coverages in excess \$31.9 million, and \$3,066,617.71 in flood insurance claim payments. Since 1978 there have been 22 substantial damage claims. Henderson County has had 74 insurance claims, 216 flood insurance policies, flood insurance coverages in excess \$17.4 million, and finally \$809,768.58 in flood insurance claim payments. Since 1978 there have been 8 substantial damage claims. In 2006, City and County Officials created the Canoe Creek Flood Mitigation Board which is charged with tasks including easement acquisition, finding funding sources, and the implementation of cleaning projects.



Figures 4-7 and 4-8 show the location of flood hazard areas in Henderson County and the City of Henderson. A large amount of land along the Ohio and Green Rivers (to the north and east) is within the 100-Year Flood Boundary. In addition a large portion of central Henderson County is subject to flooding along Canoe Creek. Other areas within the flood boundary include an area to the east of Baskett, a large area to the west of Bluff City, and areas to the north & west of Corydon.

FIGURE 4-7: Henderson County Special Flood Hazard Areas



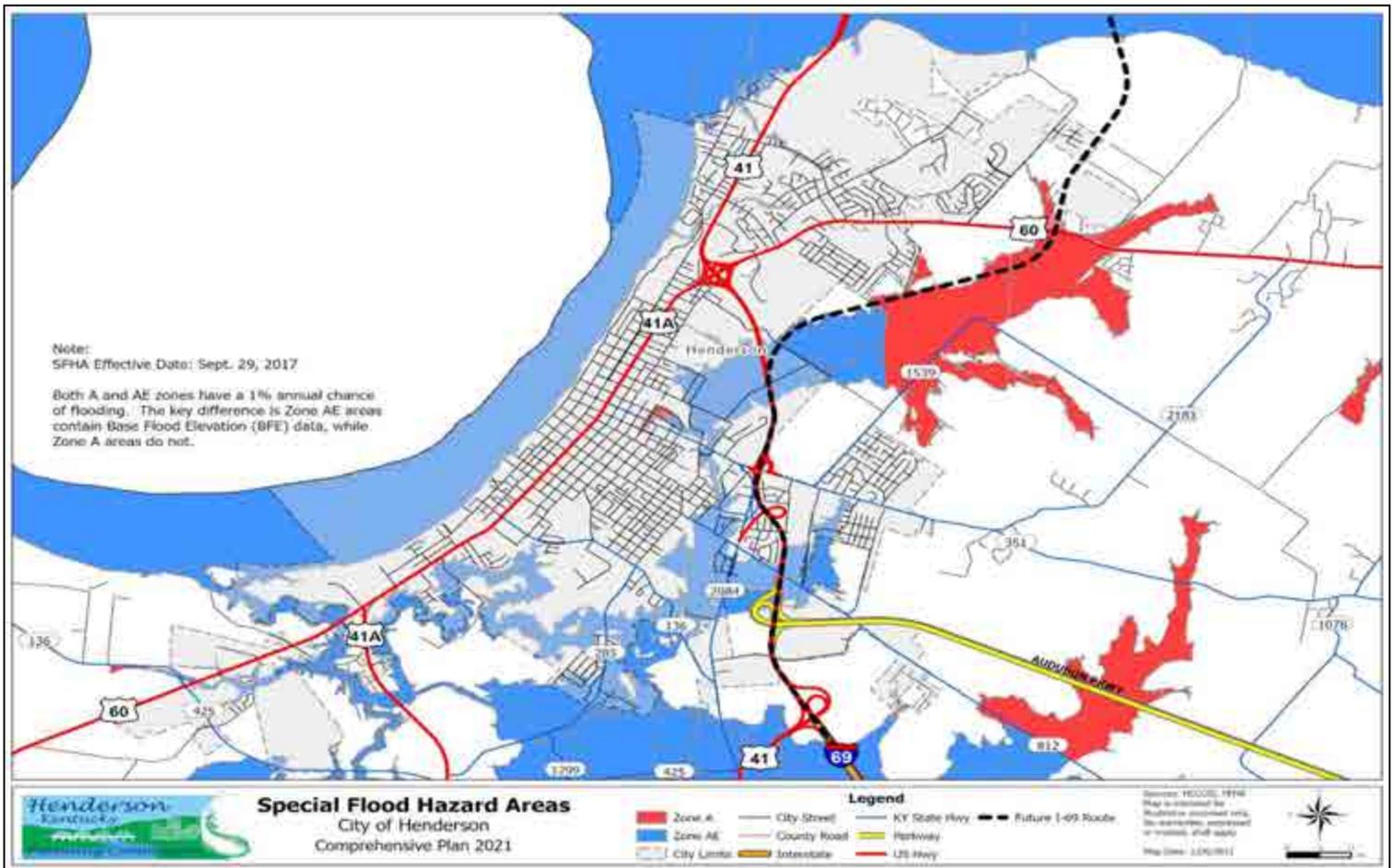
Due to the large percentage of flat to gently sloping areas associated with the Ohio and Green Rivers, subdivision or other higher intensity uses can cause flooding if proper storm water management techniques are not implemented during the planning and development process. Watersheds can also be impaired from improper sewage treatment and storm water run-off.

Goal: *Protect and enhance the quality of the natural environment while permitting appropriate development on suitable lands.*

Objectives:

- ✓ Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective (A))
- ✓ Discourage urban development in flood plains. (Protecting Natural Systems Objective (B))
- ✓ Anticipate future community needs by encouraging environmentally sustainable uses of natural resources. (Protecting Natural Systems Objective (D))

FIGURE 4-8: City of Henderson Special Flood Hazard Areas



Strategies:

- Continue to improve drainage and mitigate flooding issues.
- Protect the integrity of wetlands, floodplains and other natural resources by discouraging development in these areas.
- Take precautionary measures to ensure safety and also consider the environmental impact of development.
- Maintain the integrity of floodplains to limit potential property losses and damages due to flooding events.
- Implement proper storm water management techniques during the planning and development process.
- Encourage intergovernmental cooperation, such as the Flood Mitigation Board, to continue the improvement of stormwater and floodplain management.
- Encourage activities that reduce the impact of development on the environment through the proactive use of technology and best practice management policies.
- Encourage floodplain protection in new urban and suburban development while retaining design standards that provide usable open spaces.
- Prepare and routinely update flood and other related maps that depict environmentally sensitive lands to identify aquatic features such as marsh lands, flood plains, and wetlands associated with wildlife habitat.

- **Employ programs such as National Floodplain Insurance Program (NFIP) and Community Rating System (CRS) to encourage responsible and sustainability growth.**
- **Establish or enhance urban agriculture areas – target areas for new urban agriculture areas in flood prone areas.**

BIODIVERSITY AND ENDDGAERED SPECIES

One of the most attractive qualities about Henderson is its proximity to an abundance of wildlife and recreational areas. Protecting a high quality wildlife habitat ensures that these natural resources remain for generations. One way Henderson can plan to preserve such a high quality habitat, is to plan for and protect its Natural Areas.



Haliaeetus leucocephalus (Bald Eagle)

Natural areas are generally characterized as being largely undeveloped geographic areas having natural vegetation found on both public and private land. In the urban context, natural areas are primarily used for recreation activities. Natural areas are important to the urban and rural environment because they are a part of natural ecosystems, provide hunting and recreational space for citizens, and sustain biologic diversity in the urban and rural landscape. Preserving and maintaining these

natural areas is important for Henderson as these areas represent the native landscape



and native heritage of the area.

Polymnia laevigata (Tennessee Leafcup)

Objectives:

- ✓ **Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective (A))**
- ✓ **Preserve significant natural features and enhance existing green areas. (Protecting Natural Systems Objective (C))**
- ✓ **Anticipate future community needs by encouraging environmentally sustainable uses of natural resources. (Protecting Natural Systems Objective (D))**
- ✓ **Encourage design standards for our park and recreational facilities and programs to avoid duplication and encourage innovation. (Improving Community Services Objective (F))**

PROTECTING NATURAL SYSTEMS

ENDANGERED SPECIES

The primary concern for the impacts of development on plant and animal life are the effects on rare and endangered species. There are a total of forty-eight (48) species of potential concern listed in Henderson County according to the Kentucky Department of Fish and Wildlife Resources.

Kentucky State Nature Preserves Commission: Within a county, elements are arranged first by taxonomic complexity (plants first, natural communities last), and second by scientific name. A key to status, ranks, and count data fields follows:				
<i>Taxonomic Group</i>	<i>Scientific Name</i>	<i>Common Name</i>	<i>Status</i>	<i># of Occurrences</i> <i>E H F X U</i>
Vascular Plants	<i>Bolboschoenus fluviatilis</i>	River Bulrush	E /	2 0 1 1 0
Vascular Plants	<i>Chelone obliqua</i> var. <i>speciosa</i>	Rose Turtlehead	S /	2 1 0 0 0
Vascular Plants	<i>Echinodorus berteroi</i>	Burhead	T /	1 0 0 1 0
Vascular Plants	<i>Hydrocotyle ranunculoides</i>	Floating Pennywort	E /	1 0 0 0 0
Vascular Plants	<i>Nemophila aphylla</i>	Small-flower Baby-blue-eyes	T /	1 0 0 0 0
Vascular Plants	<i>Phacelia ranunculacea</i>	Blue Scorpion-weed	S /	2 0 0 0 0
Vascular Plants	<i>Polymnia laevigata</i>	Tennessee Leafcup	E /	1 0 0 0 0
Vascular Plants	<i>Pontederia cordata</i>	Pickernel-weed	T /	2 0 0 0 0
Vascular Plants	<i>Sparganium eurycarpum</i>	Large Bur-reed	E /	1 0 0 0 0
Freshwater Mussels	<i>Cyprogenia stegaria</i>	Fanshell	E / LE	0 0 0 1 0
Freshwater Mussels	<i>Epioblasma obliquata obliquata</i>	Catspaw	E / LE	0 0 0 1 0
Freshwater Mussels	<i>Epioblasma triquetra</i>	Snuffbox	E / LE	0 0 0 1 0
Freshwater Mussels	<i>Lampsilis abrupta</i>	Pink Mucket	E / LE	0 0 0 1 0
Freshwater Mussels	<i>Lampsilis ovata</i>	Pocketbook	E /	0 0 0 1 0
Freshwater Mussels	<i>Obovaria retusa</i>	Ring Pink	E / LE	0 0 0 2 0
Freshwater Mussels	<i>Plethobasus cyphus</i>	Sheepnose	E / LE	0 0 0 1 0
Freshwater Mussels	<i>Pleurobema rubrum</i>	Pyramid Pigtoe	E / SOMC	0 0 0 2 0
Freshwater Mussels	<i>Potamilus capax</i>	Fat Pocketbook	E / LE	1 0 0 0 0
Freshwater Mussels	<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	T / LT	0 0 0 1 0
Freshwater Mussels	<i>Villosa lienosa</i>	Little Spectaclecase	S /	0 0 0 1 0
Insects	<i>Nicrophorus americanus</i>	American Burying Beetle	X / LE	0 0 0 1 0
Insects	<i>Traverella lewisi</i>	A Leptophlebiid Mayfly	H /	0 1 0 0 0
Fishes	<i>Erimyzon sucetta</i>	Lake Chubsucker	T /	0 0 1 0 0
Fishes	<i>Ictiobus niger</i>	Black Buffalo	S /	0 1 0 0 0
Amphibians	<i>Hyla avivoca</i>	Bird-voiced Treefrog	S /	3 0 0 0 0
Amphibians	<i>Rana areolata circulosa</i>	Northern Crawfish Frog	S /	1 1 0 0 0
Reptiles	<i>Apalone mutica mutica</i>	Midland Smooth Softshell	S /	1 0 0 0 0
Reptiles	<i>Farancia abacura reinwardtii</i>	Western Mud Snake	S /	1 0 0 0 0
Reptiles	<i>Thamnophis sauritus sauritus</i>	Eastern Ribbon Snake	S /	3 0 0 0 0

Taxonomic Group	Scientific Name	Common Name	Status	# of Occurrences					
				E	H	F	X	U	
Breeding Birds	Ardea alba	Great Egret	T /	0	0	0	2	0	
Breeding Birds	Certhia americana	Brown Creeper	E /	1	0	0	0	0	
Breeding Birds	Cistothorus platensis	Sedge Wren	S /	1	0	0	0	0	
Breeding Birds	Corvus ossifragus	Fish Crow	S /	2	0	0	0	0	
Breeding Birds	Gallinula chloropus	Common Moorhen	T /	1	0	0	0	0	
Breeding Birds	Haliaeetus leucocephalus	Bald Eagle	T/Delisted	6	0	0	0	0	
Breeding Birds	Ixobrychus exilis	Least Bittern	T /	2	0	0	0	0	
Breeding Birds	Lophodytes cucullatus	Hooded Merganser	T /	4	0	0	0	0	
Breeding Birds	Phalacrocorax auritus	Double-crested Cormorant	T /	0	0	0	1	0	
Breeding Birds	Rallus elegans	King Rail	E /	1	0	0	0	0	
Breeding Birds	Riparia riparia	Bank Swallow	S /	2	0	0	0	0	
Mammals	Myotis sodalis	Indiana Bat	E / LE	2	0	0	0	0	
Mammals	Nycticeius humeralis	Evening Bat	S /	2	1	0	0	0	
Mammals	Sorex cinereus	Cinereus Shrew	S /	0	1	0	0	0	
Communities	Bottomland hardwood forest		S /	2	0	0	0	0	
Communities	Bottomland marsh		T /	4	0	0	0	0	
Communities	Coastal Plain slough		T /	5	0	0	0	0	
Communities	Deep soil mesophytic forest		N /	1	0	0	0	0	

STATUS - KSNPC: Kentucky State Nature Preserves Commission status:
N or blank = none E = endangered T = threatened S = special concern H = historic X = extirpated

USES: U.S. Fish and Wildlife Service status:
blank = none C = candidate LT = listed as threatened LE = listed as endangered SOMC = Species of Management Concern

COUNT DATA FIELDS
OF OCCURRENCES: Number of occurrences of a particular element from a county. Column headings are as follows:
E - currently reported from the county
H - reported from the county but not seen for at least 20 years
F - reported from county & cannot be relocated but for which further inventory is needed
X - known to be extirpated from the county
U - reported from a county but cannot be mapped to a quadrangle or exact location.

Strategies/Action Steps:

- Develop a plan for habitat protection/corridors to support biologic diversity.
- Prepare mitigation strategies to enhance and protect natural habitats and natural systems on public and private property.
- Plan for and prevent environmental contamination of soils, water, and air from hazardous chemicals.
- Identify and evaluate opportunities to expand or enhance parks, open space, and wildlife protection areas.
- Develop strategies to connect parks and open space by greenway recreational corridors.
- Identify opportunities to protect and restore riparian vegetation and wetlands through the plan review process or through land acquisition, conservation easements, and other means.

CHAPTER FIVE:

IMPROVING COMMUNITY SERVICES

IN THIS CHAPTER

- **A Commitment to Improve Community Services**
- **Schools and Libraries**
- **Parks & Recreational Facilities**
- **Public Utilities**
- **Emergency Services**
- **Hospital & Health Services**

A COMMITMENT TO IMPROVE COMMUNITY SERVICES

Residents of Henderson identify its strong civic spirit, friendliness, and history as some of the main reasons why they call Henderson home. Yet, residents also point to the community services they receive, from parks to low cost utilities, as another primary reason they are proud to be part of Henderson. As Henderson seeks to grow and prosper, it must ensure that it meets the expectations and needs of its residents as provided by these community services. The Improve Community Services chapter identifies goals and action steps that support what residents have identified as important and necessary for a strong quality of life. This chapter contains a wide range of topics on each of the services provided to them, from schools to hospitals and libraries, to ensure Henderson remains a desirable and safe place to live, work, learn, and play. It acknowledges and provides information and future strategies for improvement, for each of the community services that assist Henderson. Henderson believes improving its rich and varied community services will aid the long term growth and success of each citizen, and the community as a whole.

GUIDING GOALS

To maintain a positive image and identity for the community that is distinct and reflective of its unique character and assets to distinguish Henderson from other nearby communities.

To promote, preserve, and extend the high level of community services for the benefit of all citizens.

SCHOOLS AND LIBRARIES

Schools and libraries serve as important community assets and amenities. They help to instill a sense of community, provide gathering places, and encourage and support lifelong learning and educational opportunities. Strong and effective partnerships with the schools and libraries

will ensure Henderson continues to address the diverse and growing needs of the community.

Goals & Objectives for Schools and Libraries:

- ✓ **Maintain a positive image and identity for the community that is distinct and reflective of its unique character and assets to distinguish Henderson from other nearby communities. (*Improving Community Services Goal 1*)**
- ✓ **Promote, preserve, and extend the high level of community services for the benefit of all citizens. (*Improving Community Services Goal 2*)**
- ✓ **Strive to create and maintain places with a diverse character to draw talent and enhance livability by promoting education and training for the workforce. (*Growing the Economy Objective E*)**

Strategies for Schools and Libraries:

- **Work with the Henderson County school district, Holy Name, and Henderson Community College to support and encourage strong educational and vocational opportunities for Henderson residents.**
- **Explore methods to form partnerships to promote community involvement in educational opportunities.**
- **Establish a process for the Planning Commission and the school district to partner to plan for future population growth and changing demographics.**

- Evaluate opportunities to partner with the school district to develop educational tools and programs to teach students about urban planning.
- All Henderson County school district graduates will be college and/or career ready as measured by the Kentucky College and career readiness definition.
- Parental and community involvement opportunities will be expanded and created to support the Henderson County schools learning community.
- Henderson County personnel and students will use technology to support learning by gathering information, effectively communicating, and increasing productivity; by understanding safety and ethical/social issues surrounding the use of technology; and by engaging technology for research, inquiry, problem solving, and innovation.
- Henderson County schools will provide multiple opportunities for students to successfully become active and productive citizens in their community.
- Henderson County schools will demonstrate fiscal responsibility in all allocation of resources provided by the federal, state, county governments, and by the community to increase student achievement measured by per pupil expenditure.
- Support and promote the mission of the Henderson Public Library system to enrich the quality of life of residents by providing resources for information, education, and recreation.
- New & Renovated Educational Buildings & Facilities (Upgrades/Renovations, New Spottsville Elementary School, Improved Access to High School, Higher Education):

Plan for upgrades, renovations or new schools to keep ahead of technology and learning needs from early childhood learning through higher education. Improve the physical access to Henderson County High School to improve traffic flow and safety.

- Expanded Library Facilities: Expand the current library facility downtown to include additional space for community events and programming; an events center could potentially be incorporated into this facility expansion.

HENDERSON COUNTY SCHOOL DISTRICT



The residents of Henderson County are served by one public school district with over 7,500 students from pre-school to 12th grade. Henderson County Schools is also the

largest employer in the community with over 1,200 employees. Henderson County School has eight elementary schools (4 in the city, 4 in the county), two middle schools, one high school with a career and technical education center, and one alternative learning center. The list of schools and their enrollment, as well as a detailed profile of staff members is found below in **Table 5-1**.

TABLE 5-1: School Enrollment and Transportation

SCHOOL ENROLLMENT			
Pre-School	400	Niagara Elementary	315
AB Chandler Elementary	365	South Heights Elementary	547
Bend Gate Elementary	548	Spottsville Elementary	499
Cairo Elementary	288	North Middle	873
Central Academy	173	South Middle	695
East Heights Elementary	569	Henderson County High	1929
Jefferson Elementary	354	Total	7,555
Transportation:		Buses cover 5,700 miles daily	
DISTRICT PROFILE	Totals	DISTRICT PROFILE	Totals
Free and Reduced Lunch	58%	Certified Staff	581
White	82%	Support Staff	619
African American	9%	TOTAL FULL-TIME STAFF	1200
Asian	1%	Percentage of Teachers with Masters Degrees:	79%
Hispanic	1%	Percentage of Teachers with a Rank I Degree (30 hours beyond a Master’s Degree):	33%
Hawaiian	1%	Beginning Teacher’s Salary:	\$34,163
Indian	1%	Total Operating Budget	\$87,200,654
Disability	16%		

NOTABLE ACHIEVEMENTS AND AREAS OF IMPROVEMENT

Early Childhood and Elementary Schools

Investment in Excellence

- Distinguished District through *Unbridled Learning Assessment* for 2013-2014 school year.
- Exceeded state average in kindergarten readiness benchmarks.
- ACT scores continue to exceed state benchmarks.
- Career and Technical Education ranked in the top ten percent of Kentucky CTE programs.
- Introduced CATCH Program district wide to promote health and wellness throughout the classroom.
- Twenty-five percent of the Early Childhood Classrooms of Excellence in the state of Kentucky are located at the Thelma B. Johnson Early Learning Center.



Henderson County Schools built the first stand-alone preschool in the state and has partnered with community agencies like Toyota Born Learning, to create opportunities at an early age. Most recently, the district advanced from “Proficient” status to “Distinguished” status with at 91st percentile student performance on the 2014 KPREP assessment. Moreover, five of the eight elementary schools, and one of the two

middle schools, achieved “Distinguished” status from the 2014 KPREP assessment. One elementary school has achieved certification as a Franklin Covey Lighthouse School, a coveted leadership and education program granted to just 400 schools around the United States. The School District has also received grants for six other elementary schools, to also become Lighthouse Schools.

High Schools

The Henderson County High School is dedicated to preparing its students for the rigors of college or a technical career at graduation. Comprehensive high school programming offers diversity in education for students, from advanced placement and dual/college credit opportunities, to career and technical educational opportunities in the classroom and through the co-operative program with community businesses. To train college bound students, the high school offers fifty two dual/college credit courses and seventeen advanced placement courses, including Operation Preparation, the College

Bound Plan, and college coaches. And to serve technical and career-ready students, the career and technical education center is in the top 10% of such centers in Kentucky and offers all fifteen vocational pathways, which almost two thirds of students are enrolled in. The innovative alternative learning center has made great strides in reducing the dropout rate to just 1.8% in 2014. And not only has the alternative center been successful in reducing dropouts, but the entire high school has dramatically improved graduation rates over the past six years, going from 70.31% in 2008 to 93.7% in 2014.

Programs to Improve Educational Attainment and Achievement



Henderson County Schools has instituted a number of programs and changes to facilitate both current and future academic achievement. Henderson County Schools Curriculum specialists are employed at each school along with a district math coordinator and a district English/language arts coordinator. Enrichment teachers work hand in hand to provide additional education to our students. Extended learning time devoted to math at the middle school level is empowering our students to make significant gains in math assessment. Instructional time is dedicated to the advancement of students, from the districts commitment to full day kindergarten, to ninety minutes of direct reading instruction at elementary schools and ninety minutes of direct math instruction at the elementary and middle schools. Through RTI (Response to Intervention) and analysis of student work, all students receive individual learning opportunities. The

district has also added ten minutes to each elementary and high school instructional day, and fifteen minutes to each middle school instructional day.

While academic achievement is vitally important, Henderson County Schools also recognizes the impact of good health and emotional well-being for each child. To this end, Henderson County Schools began a district-wide partnership the Jared Foundation by implementing the CATCH (Coordinated Approach to Children’s Health) Program at each school. Nutrition and activity curriculum to develop healthy habits for each child, are now part of each school day. Bully prevention activities were also implemented in the schools, working to create a safe environment for every student.

PRIVATE SCHOOLS/HOLY NAME

Holy Name of Jesus Catholic School is a private school that serves grades K-8 and is certified



by the Kentucky Department of Education. The school is located at 628 Second Street and has an enrollment of 474. Holy Name has a long history in Henderson, dating back to 1872. The school tests regularly higher than the national average, and has won many awards and achievements for academics, sports and other extracurricular activities.

COLLEGES AND UNIVERSITIES



Henderson Community College and Murray State University – Henderson Regional Campus are both located in the City of Henderson. There are seven additional public higher education institutions within 40 miles of the city:

TABLE 5-2: Nearby Colleges

Colleges	City	Distance
University of Southern Indiana	Evansville, IN	10 miles
University of Evansville	Evansville, IN	10 miles
Owensboro Community College	Owensboro, KY	26 miles
Kentucky Wesleyan College	Owensboro, KY	26 miles
Brescia College	Owensboro, KY	26 miles
WKU Owensboro Extended Campus	Owensboro, KY	26 miles
Madisonville Community College	Madisonville, KY	35 miles

HENDERSON COMMUNITY COLLEGE (HCC)

<https://henderson.kctcs.edu/>

2660 South Green St, Henderson KY 42420

In the fall of 1960, the Northwest Extension of the University of Kentucky opened its doors for the first time to 256 Henderson, Union and Webster County students. In 1964, the Northwest Extension became Henderson Community College (HCC), a charter member of the University of Kentucky Community College System. Henderson Community College (HCC) became a member of the 16-college Kentucky Community and Technical College System in 1998.

The mission of Henderson Community College is to partner with the community in assessing and providing educational, economic, workforce development, civic, and cultural programs that:

- Provide high-quality general education curriculum for the first two years of a baccalaureate program (Associate in Arts and Associate in Science degrees).
- Provide high-quality technical programs to prepare students for immediate employment (certificates, diplomas, or Associate in Applied Science degrees).
- Provide continuing education, adult education, and customized training to prepare a competitive workforce.
- Provide personal enrichment and cultural opportunities.

HCC offers Associate Degrees or certificates of completion in multiple academic and technical programs. The Associate in Arts and the Associate in Science degrees transfer directly to a university program leading to a Bachelor’s degree. These degrees allow the student to spend their first two years close to home and receive excellent instruction and value. The HCC Honors Program provides students the opportunity to develop their intellectual curiosity and encourages them to establish ambitious learning and career goals; these courses will transfer to university Honors programs. HCC offers certificates, diplomas and Associate of Applied Science degrees in technical areas from Agricultural Technology to Welding Technology; some of these programs transfer to universities, all lead directly to careers.

HCC’s Henderson Campus includes the Hecht S. Lackey Administration Building, which houses administration and faculty offices, classrooms, conference rooms, and regional offices for Murray State University. The Joseph M. Hartfield Library opened in 1979 and holds a large collection of reference

books as well as providing access to thousands of digital resources. The Library also provides study space and faculty offices. The Fine Arts Center, opened in 1993, supports the college and community with a performance hall that accommodates up to 1,000 people, gallery space and public meeting rooms.

The Robert H. English Arts and Sciences Building host’s classrooms, laboratories, offices, and several program areas while the Academic Technical Building provides support resources for a variety of Allied Health programs. The Student Center provides space for food service in the Grill, a student lounge, a fitness center, and the college bookstore. The William L. Sullivan Technology Center was completed in the spring of 2008. It features 53,000 square feet of space for technical and industrial degree programs as well as workforce training and



Adult Education programs for the community. A new Welding Building was completed in 2015 and sits adjacent to the Sullivan Technology Center.

HCC Goals & Strategies:

- **Development of additional technical programs in areas such as Advancement Manufacturing and Healthcare to support regional economic and workforce development goals;**

- **Strengthening the Honors, academic, technical, academic support, and online learning programs, ensuring each student succeeds in reaching their educational goals.**
- **Enhancing partnerships with P-20 education partners, economic development, and workforce development partners in the region.**

MURRAY STATE UNIVERSITY – HENDERSON REGIONAL CAMPUS (MSU-HENDERSON)

<https://www.murraystate.edu/academics/regionalAcademicOutreach/RegionalCampus/henderson/index.aspx>

2660 South Green St., Henderson, KY

Murray State University serves as a nationally recognized residential comprehensive university, with a strong extended campus and online presence, offering high-quality associate, baccalaureate, masters, specialist and doctorate degrees. Academic programs are offered in the core areas of arts and sciences, agriculture, business, health and human services, teacher education, communications, engineering and applied technologies, and nursing. Teaching, research, and service excellence are core values and guiding principles that promote economic development and the well-being of the citizens of the Commonwealth of Kentucky and the region.

Murray State University places a high premium on academic outreach, collaborative relationships with alumni, the public schools, business and industry, governmental agencies, and other colleges and universities at home and abroad. MSU prepares graduates to function in a culturally diverse, technologically oriented society and increasingly interdependent world. The University is committed to international education as an integral dimension of the university experience. In sum, Murray State University fosters an exciting and challenging learning environment.

Murray State University offers a full-service office in Henderson, the Henderson Regional Campus, for students enrolled in MSU courses and programs. There are a variety of courses and programs available, and services include program advising, registration and admissions. The Campus serves over 450 students each year in programs leading to the Bachelor's and Master's degree. Doctoral degrees are also available.

Degree programs offered at MSU-Henderson include Business Administration; Community Health Education; Computer Information Systems; Criminal Justice; Elementary Education; Integrated Studies; Interdisciplinary Early Childhood Education; Logistics and Supply Chain Management; Middle School Education (Math/Science); Nursing (BSN); Social Work; and Special Education. A graduate degree in School Administration is also available.

Murray State University - Henderson Regional Campus is located in the Administration Building on the Henderson Community College campus. The Campus offers four Interactive TV classrooms, which allow the student to interact directly with the MSU faculty member. Classes are also available online.

MSU – Henderson Regional Campus Goals & Strategies:

As part of the larger Murray State University, goals at the Henderson Regional Campus include:

- **Building a stand-alone campus on or near the Henderson Community College campus that supports a full complement of MSU academic and student services.**
- **Bringing new programs to the regional campus.**
- **Strengthening partnerships across the region.**

HENDERSON COUNTY PUBLIC LIBRARY

Henderson County Public Library has served



Henderson County at 101 South Main Street since 1904. Philanthropist Andrew Carnegie donated the funds to build the original library building, which has been expanded several times through the years. Over 200,000 people enter the library each year, browsing in excess of 83,000 physical materials and 113,460 electronic materials, and checking out greater than 379,000 items. The library offers internet-ready computers and free Wi-Fi for public use, as well as use of multiple online databases through its website, www.hcpl.org. The library is a designated Passport Acceptance Facility and offers appointments for passport services. The library offers children's, teens, and adult programming, including: story times; Lego club; teen anime & graphic novel groups; teen and adult gaming groups; genealogy programming; author lectures; book clubs, teen and adult writing groups; and children's and teen summer reading clubs. The library has two meeting rooms which may be used for meetings or programs by organizations whose membership is open to the public. A bookmobile and van delivery service offers free access to books and other library materials throughout the county for homebound and disabled residents. The library has

plans to greatly expand its original structure in the next five years, adding more space for programming, collection development, and community events.

PARKS AND RECREATIONAL FACILITIES

As communities grow, it is important to insure that land is available for parks, recreation, open space and greenways to meet the future needs of the community. Such recreational places greatly contribute to the overall quality of life in Henderson. As described in this section, the citizens of Henderson are blessed with a variety of opportunities for recreation, and also with a number of nature preserves. It is the Goal of this Comprehensive Plan to continue to promote the management of these existing recreational resources, while also planning for future.

Goals & Objectives for Parks and Recreation:

- ✓ Encourage new recreational facilities that support the needs of the community’s youth and create economic development opportunities (Improving Community Services Objective E).
- ✓ Encourage design standards for our park and recreational facilities and programs to avoid duplication and encourage innovation (Improving Community Services Objective F).
- ✓ Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and pleasure of the intended users, and represent positive examples of design, energy use and concern for people and the environment (Improving Community Services Objective G).

Strategies for Parks and Recreation:

- Explore the need and costs for the construction of a new sports facility that

would take the place of the current fields. Recreational facility planning should be included in order include current programming needs as well as future needs. Planning should include parking considerations as well as entrance and exit traffic flow during usage.

- Partner with community bicycle enthusiasts to develop bike trails in the City including routes along City streets and roads that would connect to County developed trails and routes.
- Conduct an assessment of each City/County park to evaluate needs in terms of overall maintenance, additional facilities needed, and usage. In conjunction with the assessment process, an inventory of existing facilities should be created.
- Upgrade the cemetery software to allow online access and searches of selected information pertaining to plots and burials at city cemeteries.
- Explore the viability of a new County Park to serve the Niagara area.
- Continue to expand the service and offerings of Sandy Lee Watkins Park.
- Include the bike and pedestrian master plan as a guidance plan for developing routes and connectivity to destinations in the City/County

HENDERSON COUNTY PARKS

Henderson County has a newly created Parks department which operates four parks, described in detail below.

- **Baskett Park:** Located on 4.5 acres, Baskett Park provides a full basketball court, half- basketball court, playground equipment, a walking trail, picnic shelters, and a softball field.
- **Charles Alexander Park:** Located in Smith Mills on 1.13 acres and provides playground equipment, a

basketball court, shelters, picnic tables, and a .2 mile walking trail.

- **Freedom Park and the County Fairgrounds:** Features over twenty acres of recreational area located off Airline Road. The complex has a 0.6 mile walking trail, playground, picnic shelter, basketball and volleyball courts, and is also home to the Henderson County Farmer’s Market. The Fairgrounds feature a concession stand with offices upstairs, exhibit hall, practice riding arena, and a 150’X250’ show arena for horses which has lighting for night use.
- **Sandy Lee Watkins Park:** Located in Hebbardsville is a Nature Park on over five hundred acres of reclaimed coal mine, with two walking trails, picnic shelters and four lakes stocked with fish, one of which is handicap accessible. An indoor/outdoor 3-D archery center is also under construction.

CITY OF CORYDON PARKS

The City of Corydon maintains two parks within the city. Crawford Field & Park, a one acre park which features softball diamond, a tennis court, a playground, and a paved walking trail, and a Lions Club building in the park has rest rooms, a concession stand and picnic area. Chandler Veterans Memorial Park has memorials honoring Corydon native Governor Happy Chandler and United States war veterans.



STATE PARKS AND WILDLIFE AREAS

John James Audubon State Park: Located on U.S. 41 North and operated by the Kentucky Department of Parks. The park contains The John James Audubon Museum, which



showcases the artist’s life and works is located in the park along with a two story nature center adjacent to the museum. The park offers a nature preserve/bird sanctuary with hiking trails and a full time naturalist and many nature programs throughout the year. Audubon offers an abundance of recreational options from a full-service campground with utilities, to a large recreation lake with seasonal boat rentals, tennis courts and a nine-hole golf course. Additional wetlands in the Ohio River Floodplain were recently purchased and donated the Park, and will become part of a new nature trail to be open to the public.

Sloughs Wildlife Management Area: Located in Henderson and Union Counties, consists of approximately ten thousand acres. The property is owned by the U. S. Army Corps of Engineers and licensed to the Kentucky Department of Fish and Wildlife Resources for wildlife management purposes. The Sloughs is a premier birding area for rails, sparrows, and wrens of the marsh. Limited hunting is allowed in the Sloughs under special state regulations.

Green River State Forest: Located in the Henderson County about five miles northeast of the City of Henderson and is managed by The Kentucky Division of Forestry. The goal of the forest is to reestablish bottom-land hardwood and the unique cedar swamp habitat. The forest is open to the public for most recreational uses including hiking, hunting and fishing.

CITY MUNICIPAL CEMETERIES

Fernwood Cemetery: Established in 1849 and located off of Madison Street, contains forty-six acres of land, with over nineteen thousand known burials. Fernwood is the final resting-place of several state politicians and other famous citizens, including two Governors, and a Senator. Mary Towles, the founder of Mother’s Day is buried in Fernwood.

Fairmont Cemetery: Established in 1921, Located on Highway 60 and Drury Lane, Fairmont Cemetery contains thirty acres of

land with over six thousand burials. A multi-story Garden Mausoleum was built in 2009.

YMCA

Henderson County Family YMCA located at 460 Klutey Park Drive has indoor and outdoor swimming pools, a therapy pool, exercise rooms, indoor tennis and racquetball courts, an indoor walk/jog track, a community room and kitchen as well as outdoor playing fields.

GOLF COURSES

Golf courses in the county include eighteen-hole courses at Henderson County Club and Players Club of Henderson. Nine-hole golf courses include Bent Creek Golf Course on

Airline Road, Audubon State Park, and the City of Henderson Municipal Golf Course.

PUBLIC UTILITIES

The availability and function of public utilities is necessary to ensure the needs of Henderson’s current and future residents are met. Henderson is fortunate to be served by a number of publicly-owned utility providers, and thus enjoys some of the lowest utility rates in the country. The future efficient provision of utilities is critical to future growth. Therefore, it is critical that excellent coordination between the City, County, and all providers continues so Henderson is prepared to handle future growth, and attract future growth with its attractive rates.

Goals & Objectives for Public Utilities:

- ✓ **Promote, preserve, and extend the high level of community services for the benefit of all citizens. (Improving Community Services Goal 1)**
- ✓ **Encourage re-investment in declining neighborhoods with increased services, amenities and safety. (Improving Community Services Objective D)**
- ✓ **Develop facilities that make the most efficient use of the land, are designed for the convenience, health, safety, and pleasure of intended users, and represent positive examples of design, energy use and concern for people and the environment. (Improving Community Services Objective G)**
- ✓ **Guide development to existing centralized area served by adequate infrastructure to avoid decentralized and scattered development. (Balancing Land Use Objective B)**
- ✓ **Incorporate efficient use of energy & resources as it relates to upgrades in building stock and equipment – energy rating systems and high performance building standards should be goals to achieve sustainable economic growth. (Improving Community Services Objective G)**

CITY OF HENDERON PARKS & RECREATION:

The City of Henderson Parks and Recreation Department maintains recreational facilities and also operates two local municipal cemeteries. The following recreational facilities are maintained by the city.

Park Name	Location
Atkinson Park	Located at 1805 North Elm Street, this facility includes a variety of amenities such as: picnic shelters, playground equipment, disc golf course, a skate park, two softball fields, four baseball diamonds with a seating capacity of 5,750, barbecue pits, Atkinson Pool, the air-conditioned Denton Shelter, the 9-hole Municipal Golf Course, restrooms, and a portion of the Henderson Riverwalk.
Hays Park	Located north of Atkinson Park. Facilities include Hays Boat Ramp featuring one ramp, dock and parking for trailers, restrooms, picnic tables and grills.
Audubon Mill and Sunset Parks	Situated along the Ohio River in the Central Business District, these park include two boat-launching ramps, docks, parking, picnic tables, playground equipment, an interactive water feature and amphitheater. Permanent restrooms are located off the back patio of the Welcome Center located south of Audubon Mill Park.
Doc Hosbach Tennis Complex	Located in the Central Business District on Water Street offers twelve lighted tennis courts with a view of the river and hosts a number of tennis-related events.
Pee Wee Field Complex	Offers four baseball fields and a t-ball field, and serves children ages five through ten. A play structure is located adjacent to the parking lot.
Central Park	Located at the center of downtown Henderson, this park features a historic fountain, a gazebo; picnic tables, swings and a tot play structure nestled amongst many varieties of shade trees.
Kimmel Park	Located on Adams Street and 7th Street. The park has open shelter, restrooms, grills, and basketball court and playground equipment.
John F. Kennedy Community Center	Located 515 South Alvasia Street, this facility contains a gymnasium, fitness/weight room and small center that is available for rental. Supervised activities for youth are conducted Monday through Saturday.
Handy Park	Located behind the John F. Kennedy Center on Alvasia Street. It includes basketball courts, a small open shelter and playground equipment.
Anthony Brooks Park	Located on Madison Street, across from the John F. Kennedy Center, it offers playground equipment and a small open picnic shelter.
Community Park	Located in the southeast section of the city on HWY 136, includes one large open shelter with restrooms, five small picnic shelters, grills, play structures, swings, two softball fields, a basketball court with two tennis courts.
Dr. William L. Newman Recreational Complex	Located at 1100 Madison Street, off of Sand Lane, this park features 4 lighted softball fields, 4 soccer fields, and a walking/biking trail with interpretive tree signage, nature trail, playground equipment and an open shelter.
Red Banks Park	Located at Merritt Drive and 7th Street, offers a scenic view of the Ohio River. Interpretive History signs, swing benches, and benches are positioned along the walk.
Henderson Riverwalk	The Henderson Riverwalk is a paved walking trail 2.4 miles in length that runs through several parks as it parallels the Ohio River. The paved asphalt and concrete trail is approximately 6 feet in width and has two scenic overlooks along its length. Distinctive signage, Audubon related bird sculptures and water fountains are also placed along the walk.

WATER SERVICE

Henderson County is served by two public water systems. These are the Henderson Water Utility and Henderson County Water District. There are also three non-community systems which provide water to portions of Henderson County. The only public treated water supplier in the county is Henderson Water Utility. Henderson County Water District purchases water from them. According to the Water Resource Development Plan prepared by the Kentucky Water Resource Development Commission, public water is provided to about 99 percent of Henderson County’s residents. In areas of the county not served by public water approximately 4,400 people rely on private domestic water supplies. About 90 percent of these households rely on private domestic wells. The remaining ten percent use other sources of water.

Henderson County

- 2010 census population of 46,250 (20,320 households) with 99% serviceable.
- Projected 2020 population of 47,600 (change of 1,350).
- Henderson County has 653.44 miles of existing water lines.
- 38.00 miles of line extensions proposed in the next 10 years.
- 40.00 miles of line rehabilitation proposed in the next 10 years.
- 6.00 miles of transmission lines proposed in the next 10 years.
- Estimated funding needs for projects from 0 to 5 years: \$41,277,709.
- Estimated funding needs for projects from 6 to 10 years: \$1,200,000.



Henderson County has a 2010 census population count of 46,250 (20,320 households) with a projected 2020 population count of 47,600 (19,851 households). Public water is currently available to approximately 99 percent of the county's households based on 2010 census counts. Over the next ten years approximately 82 serviceable households will be added through the construction of 38.00 miles of water line extensions and approximately 38,299 instances of improved service through the rehabilitation of 40.00 miles of existing water lines and other appurtenances. 6.00 miles of transmission lines are also proposed within this county.

HENDERSON WATER UTILITY

The Henderson Water Utility is owned by the City of Henderson. By City Ordinance, the utility is managed by the



Henderson Water and Sewer Commission which is appointed by the Mayor and ratified by the City Commission. The Henderson Water Utility operates two water treatment plants. The North Treatment Plant provides treated water to the City of Henderson and most of Henderson County.

The North Water Treatment Plant was constructed at an elevated location on Water Street in Henderson in 1961. Originally, this plant consisted of a raw water and high service pumping station, flash mixing, three combination flocculation-sedimentation basins, six rapid sand filters, chemical feeders, laboratory, office and a finished water storage reservoir. The design capacity of the plant was 6.0 million gallons of water per day.

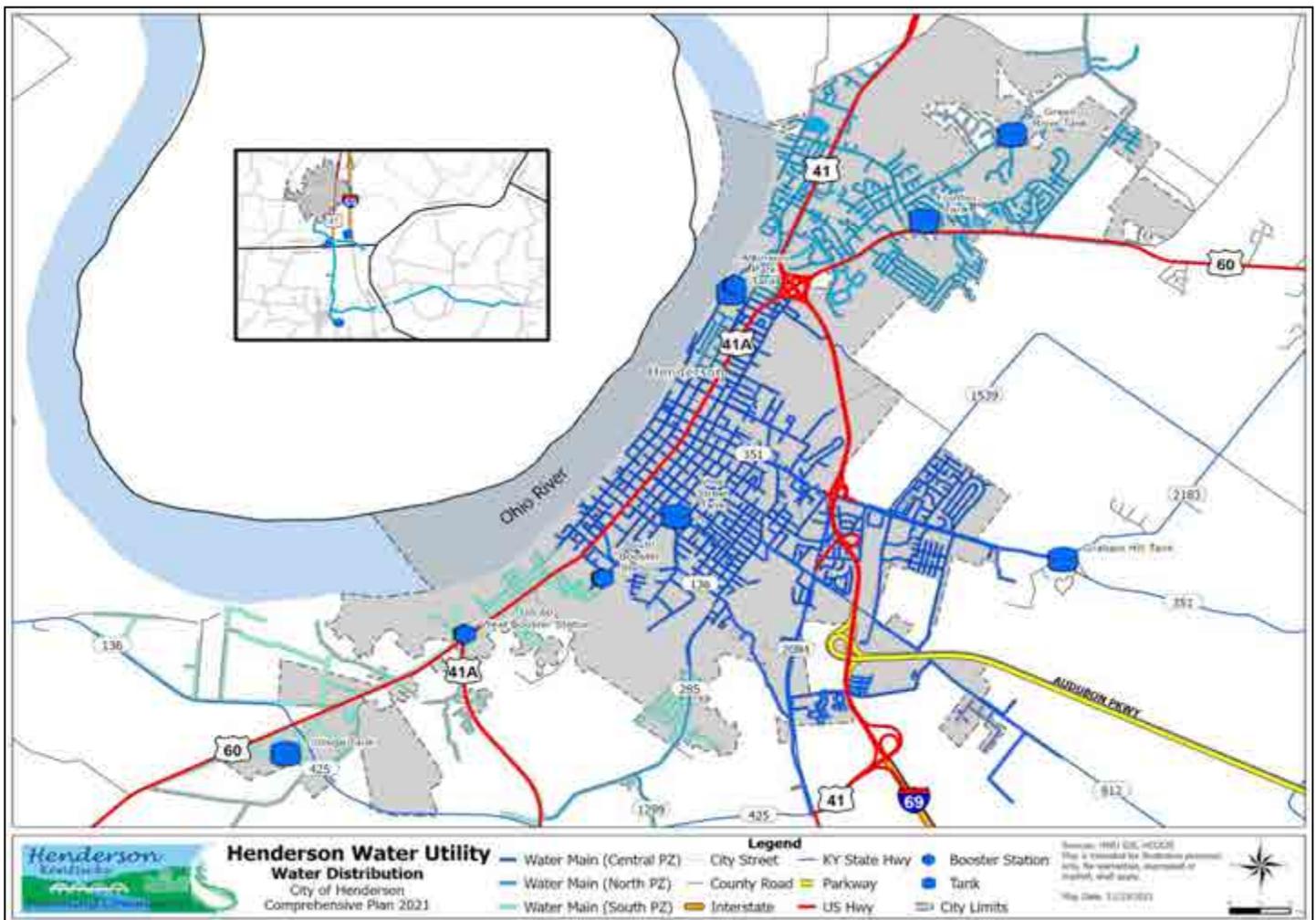
In 1990 the North Water Treatment Plant was renovated and expanded which doubled the capacity of the plant to 12.0 mgd. This was accomplished primarily by using the latest current high rate technology within the confines of the existing structures. This plant was the first in Kentucky to utilize this specific technology, which resulted in, not only a lower unit cost, but provided the capabilities of producing higher quality water.

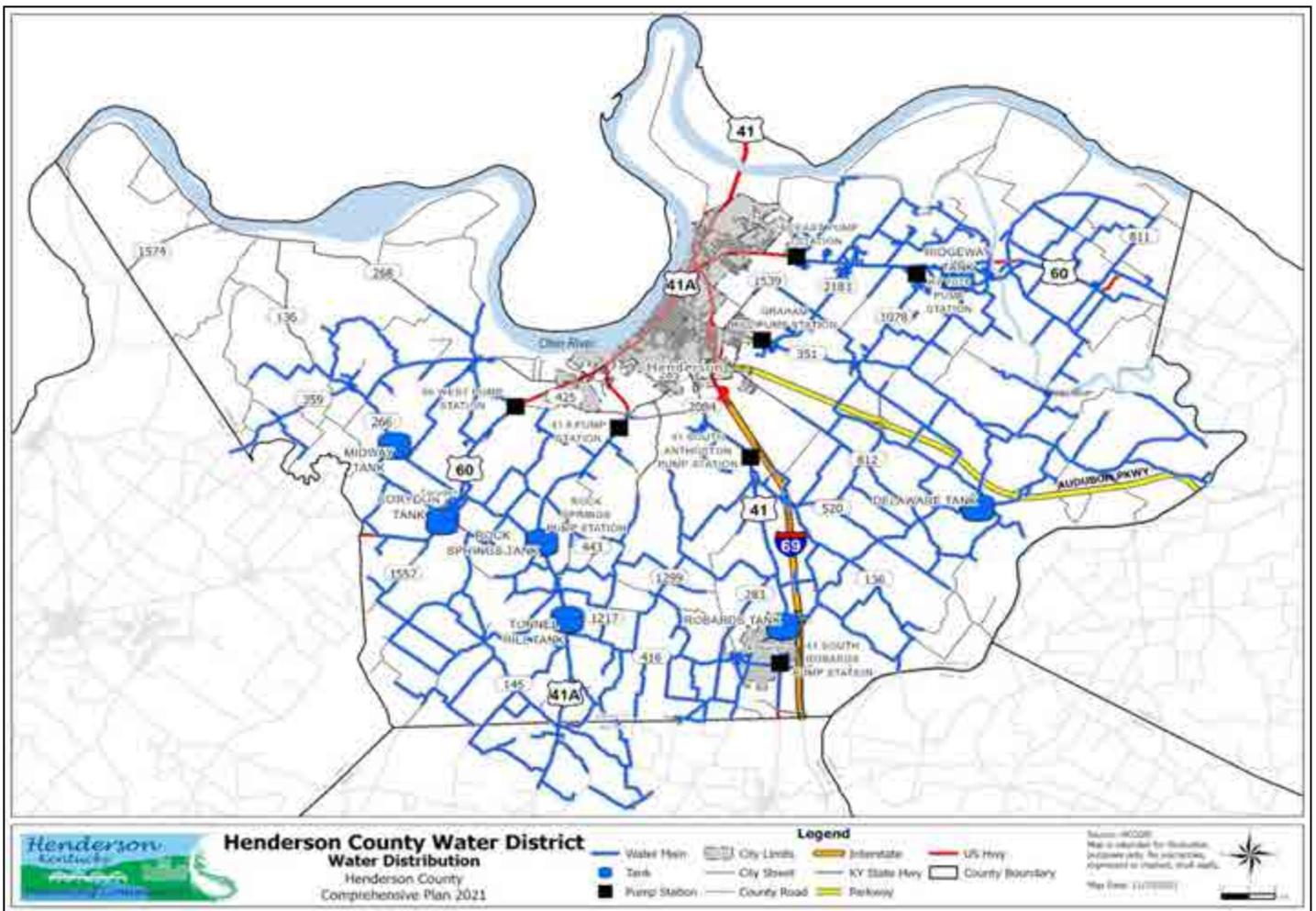
In 1996 the Henderson Water Utility constructed a second water treatment plant known as the South Water Treatment plant. This plant is located in the south end of Henderson County near Robards. The source of raw water is surface water from the Green River. The treatment capacity is four million gallons per day. This facility serves the industrial area in the south end of Henderson County and some of Henderson County Water District's customers in the southern part of their service area. It also provides treated water to the City of Sebree in Webster County and the community of Beech Grove in McLean County.

The Henderson Water Utility north system has six water storage tanks with a combined storage capacity of 7.58 million gallons. In addition, the north system has a 1.2 million gallon clearwell at the north treatment plant. The Henderson Water Utility south system currently includes two elevated storage tanks with a combined capacity of 2.0 million gallons and a 0.8 million gallon treatment plant clearwell. These include three elevated tanks, two ground storage tanks and one standpipe. Henderson Water provides water service to approximately 10,500 customers in the City of Henderson and nearby fringe areas and 500 additional customers in the south end of Henderson County. **Figure 5-2** shows the location of the utility’s water lines in the City of Henderson and Henderson County.

Henderson Water Utility does not have a current, useable master plan for its water systems. While it has been able to accommodate recent growth, it has become increasingly evident that improvements to the existing treatment, storage, and distribution systems are needed to maintain acceptable levels of service. To that end, planning has begun for improvements that include (1) the replacement or rehabilitation of the oldest water mains as well as increasing the size of many of the smaller pipelines, (2) expanding the South Water Treatment Plant capacity from 4.0 to 8.0 and (3) increasing the storage and capacity at both the north and south systems.

FIGURE 5-2: Henderson City & County Waterlines





HWU Strategic Plan:

- HWU's principal short-term goal is to finish the final Long-Term Control Plan project, negotiate termination of our Consent Judgment with the State, and move on with our obligations for post-construction monitoring, CSO abatement, and meeting the requirements of the alphabet soup of current and proposed regulatory regimes in water and wastewater.
- Beyond that, and primary in our work plan for the next few years, is a complete renovation of our water storage facilities and water treatment plants, where needed expenditures for maintenance and upgrades have been delayed by our work on the LTCP projects.
- A further emphasis of this effort will be to build computer models of our systems that we can maintain internally, utilizing software that takes advantage of HWU's investment in GIS, and use those models to evaluate projects and review capacity, maintenance and improvement needs.
- Recommended capital improvements in our strategic plan are those required to provide safe, adequate and dependable treatment, distribution and collection systems to existing and future customers, taking into consideration population trends, changes in water use, regulatory requirements, and the ability of HWU's customers to bear the costs of proposed improvements. This reflects our attempts to maintain the systems and facilities we currently have, balancing risk with the money we have available. This plan is the bare minimum required.

HENDERSON COUNTY WATER DISTRICT



The Henderson County Water District purchases an average of 1.5 million gallons of treated water a day from the Henderson

Water Utility. As of December 2014, the water district serves 6099 customers in Henderson County and 212 customers in Webster County for a total of 6,311 customers (*as of April 2015 it is 212 in Webster and 6,200 in Henderson for a total customer # of 6,412*). Henderson County Water District has seven storage tanks including one standpipe and six elevated tanks. The total storage capacity is 1.55 million gallons.

OTHER WATER SYSTEMS

There are three other private water treatment systems in Henderson County. The Alcan Ingot, Sebree Aluminum Plant located in the south end of Henderson County has a treatment capacity of 1.4 million gallons per day. The raw water source is surface water from the Green River. Trocadero Plaza, located at 3801 US Highway 41 N just north of the Ohio River across from Ellis Park, has a water treatment system with a capacity of 3,840 gallons per day. It uses wells as a water source. Ellis Park Race Course, located at 3300 US Highway 41 N just north of the Ohio River, has treatment capacity of 360,000 gallons per day. Wells in the alluvium of the Ohio River are the source of water. The Henderson Water Utility is currently designing a waterline across the Ohio River to provide Ellis Park with water service.

WASTEWATER SERVICE

Henderson County is served by two public wastewater collection systems. These are the Henderson Water Utility and the Corydon Municipal Wastewater System. The only public wastewater treatment facilities are owned and operated by the Henderson Water Utility. Corydon's waste is pumped to Henderson's North Treatment Plant for processing. According to the Strategic Water

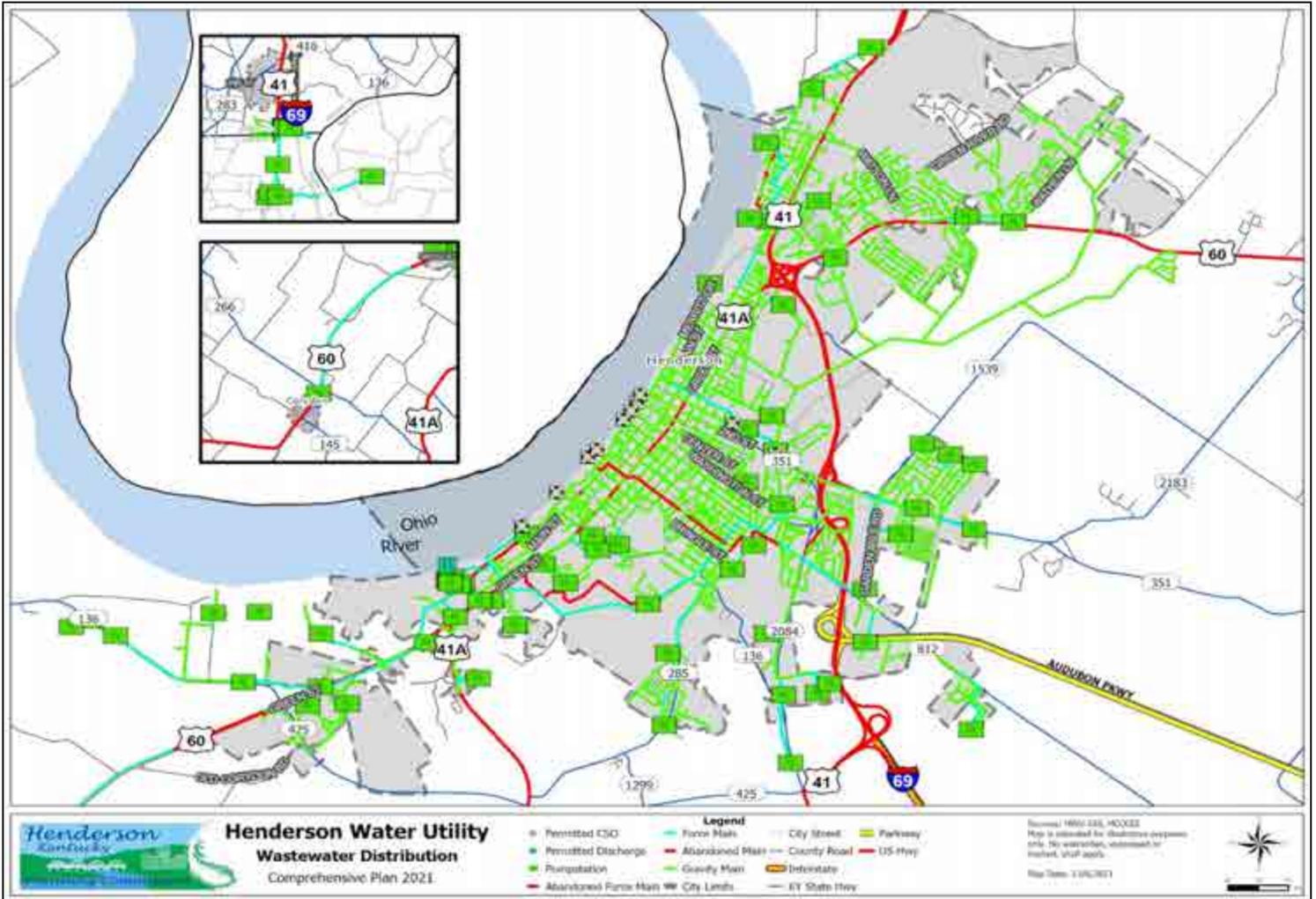
Resource Development Plan prepared by the Kentucky Water Resource Development Commission in March 2000, public sewer is provided to about 65 percent of Henderson County's residents. In areas of the county not served by public sewer approximately 6,400 households rely on private on-site treatment systems.

HENDERSON WASTEWATER TREATMENT SYSTEM

The Henderson Water Utility operates two wastewater treatment plants (WWTP) and 60 pumping stations. This system serves approximately 9,878 connections, of which 8,811 are residential, 950 commercial, 51 industrial and 79 institutional. The wastewater collection system covers approximately fifteen square miles and consists of some 130 miles of sanitary and combined storm- sanitary sewers ranging in size from six inches to 48 inches. Approximately 75% of the sewer lines are 20 years or older.

The Henderson North WWTP is located near the Ohio River on Drury Lane in the west end of Henderson. It was constructed as a primary treatment facility in 1954 and upgraded to secondary treatment in 1975. The plant was renovated and expanded in 1991, and again in 1997. The north plant has a design capacity of 15 million gallons per day (MGD) and operates at about 50% capacity or 6.5 MGD. The plant provides full primary and secondary treatment and discharges effluent into the Ohio River. The North WWTP processes wastewater from the collection system for the City of Henderson, the City of Corydon and some areas adjacent to Henderson city limits.

FIGURE 5-3: Henderson City Sewer Lines



The Henderson South WWTP is located south of Robards near the Four Star Industrial Park. This plant has a design capacity of 8 MGD, except for its effluent discharge pumping capacity which is 4 MGD. This plant currently operates at 75% of its discharge capacity or 2.5 MGD. It was constructed in 1996. The south plant discharges effluent into the Green River. While this plant primarily serves industries, it also treats wastewater from the City of Sebree in Webster County.

The anticipated ten year future service area for sewer service in Henderson County is shown on **Figure 5-3**. This proposed future service area is known as the Sewer Facilities Planning Area and is used for future projections of customers and demand when

sizing wastewater treatment facilities and collection lines. The area to be treated by the North WWTP anticipates growth around the Henderson city limits due to development and future growth around the proposed I-69. It is anticipated that future development will be concentrated along US 41 towards Robards. It is also anticipated that when sewers are extended to I-69, they will eventually (within the next 20 years) be extended along US 60 to serve the communities of Baskett and Spottsville. In preparation for this anticipated expansion, Henderson Water Utility has begun planning for the elimination or rehabilitation of 38 of its 62 sewage pumping stations to help assure the continued adequate capacity of its sewer collection and transmission systems. The

Sewer Facilities Planning Area for the South WWTP includes the City of Robards which is just north of the plant as well as areas north and south of Sebree in Webster County.

CORYDON MUNICIPAL WASTEWATER SYSTEM

The City of Corydon owns and operates the city's wastewater collection

system. The wastewater is pumped to the Henderson North WWTP for treatment by way of a six inch sewer force main. The Corydon collection system is in good condition as it was newly constructed in 1994. The entire city is served by approximately 298 connections including 290 residential, 7 commercial and one institutional customer. The system consists of six and eight inch PVC sewer lines, 56 manholes and three pump stations.



STORM WATER

The Henderson Water Utility is responsible for storm water drainage within the City of Henderson. The Henderson County Road Department is responsible for storm water along county roads and approves access points for new subdivisions. The City of Henderson has been designated a "small Municipal Separate Storm Sewer System" (Small MS4 or sMS4) community by the United States Environmental Protection Agency (U.S. EPA) and the Kentucky Division of Water (DOW). The Henderson Water Utility administers the federal and state regulations associated with this program. The program is funded by a storm water fee that is incorporated into the first tier of the wastewater rates. The MS4 Program consists of six elements, termed "minimum control measures," which are outlined below:

1. Public Education and Outreach. Distributing educational materials and performing outreach activities to inform

citizens about the impacts polluted storm water runoff discharges can have on water quality.

2. Public Participation/Involvement. Providing opportunities for citizens to participate in program development and implementation, including effectively publicizing public hearings and/or encouraging citizen representatives on a storm water management panel.

3. Illicit Discharge Detection and Elimination. Developing and implementing a plan to detect and eliminate discharges to the storm sewer system (includes developing a system map and informing the community about hazards associated with illegal discharges and improper disposal of waste).

4. Construction Site Runoff Control. Developing, implementing, and enforcing an erosion and sediment control program for construction activities that disturb one or more acres of land (controls could include silt fences and temporary storm water detention ponds).

5. Post-Construction Runoff Control. Developing, implementing, and enforcing a program to address discharges of post-construction storm water runoff from new development and redevelopment areas. Applicable controls could include preventative actions such as protecting sensitive areas (e.g. wetlands) or the use of structural BMPs such as grassed swales or porous pavement.

6. Pollution Prevention/Good Housekeeping. Developing and implementing a program with the goal of preventing or reducing pollutant runoff from municipal operations. The program must include municipal staff training on pollution prevention measures and techniques (e.g., regular street sweeping, reduction in the use of pesticides or street salt, or frequent catch basin cleaning).

The Henderson Water Utility operates one storm water treatment facility, the Third Street CSO/Storm Water Basin. This facility provides primary treatment for one combined sewer overflow (CSO) and detention from storm water runoff from one watershed within the city.

residential, 1,100 commercial, and 50 industrial customers.



One area of particular concern is the Canoe Creek Watershed which drains a significant portion of the City of Henderson and Henderson County. Within the City of Henderson, Canoe Creek is very flat and winding with a fall of only ten inches per mile. The creek winds back and forth for fifteen miles from Fifth Street to the mouth of the creek at the Ohio River. This long path slows the flow of water, causes repeated flooding and makes it difficult and expensive to maintain the creek by keeping it free of debris and silt. The Henderson Water Utility maintains some portions of the stream, but lacks access and permanent drainage easements in many areas. The drainage problems associated with Canoe Creek have been studied numerous times dating back to 1956. Each study proved to provide, at best, only limited relief to these drainage problems due primarily to the lack of adequate funding, the lack of easements, and the failure to create a local entity with adequate authority to address the problems associated with Canoe Creek.

NATURAL GAS SERVICE

Natural gas service is provided by two gate stations in Henderson County. Henderson Municipal Gas (HMG) provides natural gas service to the City of Henderson, and areas adjacent to Henderson including parts of the county and the City of Corydon. HMG was established in 1859 and is the fifth oldest municipal natural gas system in the United States.

HMG is served from the Texas Gas Pipeline. The system consists of 255 miles of main lines and 140 miles of service lines. There are approximately 10,000 meters serving 8,850

Atmos Energy provides natural gas to Country View Estates in the City of Henderson, the City of Robards and portions of the unincorporated areas of Henderson County. Atmos Energy has approximately 2420 customers in Henderson County. The service areas and the number of meters in operation as of May, 2015 are as follows:

Poole	131 Meters	Niagara	59 Meters
Country View	508 Meters	Baskett	375 Meters
Finley	88 Meters	Spottsville	185 Meters
Anthoston	78 Meters	Farm Taps	120 Meters
Zion	183 Meters	Robards	93 Meters

ELECTRIC SERVICE

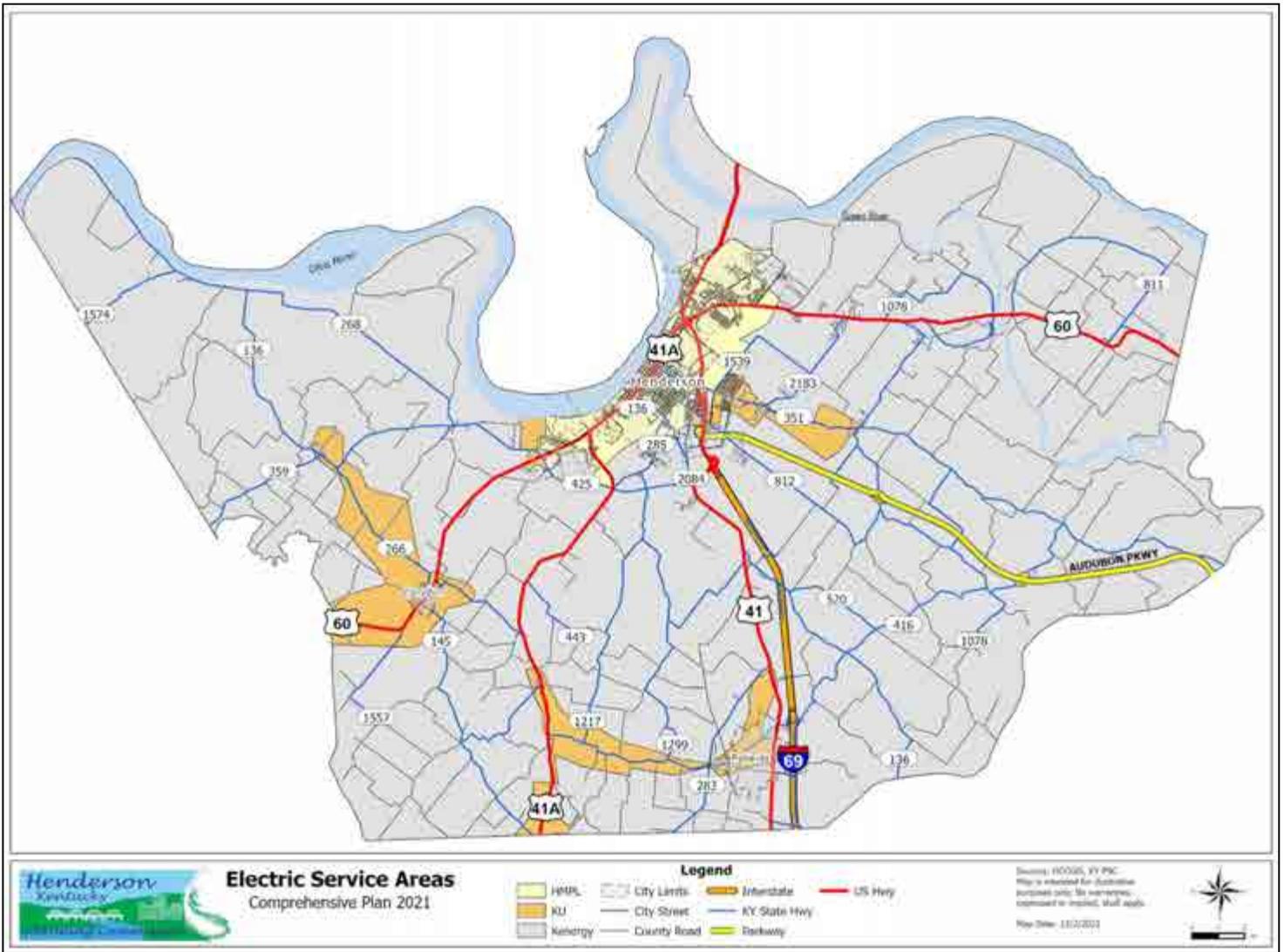
Electric service in Henderson County is provided by three suppliers. These are Henderson Municipal Power & Light, Kenergy and Kentucky Utilities Company. The approximate service areas are shown on **Figure 5-4**. The information for **Figure 5-4** was obtained from the Kentucky Public Service Commission. It should be noted that the service areas are approximate and overlap in some areas.

HENDERSON MUNICIPAL POWER & LIGHT

Henderson Municipal Power and Light (HMP&L) is owned by the City of Henderson. HMP&L provides electric service to a majority of the city’s occupants. Henderson was the first city in Western Kentucky to own its own power generating plant. The first electric streetlights were lit on August 15, 1896. With the illumination of the town by these 154 street lights, the next step was for the city to investigate furnishing electricity to private customers. By 1950, increasing demand for electricity led the city to construct the Station One power plant during the years of 1950 and 1951. Two diesel generators were moved to the new plant to join a pair of 5,000 kW coal fired units. Within four years the city had to expand and add a 10,000 kW unit. In 1965 a 26,000 kW unit was installed. By 1969 the city was running out of capacity, and in 1973, the Station Two power plant went into commercial operation with an installed capacity of 350,000 kW.



FIGURE 5-4: Electric Utility Service Areas



The Federal Clean Air Act Amendments of 1990 affected HMP&L’s Station Two power plant. A \$42 million installation of flue gas deculfurization equipment (scrubbers) to reduce sulfur dioxide emissions was accomplished in 1995. Low NOx (nitrogen oxide) burners to reduce nitrous oxide emissions were installed at Station Two in 1996 to reduce nitrous oxide emissions.

The Station One power plant debt was retired in 1995 and the Plant was closed in December 2008. The final bond payment on Station

Two was made in 2003. HMP&L added selective catalytic reduction (SCRs) equipment to Station Two in 2004 in order to meet further required reductions in NOx emissions. Henderson is one of only a few cities in Kentucky that own its own Power Plant and the City’s electric rates are among the lowest in the nation.

HMP&L Strategies:

- Future consideration for a new or major upgrade of the existing HMP&L Plant.

- **Long-Term & Managed Utilities (Coal Production, Replacement of Station #2 In Future):** Determine a solution for decreased coal production in Henderson County and establish a long-term plan for maintaining “low-cost” utilities as Station #2 will need to be replaced in the future.

KENERGY CORPORATION & BIG RIVERS ELECTRIC CORP.



Kenergy Corporation is a not for profit electric distribution cooperative formed in July 1999 through the consolidation of Henderson Union Electric Cooperative Corp. and Green River Electric Corporation. The corporate head- quarters are located in Henderson at 6402 Old Corydon Road. They purchase electric power at wholesale and distribute it to customers within their service area. As of May 2015, Kenergy serves 55,959 households, commercial enterprises and industries along more than 7,100 miles of line in all or portions of 14 western Kentucky counties - Breckinridge, Caldwell, Crittenden, Daviess, Hancock, Henderson, Hopkins, Livingston, Lyon, McLean, Muhlenberg, Ohio, Union and Webster. They serve some areas within the City of Henderson as well as other areas of the county. They have 9,298 customers in Henderson County.

Big Rivers Electric Corporation (BREC) is the transmission cooperative owned by Kenergy in



Henderson, KY, Jackson Purchase Energy Corporation in Paducah, KY and Meade County Rural Electric Cooperative Corporation in Brandenburg, KY. BREC's headquarters are located at 201 Third Street in Henderson.

Today the three member-owners of Big Rivers serve approximately 114,000 members in 22 counties.

Big Rivers owns and operates the Robert A. Reid Plant (130 MW), the Kenneth C. Coleman Plant (443 MW), the Robert D. Green Plant (454 MW) and the D. B. Wilson Plant (417 MW) totaling 1,444 net MW of generating capacity. Total power capacity is 1,819 MW, including rights to Henderson Municipal Power and Light (HMP&L) Station Two and contracted capacity from Southeastern Power Administration (SEPA).

Big Rivers owns, operates and maintains its 1,287-mile transmission system and provides for transmission of power to its members as well as third-party entities served under the Open Access Transmission Tariff.

KENTUCKY UTILITIES CO. & WESTERN KENTUCKY ENERGY

Kentucky Utilities Company (KU) provides electric service in portions of Henderson and Henderson County. KU has approximately 2,900 customers in Henderson County. KU is a regulated electric utility, based in Lexington, Kentucky, serving approximately 515,000 customers in 77 counties in central, southeastern and western Kentucky, approximately 28,000 customers in five counties in southwestern Virginia, (under the name Old Dominion Power Company - ODP), and fewer than ten customers in Tennessee, covering approximately 4,800 non-contiguous square miles. KU owns, controls or has a minority ownership interest in 4,745 MW of generating capacity (summer rating).

KU officially began business on December 2, 1912 serving five properties (Versailles, Lawrenceburg, Somerset, Elizabethtown and Shelbyville). KU acquired ODP in 1926.

In 1998, KU's parent company, KU Energy, was acquired by LG&E Energy, which owned neighboring utility Louisville Gas and Electric Company.

UK-based Powergen bought LG&E Energy in 2000, and in 2001, Powergen agreed to be acquired by Germany's E.ON. The deal was completed in 2002. In 2003, E.ON transferred

LG&E Energy from Powergen to another subsidiary, E.ON U.S. Holdings.

In 2010, E.ON U.S. was acquired by PPL Corporation of Allentown, Pennsylvania. Additional information about KU can be obtained at www.lge-ku.com.

SOLID WASTE COLLECTION SERVICE

The Sanitation Collection Division of the City of Henderson Public Works Department provides door to door solid waste collection services within the City of Henderson. They operate four garbage collection routes, six days a week. Waste is taken to the city owned transfer station on Stratman Road. The transfer station is operated by Daviess County, under an agreement with the City of Henderson. Waste is transferred from collection vehicles to semi-trailers and then taken to the Daviess County Landfill in Daviess County for disposal. County residents can also take solid waste to the transfer station for disposal. Door to door collection of recyclables is available to households in the City of Henderson from Advanced Waste Services, Inc., for a fee. Advanced Waste Services takes the recycled materials to the Tri County Recycling Alliance Facility at 398 Sam Ball Way in Henderson.

The City of Henderson also owns and operates a Construction & Demolition landfill near the transfer station on Stratman Road. The landfill is permitted to accept waste from Henderson County, nine surrounding Kentucky counties and three neighboring counties in Indiana. The residual landfill has a life expectancy of 8 years.

Private solid waste collection companies provide door to door solid waste collection services in the remainder of Henderson County. The county certifies these private haulers. As of January 2015, there were nine certified companies operating in the county. For Henderson County and City residents, the Henderson County Recycle Center is open six days a week and currently accepts aluminum cans, newspaper, mixed paper, cardboard,

magazines, plastic, glass, tin cans, Freon free used appliances and scrap metal. They also recycle automobile batteries and tires. Equipment includes two compactor bailers, a can crusher, a glass crusher and a roll off truck. The Tri-County Recycling Alliance has its office at the recycling center. It is a non-profit organization dedicated to the reduction, reuse and recycling of solid waste in Henderson, Webster and Union Counties. The Tri County Recycling Alliance operates a 24,000 square feet recycling operation that collects, sorts and packages solid waste that can be recycled. The materials are sold to offset the expenses of the Center.

PUBLIC WORKS

The City of Henderson Public Works Department is currently housed at two locations. The Street and Traffic Control Division and the Solid Waste Division are located at the Public Works Garage at 1131 Fifth Street. The Facilities Maintenance Division and the Engineering Division are located in the Municipal Center at 222 First Street. The old public works garage is more than 50 years old, is prone to flooding, has poor sanitary facilities and is undersized. It is anticipated that the new facility will be 80,000 square feet and will include administrative offices, engineering, central garage equipment, equipment sheds and material storage. In May 2016, the Public Works and Henderson Municipal Gas Departments will move to their new home at *1449 Corporate Court*.

Strategies for Public Works Utilities:

- **Ensure adequate utilities are available for current and future residents and businesses.**
- **Continue to require developers proposing new development or redevelopment to coordinate with utility providers and the Planning Commission early in the development process.**
- **Continue to work with HWU and Henderson County Water District to**

ensure plans are adequate to serve anticipated developments.

- Promote the placement of on-site utility lines underground with development and redevelopment when possible.
- Promote coordination with all appropriate entities regarding future annexations and extension of utilities and services.

EMERGENCY SERVICES

Providing adequate emergency services and public safety is critical for the health and welfare of Henderson. Henderson must plan for the impacts that growth and future development will have on these services. Strong partnerships and coordination with all providers is essential to ensure increased service demands are met in the future.

Emergency services in Henderson County are dispatched through a central enhanced 911 Communications Center located at the Henderson Police Department at 1990 Barret Court in Henderson.



They provide dispatch services for the following agencies: Henderson City Police, Henderson City Fire Department, Henderson County Sheriff's Department, Henderson City/County Ambulance Service, ten county volunteer fire departments and the Henderson City/County Rescue Squad. The 911 Communications Center also monitors burglar and fire alarms and can activate the outdoor warning systems for both the city and county in the event of severe weather.

Goals & Objectives for Emergency Services and Public Safety:

- ✓ Maintain a positive image and identity for the community that is distinct and reflective of its unique character and assets to distinguish Henderson from

other nearby communities. (Improving Community Services Goal 1)

- ✓ Promote, preserve, and extend the high level of community services for the benefit of all citizens. (Improving Community Services Goal 2)
- ✓ Promote health and wellness strategies and programming for healthy lifestyle activities and options that are available to all residents (Improving Community Services Objective B)
- ✓ Encourage reinvestment in declining neighborhoods with increased services, amenities and safety (Improving Community Services Objective D)

Strategies for Health, Public Safety and Emergency Services:

- Create a safe community environment for residents and visitors.
- Explore using Provide Crime Prevention Through Environmental Design (CPTED) reviews of all development plans submitted for approval.
- Ensure, to the greatest extent possible, Henderson is adequately prepared to respond to emergencies and recovery activities before, during, and after major emergencies and disaster events.
- Service delivery organized to satisfy the needs and expectations of patients, businesses, and the community;
- Effectively manage resources through the continuous development of systems, care processes and staff;
- Provide continuing medical education for physicians, employees and other care givers in the delivery of high-quality healthcare services;

- **Development of appropriate organizational structures and facilities that allow for the continued growth of the individual and each organization.**
- **New Fire Station: Construct a new fire station to improve response times, ratings and safety.**
- **Public Safety Upgrades (E911, Emergency Response): Provide a plan to implement needed public safety upgrades over the long-term, including E911 upgrades and emergency response.**

HENDERSON COUNTY EMERGENCY MANAGEMENT AGENCY

The Henderson Emergency Management Agency is staffed by the Henderson County EMA Director who is responsible for coordinating mitigation, preparedness, response and recovery efforts in Henderson County and the cities therein. The Emergency Operations Center (EOC) is located in the Peabody Building on Barret Court. The EOC can be activated during emergencies as needed.



FIRE PROTECTION

City of Henderson

The Henderson Fire Department provides emergency fire and medical services to the residents of the City of Henderson. It also promotes fire safety education throughout the community and conducts fire suppression, fire prevention, and fire inspections.



Emergency fire services are delivered from four stations that are located within the city limits of Henderson. A minimum of three fully staffed engine companies, one fully staffed ladder company and one rescue company will be maintained throughout each shift.

Henderson County Volunteer Fire Departments

While the City of Henderson provides fire protection within the corporate city limits of Henderson with a paid career fire department, the remaining areas of Henderson County, including the cities of Corydon and Robards are protected by 10 volunteer fire departments.



Currently the volunteer fire departments are funded through the Kentucky Fire Commission, fire membership dues and the Henderson County Fiscal Court. While Henderson County increased its funding to the departments to a high in 2014, budget constraints may restrict future funding. A Public Safety Committee appointed by the County Judge Executive has been reviewing methods to create a stable funding stream for the operation of these departments and seeking ways to increase recruitment and retention of volunteers within the county.

The department's ISO ratings range from six (6) to nine (9) and several departments are currently being reviewed to attempt to improve ISO ratings, which is an overall goal for the departments and for the county.

Ten volunteer fire departments are located throughout the county of Henderson and the locations of each fire department are shown in the **City/County Fire District Maps (Figure 5-5 & Figure 5-6)**.

Each volunteer fire department receives funding from the Henderson County Fiscal Court. The Departments are as follows:

- Corydon Civil Defense
- Robards Volunteer Fire Dept.
- Spottsville Volunteer Fire Dept.
- Cairo Volunteer Fire Dept.
- Reed Volunteer Fire Dept.
- Smith Mills Volunteer Fire Dept.
- Zion Volunteer Fire Dept.
- Baskett Volunteer Fire Dept.
- Hebbardsville Volunteer Fire Dept.
- Zion Volunteer Fire Dept.

FIGURE 5-5: Henderson County Volunteer Fire Districts

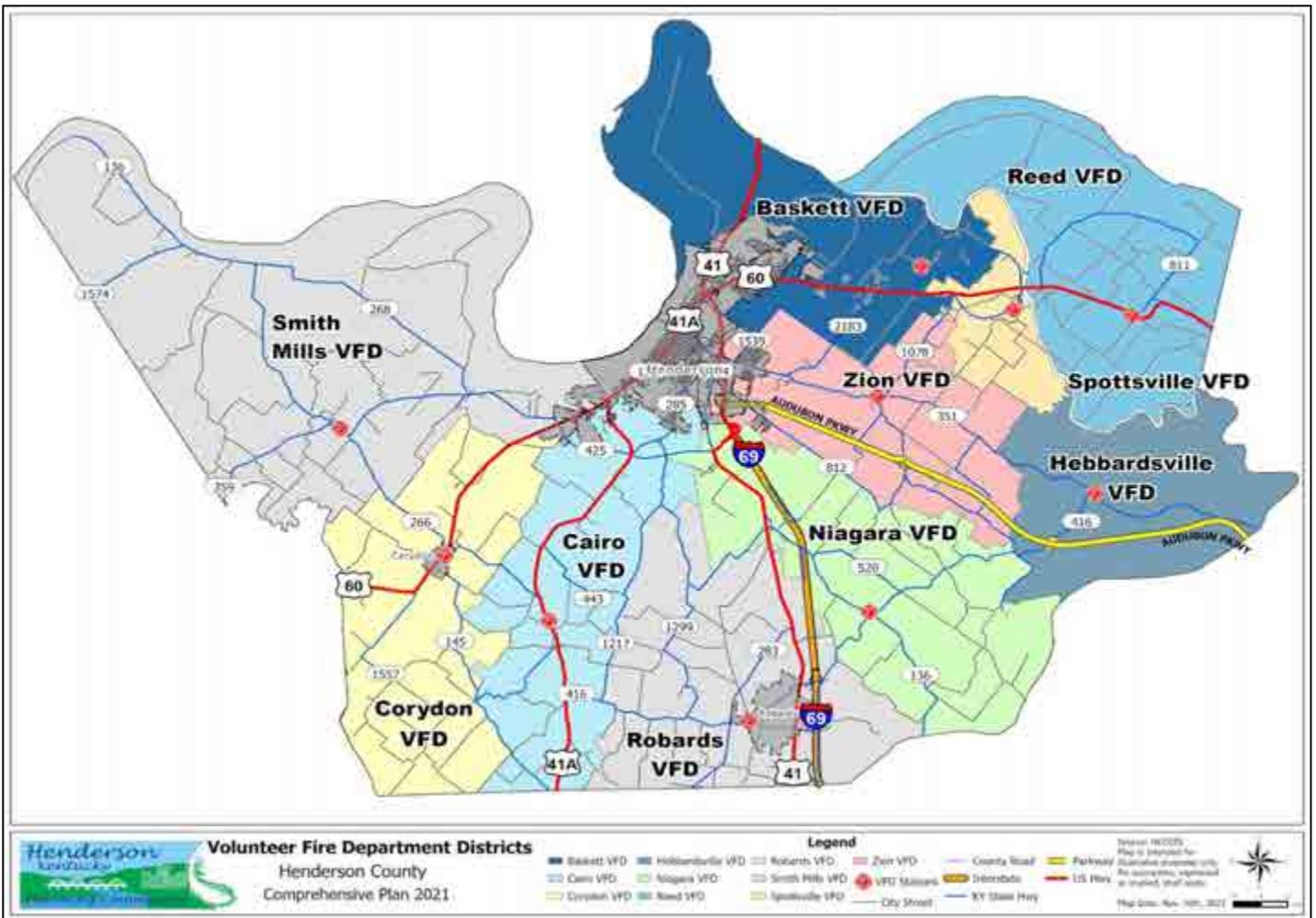
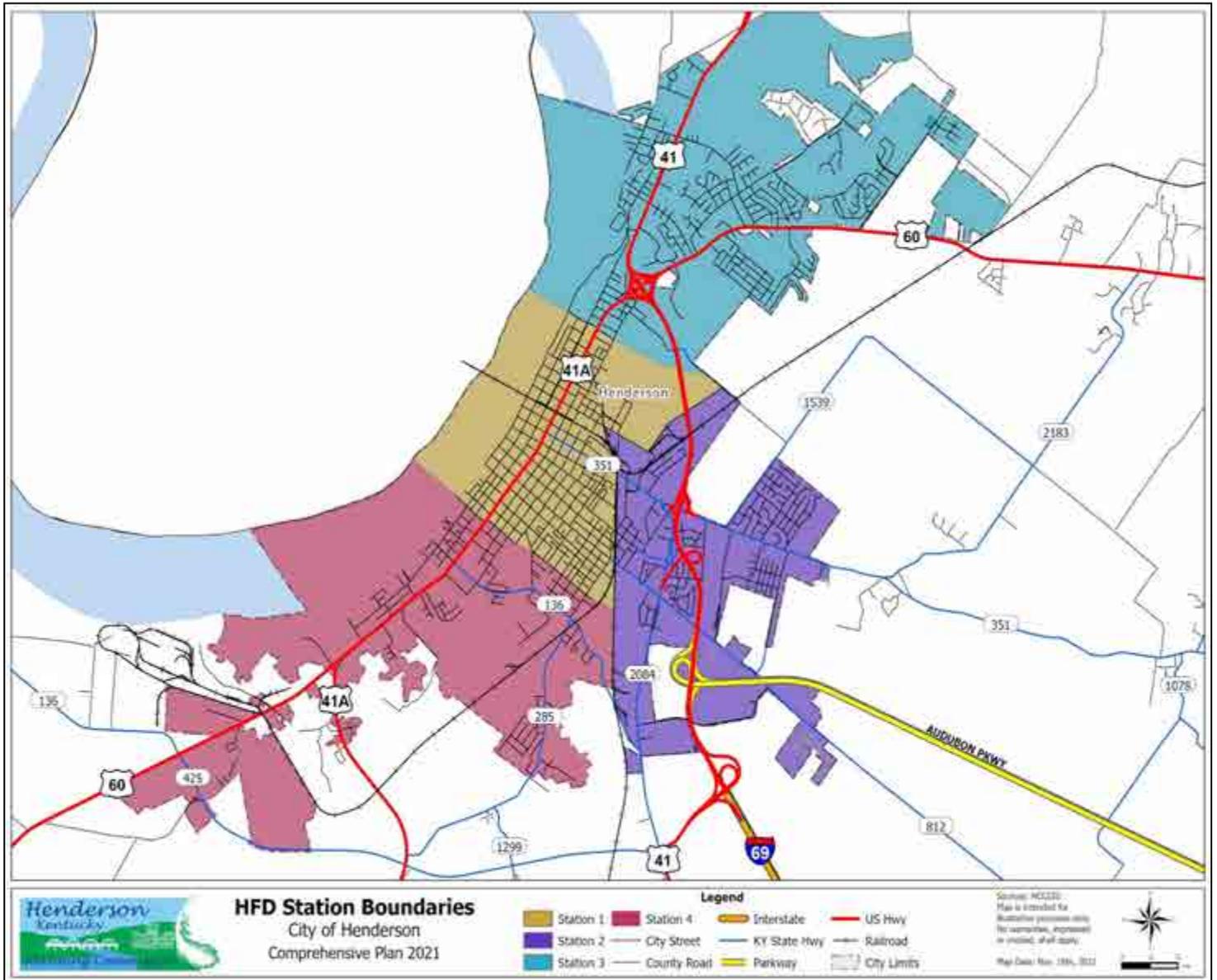


FIGURE 5-6: City of Henderson Fire Districts (HFD)



HEALTH AND HOSPITAL SERVICES

HENDERSON CITY COUNTY RESCUE SQUAD

The Henderson City/County Rescue Squad provides backup for the city and county fire departments. They are responsible for rescues in the county including trapped and lost victims and dragging operations. The Rescue Squad also provides on-scene support to the county volunteer fire departments on structure fires. The rescue squad is staffed by volunteers.



HENDERSON CITY COUNTY AMBULANCE SERVICE

The Henderson Ambulance Service is staffed by paramedics and EMT's. The service is operated from two strategically located facilities in



Henderson to provide the maximum geographic coverage in the minimum response time. Methodist Hospital contracts with Henderson City and County governments to provide Advanced Life Support (ALS) to all of Henderson County.

The Ambulance Service can provide automobile extrication services for trapped victims in addition to general medical/ambulance service. Long distance transports can be done as contracted at the time necessary. Contractual services are also available to meet the industrial needs of the area.

METHODIST HOSPITAL

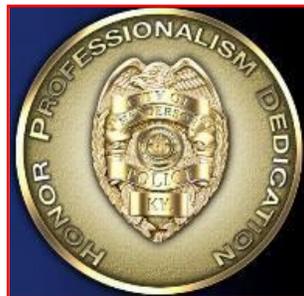
Methodist Hospital provides general medical and surgical care for inpatient, outpatient, and emergency room patients, and participates in the Medicare and Medicaid programs. Emergency room services are available on a 24-hour per day, seven-day per week basis.

Methodist Hospital is proud to be accredited by Joint Commission. In keeping with Methodist's high standards of providing quality healthcare, the Joint Commission strives to continuously improve the safety and quality of care provided to the public through the provision of health care accreditation and related services that support performance improvement in health care organizations.

POLICE PROTECTION

City of Henderson

Police protection, within the Henderson city limits, is covered by the Henderson Police Department. The Henderson Police Department is located at 1990 Barret Court and is currently divided into three divisions: *The Service Division, Traffic and Patrol and Investigations Division.*



Henderson County Sheriff's Department

The Henderson County Sheriff's Department is located in the Henderson County Courthouse on North Main Street. In addition to providing patrol in the county and within the cities of Corydon and Robards, the Sheriff's Department responsibilities include collection of taxes, court security, warrant and civil process service and transportation of prisoners.



Resources:

COMMUNITY SERVICES

Henderson County Schools - Julie Wischer Public Information Officer
Henderson County Public Library - Dena Bryan, Interim Director
Henderson Community College - Dr. Kris Williams, HCC President
Parks & Recreation - Trace Stevens, Director
Solid Waste Recycling Public Works - William "Buzzy" Newman, Asst. City Manager
Henderson Water Utilities - Tom Williams, General Manager
Henderson County Water District- Pete Conrad, HCWD Superintendent
Henderson Municipal Gas - Owen Reeves, Gas System Director
Kenergy - Rob Stumph, P.E., Manager of Planning & Design
Big Rivers - Sharla Austin, Director Legislative Affairs and Governmental Relations
LG&E/KU Services - Rick Lovekamp, Manager Regulatory Affairs
Atmos Energy - Timothy Tompkins, Operations Supervisor
HMP&L - Tammy Knosler, Office Manager
City/County Emergency Services
Amy Williams, TSW Design Group

CHAPTER SIX:

HEALTHY NEIGHBORHOODS

IN THIS CHAPTER

- Introduction
- Housing Tenure
- Current Housing Trends
- Future Housing Needs
- Publicly Assisted Housing
- Historic Resources

INTRODUCTION

The quality of life in any region is integrally related to the quality of its housing inventory. Goals for the improvement of housing must focus simultaneously on issues of supply and demand. Demand factors include population growth, demographic patterns of household formation, income factors, and economic opportunities in the county and region. Additional local factors affecting demand include transportation, education, commercial and recreational facilities, and proximity to jobs. Housing supply factors include the availability of land, capital, financing, and an appropriate infrastructure that includes adequate road access and the required utilities.

In a market economy, the role of government in housing may not be well understood. Housing supply is typically considered a market matter, except where housing for the economically disadvantaged is concerned. However, government provisioning or withholding of designated areas for residential development or services, such as water and sewer availability, can affect housing supply. On the demand side, homebuyers' perceptions of local and regional amenities influence private decisions to locate in an area. Government actions affecting the transportation system, schools, parks, recreational facilities, and other local amenities can affect these perceptions and, in turn, the desirability of an area as a place to live. Housing decisions, whether a result of deliberate policy initiatives or an accumulation of private choices, carry long-term consequences affecting community growth patterns and lifestyles. The potential benefits of a concerted, coordinated housing policy should therefore be clear.

In Henderson County, population growth has been continuous and is projected to continue at a moderate rate. Housing construction will

have to keep pace if decent, safe, and sanitary housing is to be made available to the expanding population. The county and cities must be concerned with the housing needs of the current and projected population in terms of location and affordability.

In addition, an appropriate mix of housing types must be encouraged and maintained to ensure that local fiscal revenues will be sufficient to provide necessary services in an efficient manner. These two sides of the housing equation must be kept in balance if the county and cities are to maintain a decent standard of public health, safety, and welfare for its citizens.

The major tools that local governments have to influence the quantity, quality, type and location of housing are direct regulatory means such as building code enforcement, zoning, and aesthetic regulations and indirect means such as provision of services and amenities. Another direct means is the use of public money to build or rehabilitate low and moderate income housing or to subsidize housing costs.

GOAL: Encourage a variety of housing types throughout the community to meet the needs of all generations and income levels.

Objectives:

- ✓ **Plan for housing that addresses the market needs for all residents, including, but not limited to, mixed-use and housing near employment and commercial areas.**
- ✓ **Encourage recreational and community facilities into developments to afford active living alternatives for residents.**
- ✓ **Promote stability of existing neighborhoods and all aspects of housing that including both the removal of blighted properties, unsafe**

structures and public nuisances and advocates the use of infill, redevelopment, that encourage new development where appropriate.

- ✓ Encourage the development that will not be in conflict with the existing economic assets, such as existing railroads, the Henderson County Riverport, and Henderson City-County Airport, where compatibility issues exist or may arise.
- ✓ Support a strong local economy by continuing to implement sustainable growth and development policies.

Vision Plan Strategies that relate to Neighborhoods include the following:

- Downtown Living Options (Condos, Lofts, Infill): Should be focused on upper floor living options (rental and owner-occupied) as well as residential infill adjacent to the core of downtown. Also allow for retail/working space/living space.
- East End Reinvestment (Commercial & Housing): Further the efforts by the Housing Authority for affordable

housing. Also focus on rehabilitating or replacing dilapidated housing units with affordable units.

- Neighborhood Initiatives & Investment: Continue to build and upgrade strong infrastructure, including sidewalks, utilities, internet capabilities, as well as maintain and grow community partnerships for housing restoration and development.
- New Single-Family Residential Development & Infill (Affordable & Mid-Range): Focus on residential development that provides both affordable housing options as well as mid-range single-family houses (\$200,000-\$250,000 price range).
- Senior Living Options: Expand senior living options including independent living through condos, lofts, or other low-maintenance housing types.
- Regulations for Rentals & Absentee Landlords: implement regulations related to property maintenance and upkeep of rental units.

HOUSING TENURE

TABLE 6-1							
	Total Housing Units	Occupied Housing Units	Owner-Occupied Units	Rental – Occupied Units	Vacant Housing Units	Homeowner Vacancy Rate	Rental Vacancy Rate
Henderson County	20,337	18,787	12,779	6,008	1,550	0.8%	7.1%
City of Henderson	13,520	12,268	7,073	5,195	1,252	1.2%	7.9%

Source: 2009-2013 American Community Fact Findings

HEALTHY NEIGHBORHOODS

Vacancy rates of four to five percent are considered necessary to provide choice and mobility in the housing market and meet short term increases in demand. Too many vacancies reduce the demand for new units while too few vacancies will often force housing costs to increase as demand is generated for new units. An adequate supply of both rental and owner occupied housing units is also necessary to foster growth and meet the demands of new families moving into the area.

HOUSING CHARACTERISTICS

Single family housing units are the predominate housing type. Mobile homes are the second most numerous housing type in the unincorporated areas of the county and the cities of Corydon and Robards. However, the greatest number of mobile homes are located in Henderson County and the unincorporated areas. The majority of multi-family housing units are located in the City of Henderson with significantly less apartment complexes being located in the county and Corydon. In 2010, the City of Robards did not have any multi-family housing units.

CURRENT HOUSING TRENDS

Housing trends since the 2010 Census can be analyzed by examining building permit information for the City of Henderson and the remainder of Henderson County. A total of 486 new housing permits were constructed within Henderson County from 2010 to June 2015. The majority of these permits were single family homes. All of the multi-family dwellings were constructed within the City of Henderson. Most of the new manufactured homes were installed outside of the City of Henderson.

The average cost to build a single-family residence in the City of Henderson and the County of Henderson is \$115 per square foot, which does not include the price of the land on which it is built. The average cost to construct a one-family residence, according to Marshall & Swift, is \$122 per square foot. In the City and County of Henderson, the cost ranges from \$64 and \$122 per square feet based on the customization of the residence. The median price of all houses sold in the City and County of Henderson through the Multiple Listing Service (MLS) from July 2014 to June 2015 was \$87,000.

TABLE 6-2: HENDERSON CITY/COUNTY BUILDING PERMIT INFORMATION 2010 TO June 2015

City or Town	New Single-Family Residential	New Multi-Family Residential	New Duplex	New Commercial	New Manufactured Home
Henderson County	139	0	0	46	92
City of Henderson	78	22	24	34	51

The Kentucky State Data Center has issued Housing Unit Estimates from the Census year 2010. According to the Kentucky State Data Center, it is estimated that the number of housing units in Henderson County had increased by 462 units to 20,337 which is a 2.2% increase since the 2010 Census.

FUTURE HOUSING NEEDS

In summary, communities do not normally need to take action to provide housing for middle or upper income persons unless it wants to encourage the development of amenities in order to attract upper

scale housing development. Overall, Henderson County needs to ensure that there is adequate land zoned for various types of residential uses. In addition, the community may need to assist lower income and elderly persons in finding decent, safe, sanitary, and affordable housing. Current efforts to provide publicly assisted housing are discussed below.

PUBLICLY ASSISTED HOUSING

A variety of financial assistance is available to help low income elderly, handicapped persons, and families' find decent, safe, and sanitary housing. Assistance may be unit-specific or household specific. In unit specific housing, the housing subsidy stays with the housing unit for a contract period or indefinitely, as is the case with public housing. Household-specific assistance is committed to participating households. These households may relocate from one housing unit to another while continuing to receive the housing subsidy.

Assisted rental housing units in Henderson County fall under a variety of programs. Public housing programs serve low and very low income families with rents based on income. Eligible tenants must pay the higher of either 30% of their adjusted gross income or 10% of their gross income. The Section 8 program helps low and very low income people pay their rent, with rents based on the same formula used for public housing assistance. Many Section 8 apartments, but not all, are reserved for elderly people. Some are also specifically designed for handicapped persons. The Section 202 program assists applicants 62 years of age or older and/or individuals with a disability. The housing units in this program are designed for elderly or disabled persons. In addition, some supportive services may be available on the premises. The former Farmers Home Administration (FmHA) program, now known as the Rural Development (RD) program, serves low and moderate income (LMI) households in rural areas. Low-income

senior citizens or families paying rents of more than 30% of their adjusted annual incomes can qualify for rental assistance. In properties not offering rental assistance, tenants pay the greater of 30% of adjusted income or the base rent. Low interest rate loans are made to owners to reduce the rents (including utilities) paid by low-income tenants.

Household specific assisted rental units are available under the Public Housing and Section 8 Housing Choice Voucher programs. The Housing Authority has 738 Section 8 Housing Choice Vouchers and 430 Public Housing and 21 Neighborhood Stabilization units. The Housing Choice Voucher units are allocated by the U.S. Department of Housing and Urban Development (HUD) for a specific area which may cover more than one county. Tenants served under this program can locate rental housing of their choice in the geographic area. The housing unit may be an apartment, mobile home, duplex or house and must meet HUD Housing Quality Standards.

The City of Henderson is designated as an Entitlement Community by HUD. The Community Development Program allows the City to work with low income persons to update and/or replace existing structures in designated neighborhoods. Non-profit volunteer organizations assist in the updating or minor renovations of these homes.

There are a variety of other forms of financial assistance available to low to moderate income persons for housing assistance. Assistance is available through both public and private non-profit groups. As these programs frequently change, current information on the types of assistance available should be obtained from the Kentucky Housing Corporation in Frankfort, Kentucky.

HEALTHY NEIGHBORHOODS

TABLE 6-3 HENDERSON COUNTY ASSISTED RENTAL HOUSING											
PROPERTY	ADDRESS	TOTAL	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	TELEPHONE	PROGRAM	
Cambridge Pointe Apartments	2718 Zion Road, Henderson, KY	48			32	16			270-830-8540	HC	
Cottages of Henderson	708 Arbor Drive Henderson, KY	96			46 2A	46 2A			270-827-1300	HC	
Henderson Group Home	1660 S. Main Street Henderson, KY	8	8A						270-826-3083	S8 S202	
Henderson Station I	1303 Washington St. Henderson, KY	30			20 2A	6 2A			270-826-6221	HC S8	
Henderson Station II	1250 Center St. Henderson, KY	30			18 4A	5 3A			270-384-6091	RD	
Housing Authority of Henderson	111 S. Adams St. Henderson, KY	430	19 1A	213 2A	10 1 2A	77	14	1	270-827-1294	PH	
Independent Living III	1636 S. Main St. Henderson, KY	20		18 2A					270-689-6746	S8 S202	
Redbanks Apartments	737 Kimsey Lane Henderson, KY	24	4E 2	18E					270-826-4920	S8 S202	
Redbanks Towers	737 Kimsey Lane Henderson, KY	102		90E 6A	6E				270-826-4920	S8 S202	
Saddlebrook Apartments-Phase 1	1056 Saddlebrook Dr. Henderson, KY	40		8 4E 4A	15 1A	8			270-471-1661	HC	
Saddlebrook Apartments-Phase 2	1056 Saddlebrook Dr. Henderson, KY	40		8 4E 4A	15 1A	8			270-471-1661	HC	
Sand Lane Manor	505 Sand Lane Henderson, KY	24		12E 4A	6E 2A				270-826-1070	HC HOME	
Windy Way Apartments	709 Short 7 th Street Henderson, KY	32			15	17			270-826-9118	S8	
Woodsviw Apartments	1424 Woodland Dr. Henderson, KY	60		12	28	20			270-826-1107	S8	

E= Units reserved for the elderly (62 and older)
PH= Public Housing

A= Handicap Accessible
RD=Rural Development

HC= Housing Choice

S8= Section 8

HISTORIC RESOURCES

The historic preservation movement and restoration activities did not begin in the United States until the early nineteenth century. In the movement's beginning, the primary objective of historic preservation was to establish a national identity for the American culture and was implemented to celebrate the accomplishments and deeds of the country's forefathers. However, at the end of the

nineteenth century, the preservation movement began to shift its focus to the historical and architectural merit of the structures themselves. Today, the importance of maintaining historic resources focuses on the great accomplishments of individuals and a community's history as well as architectural style. Both are integral to retaining a community's local character and quality of life.

Henderson County and the City of Henderson have an abundance of historic resources. These resources document the early beginnings of the area and serve as reminders of the community's heritage and tradition. Henderson County was the 38th county in order of formation in Kentucky. The county was formed from a section of Christian County and was named to honor Col. Richard Henderson who was the founder of the Transylvanian Company. In 1778, the heirs to Henderson's company were granted 200,000 acres of the land that would eventually become the county and were among the area's first settlers. In the 1790's the company's heirs established a town at an existing settlement known as Red Banks. General Samuel Hopkins and Colonel. Thomas Allen arrived to survey the land in 1797, laid out the town, and named it for Colonel. Henderson. When Henderson County was formed in 1798, Henderson was named the county seat. A log schoolhouse was used for county government until a permanent structure, a two-story brick building, was completed in 1814. A third courthouse, of Greek Revival style, was completed in 1843 and went through several renovations and additions before it was demolished in 1963. The fourth and current county courthouse was completed in 1965. In 1810, Henderson was incorporated as a city. Ornithologist John J. Audubon was among the original 160 residents to call the City of Henderson home.

The master list of historic survey sites maintained by the Kentucky Heritage Council lists a total of 150 survey sites, plus four archeological sites in the unincorporated areas of Henderson County. Of the survey sites listed, seven are listed on the National Register of Historic Places, eight meet National Register Criteria, two have been determined to be eligible for listing, and two have been demolished.

The City of Henderson has a total of five historic districts located in the City. The Kentucky Heritage Council lists a total of 526 survey sites in the city. Of this number, 347 structures are listed as "Contributing" elements within a National Register District with 18 being listed as non-contributing structures within a National Register District. Twenty of the places listed on the master list meet National Register criteria and 12 structures are listed on the National Register. Beyond that, the status of 123 sites is listed as "Undetermined", four are listed as demolished, and two are listed as originally not reported or listed.

Alves Historic District - The Alves Historic District is located two blocks southeast of Henderson's central business district, is shown in orange. The district encompasses approximately six and one half city blocks and is characterized by development dating almost exclusively from 1865 to 1941 with only three houses being constructed after World War II. The district contains 97 contributing structures and 40 non-contributing structures. According to the nominating form, the Italianate and Queen Anne architectural styles predominate among the nineteenth century resources, while those built during the twentieth century are bungalows, foursquare, and period houses. However, more than one-third of the primary resources are best described by the National Register of Historical Places, and span the last three decades of the nineteenth century and

HEALTHY NEIGHBORHOODS

the first ten to 15 years of the twentieth century. Among the houses, frame construction predominates; approximately one-third are brick or tile and all three of the churches are brick. The district's primary focus is Center Street. The most visually impressive quality of the district is the array of Italianate houses which are some of the area's oldest buildings.

Henderson Commercial District - The Henderson Commercial District, encompasses parts of five downtown streets and contains the majority of the city's historic commercial development. The area includes properties on portions of Main, First, Second, Third, Elm, and Green Streets with 68 contributing structures and 22 non-contributing structures. Commercial buildings in the district date from 1865 through 1940 and characterize the evolution of Henderson's commerce over a 75 year period. One, two, and three story interpretations of Victorian era styles such as Italianate, Romanesque, and Eclectic predominate the district. Building styles from the first quarter of the twentieth century are second in number to the Victorian style buildings. Certain areas are eligible to receive priority funding for community redevelopment and historic preservation activities.

Henderson Cotton Mill Workers District - The Henderson Cotton Mill Workers District consists of 9.46 acres. It is composed of 66 properties that contain 58 primary and five secondary buildings that contribute to the district's sense of place and time. Only 29 secondary buildings do not contribute to the district. This area is Henderson County's only industrial worker housing district and was built between 1883 and 1941 for employees of the Henderson Cotton Mill on Washington Street. Although the Cotton Mill was demolished in 1986, the associated housing remains intact in the established Audubon neighborhood. The district is primarily comprised of one and two story

brick duplexes constructed between 1883 and 1923 and a row of one and 1.5 story wood frame single family residences built in 1941. The first group of two-story brick duplexes, built in 1883, was constructed directly across the street from the Mill and reflect characteristics of the Italianate style seen throughout Henderson, including several commercial and residential buildings built in the late 1800s on North Main Street. The second group of brick duplexes, built in 1907, is similar in plan type but diminished in size, as was a similar group in 1923. By 1941, a row of single family detached wood frame homes were constructed along a side street adjacent to the mill. These three types of housing represent the progression and evolution of worker housing associated with the cotton mill industry in Henderson from 1883 to 1941.

North Main Street Historic District- The North Main Street Historic District, is located two blocks north of Henderson's central business district and one block east of the Ohio River. The district which encompasses approximately 2.5 city blocks includes 33 houses, 16 garages and other subsidiary buildings in rear yards and four structures. There are a total of 40 contributing structures and 13 non-contributing structures. The district's historic architecture is an even mixture of vernacular or popular dwellings and residences which include examples of the Italianate, Queen Anne and Neoclassical inspired Revival styles. This district is located adjacent to the city's Renaissance Boundary to the north, but is not included in this area.

South Main and South Elm Street Historic District - The South Main and South Elm Streets Historic District, is located to the southwest of Henderson's central business district. It encompasses four blocks and portions of nine others. There are 132 contributing resources, two of which were previously listed on the

National Register, and 41 non-contributing resources in the district. The area is almost exclusively residential in character. Of the 123 primary resources, there are four churches, one library, with the remaining structures being residences. It is important to note that the district contains Henderson's three earliest surviving houses constructed around 1820. The district displays most of the major architectural styles popular nationally from the early nineteenth century through the 1930s. Among the houses built prior to 1850, the Federal and Greek Revival styles are evident. The Italianate style dominant in those houses constructed from 1860 to the 1880s. An assortment of Victorian style homes, predominately Queen Anne and Eclectically ornamented basic house types, constitute the largest stylistic category and span the turn of the century. Bungalows, Foursquare, and Period Revival style houses dominate the district's architecture from 1910 through World War II.

John James Audubon State Park- John James Audubon State Park is a 692 acre public park, 575 acres of which are historic. The historic area includes a park, museum, and nature preserve with 19 contributing structures and one noncontributing structure. The park has national historic significance in the areas of architecture, landscape architecture, conservation, public recreation, and public works during the period 1934-1941. It is architecturally significant due to the outstanding quality of the Norman Revival architecture and high quality of craftsmanship found in the buildings and landscape design.

The original idea for a John James Audubon park and museum in Henderson was first discussed in the early 1900s. Initially the park was proposed for the riverfront mill built and operated by Audubon during his residence in Henderson. In 1929, approval for the project was initially approved by Congress, but was

removed subsequently in response to a developing national financial crisis. The Kentucky Department of Parks Director, Mrs. Emma G. Cromwell, took an interest in the project in the early 1930s and began working with a group of Henderson County citizens to develop a site and generate public funding. After the destruction of Audubon's Mill on the riverfront, the current site for the park was chosen because of its proximity to the Ohio River, undeveloped forest areas, and location on US 41 between Henderson and Evansville. The first parcels of land were obtained as a result of the donation by David Clark of 100 acres of land for a bird sanctuary. Later in the same year, an additional 175 acres were donated. In addition, a descendant of Audubon donated a large collection of original prints and other Audubon materials and artifacts. Work on the nature preserve was initiated in 1934-1935 by local employees. In 1936, workers were supplied by the Civilian Conservation Corps. Trails were developed, and the land was surveyed and prepared for roads and buildings. Finally, in 1937, funding and assistance were secured from the Works Progress Administration, Commonwealth of Kentucky, and John Duncan of Denver, Colorado. These funds were used for the construction of a museum, tea room, and surrounding park and nature preserve. Work on the museum, tea house, and park pavilion was started in the summer of 1937. The museum and tea house were completed in 1938 and dedicated at a ceremony on July 15, 1938. Limestone from a nearby Henderson site was used. The lake, landscaping, bathhouse, and picnic pavilions were completed by 1941. In subsequent years, additional land and a golf course have been added along with a few minor picnic area buildings. The park manager's house, five overnight lodging cabins, and the maintenance manager's house have all been extensively remodeled and no longer contribute to the

HEALTHY NEIGHBORHOODS

district. Therefore, the original park boundary was used as the boundary for the National Register nomination on three sides of the park because the area remains unchanged from the time the park was established. Because the campground and golf course areas represent later developments in the park, which have a different physical character from the original landscaping, these two areas have been omitted from the historic district.

There are a number of historic farms located in rural Henderson County. A survey of historic farms in Henderson County was recently conducted and the results are detailed in the Henderson County Historic Farms Survey dated March 20, 2000. This survey included the identification and documentation of 42 historic farms and 49 individual historic resources. The primary purpose of the survey was to document historic farms contributing to the growth and development of agriculture in Henderson County. Most of the surveyed farms are active farmsteads that have retained the historic dwelling and service structures but have replaced or remodeled agricultural outbuildings. Twenty-five of the farms were determined to be eligible for group listing in the National Register of Historic Places. In particular, three farms, the William Soaper Farm, Barrett-Keach Farm and Jackson-Ijames Farm, have retained their historic integrity and serve as excellent examples of above average mid-19th and early 20th century farmsteads.

The project also included the documentation of significant individual historic resources on each farm. On all but two farms, the most significant individual resource was the primary dwelling. However, on the Soaper Farm, the mule barn, constructed circa 1925, is significant as an excellent example of barn construction and its contribution to the growth and development of the Soaper Farm. Also, the slave quarters constructed on the Harding-Farley Farm in the

1820s are significant as one of the few slave quarters of brick construction remaining in the Commonwealth of Kentucky. Of the 49 individual resources surveyed, 36 were determined to be eligible for individual listing in the National Register of Historic Places.

MIXED-USE DEVELOPMENT

Recently, the City of Henderson has expanded its zoning ordinance to allow mixed-used development in order to stimulate housing growth and foster redevelopment. Specifically, the City of Henderson added four new zoning districts to its zoning ordinance. These districts are respectively titled the *Audubon Residential District*, the *Audubon Commercial Districts*, the *Gateway Zone District*, and the *Henderson Innovative Planning District*.

Each of these districts are meant to encourage mixed-use development that invites pedestrian-friendly access to urban areas suitable to infill development. The use of these new zoning districts should promote commercial and residential development that is sustainable and preserves the historic nature of Henderson's older neighborhoods, such as the historic "Eastend" portion of the city. The four new zoning districts should encourage originality, flexibility, and innovation while maximizing the improvement of existing, but narrow, lots of record. Many of these existing lots of record would not be suitable for development had they been subject to Henderson's more stringent residential zones.

By increasing the developmental potential of aging neighborhoods, these new zoning districts will promote rehabilitation of existing neighborhoods, while bettering the environment and aesthetic quality of the City of Henderson for the future. Property values should be increased by the removal of blighted and poorly designed structures that are ill-fitting to Henderson's neighborhoods. The

benefits of these new zoning districts will lead to increased property values, and provide aesthetically pleasing and healthy neighborhoods that will benefit all the citizens of Henderson.

ARTICLE XXXI, Section 31.01 Audubon Residential District Purpose:

The Audubon Residential District is intended to promote pedestrian friendly and mixed-use urban development that is consistent with the historic character and uses of the defined area. This includes promoting the redevelopment and infill of smaller urban lots that are in close proximity to commercial uses. The intent of the District is as follows:

1. Provide a walkable mixed-use area that is inviting to the residents, pedestrians, existing businesses, and the travelling public.
2. Encourage and maintain a pedestrian friendly and sustainable environment, with development standards suitable to preserve the historic character and “built form” of the community, as described and identified by the Sustainable Evansville Area Coalition *Sustainability Today* plan.
3. Provide for a harmonious mix of uses and development standards that’s compatible with an urban residential environment.
4. Encourage urban infill development on narrow existing lots of record that otherwise would not be permitted in the other residential zoning districts, while also allowing the use of existing mixed-use structures.

ARTICLE XXXII, Section 32.01 Audubon Commercial District Purpose:

The Audubon Commercial District is intended to promote commercial development that is pedestrian friendly, mixed-use, and consistent with the historic character and uses of the defined area. This includes promoting the location of neighborhood business type uses in close proximity or adjacent to residential uses. The intent of the District is as follows:

1. Provide a walkable mixed-use area that is inviting to pedestrians, new and existing businesses, and the travelling public.
2. Encourage and maintain a pedestrian friendly and sustainable environment, with development standards suitable to preserve the historic character and “built form” of the community, as described and identified by the Sustainable Evansville Area Coalition *Sustainability Today* plan.
3. Promote commercial rehabilitation and redevelopment on narrow and constrained existing lots of record, by eliminating and reducing parking and setbacks.
4. Provide for a harmonious mix of uses and development standards that is compatible with an urban environment.

HEALTHY NEIGHBORHOODS

5. Encourage the Audubon Zone to be an area of choice for new commercial and residential development and redevelopment.

Article XXXIII Gateway Zone District (Phase#1) Purpose:

The Gateway Zone District is intended to provide for the development of a pedestrian friendly, mixed-use and aesthetically pleasing entry corridor into downtown Henderson from the proposed I-69 interchange. This Gateway Zone District's goal is to promote a sense of place, while providing opportunities to develop projects and properties compatible with a dense urban development pattern.

The intent of the Gateway Zone District is as follows:

1. Encourage and promote the public health, safety, and general welfare of the citizens of Henderson.
2. Promote a sustainable urban development that improves the environment and aesthetic quality of Henderson for the future.
3. Provide a walkable mixed-use area that is inviting to, pedestrians, and the travelling public.
4. Reduce traffic conflict points and to promote safety.
5. Reduce storm water runoff and promote green design.
6. Encourage originality, flexibility and innovation in development along Second Street, including the architecture, signage, and placement of buildings.
7. Discourage monotonous, unsightly, and discordant development that is not in keeping with the entry-point into downtown Henderson.
8. Provide a harmonious mix of uses and development standards compatible with an urban corridor.
9. Minimize blight and poorly designed and unattractive development.

Article XXXIV Henderson Innovative Planning District Purpose:

The Henderson Innovative Planning District is intended to allow a compatible mix of mixed-use, commercial, and residential uses in dense pedestrian-friendly urban areas that are suitable for infill redevelopment. The Henderson Innovative Planning District is intended for properties located along major streets and bus routes. , Infill development shall also take into consideration the existing density, "built form" and uses of the surrounding neighborhood. It is the goal of this district to:

1. To promote sustainable urban development, to better the environment and the aesthetic quality of Henderson for the future.

2. To provide infill opportunities for businesses and development.
3. To complete bicycle and pedestrian connections to surrounding sites and neighborhoods.
4. To promote originality, flexibility and innovation in development including the architecture, signage, placement, and redevelopment of existing sites and buildings.
5. To encourage resource and energy efficiency.
6. To enhance property values.
7. To minimize blight and poorly designed and unattractive development.

ARCHEOLOGICAL AND NATURAL RESOURCES

In addition to many significant architectural resources, Henderson County has natural and archeological resources. Unlike architectural structures, most archeological resources are fragile and cannot be rehabilitated or restored. Since all are sensitive to the development that occurs around them, it is important to take precautionary measures when considering this type of preservation. Areas of concern should be identified and mapped during the development process. At present, four archeological sites have been identified in Henderson County. Three are currently listed on the National Register with the fourth currently pending approval. Due to the concern that archeological sites may be disturbed by those seeking artifacts, the locations of these sites are not identified in public documents. The Kentucky Heritage Council should be consulted to determine if these know sites will be disturbed by new development.

HISTORIC PRESERVATION

Much of Henderson County and the City of Henderson are defined by ties to local historic structures and events. The county and city's unique historic character contribute to the community's potential as a tourist destination and helps to supplement regional economic development efforts. The continued efforts to restore and promote historical, archeological and natural sites will enhance both the historic

features of the county and city while simultaneously encouraging new development. The challenge will be to balance new development, while preserving the community's character. There are several ways to encourage preservation of historic sites at the local level. First, it is necessary to educate citizens about the community's resources and their significance. Additional methods of encouraging preservation and historic resource management are summarized in the following paragraphs.

HISTORIC RESOURCE MANAGEMENT

As defined in Chapter One of the Comprehensive Plan, several goals of Henderson County are to recognize and preserve unique historic and cultural resources. Objectives include the identification and maintenance of historic features while also informing residents and visitors of the unique resources that the county has to offer. To achieve these goals, the community has several options. Each option is briefly described below.

NATIONAL REGISTER DESIGNATION

While there are numerous historic sites and districts identified by the Kentucky Heritage Council within Henderson County and the City of Henderson this does little to ensure their preservation. The first and most obvious part of historic resource management is to identify suitable sites. To date, identification and documentation of sites has been conducted by

HEALTHY NEIGHBORHOODS

local citizens in conjunction with the Kentucky Heritage Council. Once a structure or area is locally identified, the State Historic Preservation Officer (SHPO) should be contacted. The SHPO ensures that the proper nomination forms, documentation and photographs are used in order to nominate a structure or district to the National Register of Historic Places. It is important to note that all structures within a potential district do not have to be historic. A limited amount of noncontributing structures may also be included to give continuity to the boundaries of the district. It is recommended that local efforts to identify and nominate historic structures and districts to the National Register continue with the assistance of the SHPO.

LOCAL HISTORIC DISTRICT DESIGNATION

Regardless of whether an area is listed as a National Register Historic District, one can be established locally. These locally identified districts are usually designated because a specific neighborhood or city block has unique historic characteristics, architecture or significance to the community. The districts can include special zoning provisions governing existing structures, infill development, and design. These zones are typically referred to as overlay districts because they consist of requirements in addition to those regulated by the underlying zoning requirements (commercial or residential for example). An overlay district must be specifically tailored to the area of concern and can include a variety of provisions to encourage or regulate the preservation of a neighborhood's character. These provisions can include setback requirements so that new or infill structures conform with existing buildings, special sign regulations, restrictions on the demolition or modifications of buildings, and specifications

concerning appropriate land uses. In addition, these regulations can include specific design standards for areas with important historic resources.

ADDITIONAL OPTIONS AND REQUIREMENTS

Beyond nominating structures for the National Register or creating different districts or architectural review boards, a community can implement a variety of other initiatives to encourage the preservation of historic resources. One way to do this is to encourage greater local participation and control in the designation and regulation of significant sites. This can be accomplished by working with various property owners and the Kentucky Heritage Council. Another way to encourage local participation and visitation to significant sites is the provision of informational and educational materials to citizens and tourists by utilizing local and state newspapers as well as generating brochures on various sites. It is also important to coordinate historic preservation activities with all legislative bodies so that any proposed public improvement projects will be sensitive to adjacent historical resources.

It is important to note that an environmental assessment must be prepared for any project that involves federal funding or requires a significant federal action, such as a permit. During the environmental assessment, the potential impact of the project on properties either on or eligible for listing on the National Register of Historic Places must be determined. If there is a potential negative impact, mitigation measures are required. This may range from restoring a building to conform with the Secretary of Interior's Standards to simply preparing detailed documentation about the site prior to demolition. No assessment of potential impact is generally required if the project is funded with state or local funds.

CHAPTER SEVEN:

INCREASING MOBILITY

IN THIS CHAPTER

- **Introduction**
- **Functional Classification System**
- **Proposed Interstate 69 Corridor**
- **Highway 41 Traffic Improvement Study**
- **Access Management**
- **Bicycle and Pedestrian Facilities**
- **Transportation**

INCREASING MOBILITY

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the Henderson City-County Comprehensive Plan. As roadways are the predominate means of transportation in Henderson County, roads will be discussed first, followed by bicycle, pedestrian, -public transit, rail, waterway and airport facilities. In recent years, transportation and urban planners have recognized the nexus between land use development and transportation. Thus, planning safe and efficient alternative transportation options is vital to meet the growing demands for mobility, livability and accessibility. This document contains data furnished by MTP 2040 Highway Plan.

EVANSVILLE METROPOLITAN PLANNING ORGANIZATION

The EMPO Metropolitan Planning Area (MPA, aka Study Area) contains approximately 650 square miles in Indiana, including the City of Evansville, Vanderburgh County, Warrick County, and a very small area of eastern Posey County. In Kentucky, the Study Area encompasses approximately 440 square miles which includes the City of Henderson and Henderson County. With a population that exceeded 200,000 in the 2010 Census, the Evansville-Henderson urban area has been designated as a Transportation Management Area (TMA).

HENDERSON COUNTY ROADS

There are nine major highways in Henderson County which are part of the State primary or secondary road system that provide access to

and through Henderson County. These highways are: Audubon Parkway, Interstate I-69 (formerly Edward T. Breathitt Pennyryle (Breathitt) Parkway), US 41, US 41A, US 60, and Kentucky Highways 136, 351, 359, 425 and 2084. Henderson lies at the crossroads of two old US Highway routes: US 41 and US 60. The north-south US 41 runs from Canada to Miami, Florida. The east-west US 60 runs from Virginia Beach, Virginia to Los Angeles, California. Two Kentucky Parkways provide access to Henderson from other parts of the state. Audubon Parkway, which connects to the William H. Natcher Green River Parkway at Owensboro, Kentucky and the Breathitt Parkway, which connects with the Wendell H. Ford Western Kentucky (Western Kentucky) Parkway to the south. KY 136 and KY 351 provide ingress and egress primarily from the City of Henderson to points within Henderson County. KY 425, locally known as the Henderson Bypass, moves traffic around the City of Henderson from US 60 and KY 136 west of Henderson to the Breathitt Parkway, reducing congestion on US 60 within city limits. KY 359 provides access to and from Union County. KY 2084 is a connector road between US 41 and KY 351.

NATIONAL HIGHWAY SYSTEM

EMPO is still in the process of working with INDOT and KYTC on new NHS system. Existing NHS system was designated by respective state DOTs. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. NHS routes for Henderson County include US 60 from KY 425 to US 41, US 41 from the Indiana state line south to Breathitt Parkway, the Audubon Parkway, and KY 425.

FUNCTIONAL CLASSIFICATION SYSTEM

The analysis of existing roadway systems includes the assessment of the function

performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. As established by the KYTC, the functional roadway classifications for Henderson County and the City of Henderson are shown below.

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over 3) Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intra-county traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

Major Collector - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, etc. 2) link these places with nearby larger towns or cities, or with routes of higher classification 3) serve the more important intra-county travel corridors.

Minor Collector - These routes are 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road 2) provide service to the remaining smaller communities and 3) link the locally important traffic generators with rural areas.

Rural Local Roads - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Henderson differ slightly from those in the County. Classifications for urban areas are as follows:

Urban Principal Arterial - This system of streets and highways serve the major or centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and

INCREASING MOBILITY

should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

Urban Collector Streets - The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

Urban Local Streets - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety

of a specific road are numerous and include lane width, shoulder width and current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets, or the right of way for future extensions where appropriate, that consider long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

PROPOSED INTERSTATE 69 CORRIDOR

Since the last major revision of the Comprehensive Plan in 2006, significant progress has been made on three of the four I-69 Sections of Independent Utility (SIU) that encompass the route's path from Indianapolis to Evansville, through Henderson and the remainder of Western Kentucky. These four SIUs, detailed below, are a subset of thirty-two that form the entire National I-69 Corridor stretching from Canada to Mexico:

- SIU #3 – Evansville, IN to Indianapolis, IN
- SIU #4 – Henderson, KY to Evansville, IN
- SIU #5 – Henderson, KY to Eddyville, KY
- SIU #6 – Eddyville, KY to Fulton, KY (KY/TN State Line)

SIUs 3, 5 and 6 have seen major progress over the last ten years with major portions completed, including the joining of the Pennyryle and Western KY Parkways (SIU #5) just south of Henderson to I-24 in Eddyville. However, SIU #4, the section that must cross the Ohio River and connect Henderson and Evansville, remains an uncertainty.

Figure 7.1 displays the Preferred Alternative 2 route that was the result of a January 2004 Draft Environmental Impact Statement (DEIS) prepared by the Federal Highway Administration in conjunction with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC).¹

According to a SIU #4 Feasibility Study published by KYTC, although DEIS Preferred Alternative 2 is perceived as the approved route for this section, it never gained final approval because a funding source could not be identified.² This study examines several alternatives to the DEIS route and suggests a more financially feasible option, Alternative 1A, is possible (Figure 7.2).

BridgeLink³, an advocacy group formed in 2013 and comprised of elected officials, business leaders and chamber of commerce executives from both southwestern Indiana and northwestern Kentucky, has publicly supported Alternative 1A. BridgeLink board members have made presentations to both KYTC, INDOT, the governors of both Indiana and Kentucky, and the Henderson City-County Planning Commission, detailing the advantages of Alternative 1A. But the ultimate decision on the exact route for SIU #4 will be made after an update of the DEIS is completed in the future and KYTC, INDOT, the Federal Highway Administration and the Evansville MPO come to an agreement.

¹ Source: [Draft Final Environmental Impact Statement \(December 2004\)](#)

² Source: [I-69 Feasibility Study, Henderson County, Kentucky SIU #4 Final \(January 2014\)](#)

³ More information can be found at 69BridgeLink.com

INCREASING MOBILITY

Insert

Figure

7-1

Map

(11x17size)

Insert Figure 7-2 Map here (11 x 17 size)

HIGHWAY 41 TRAFFIC IMPROVEMENT STUDY

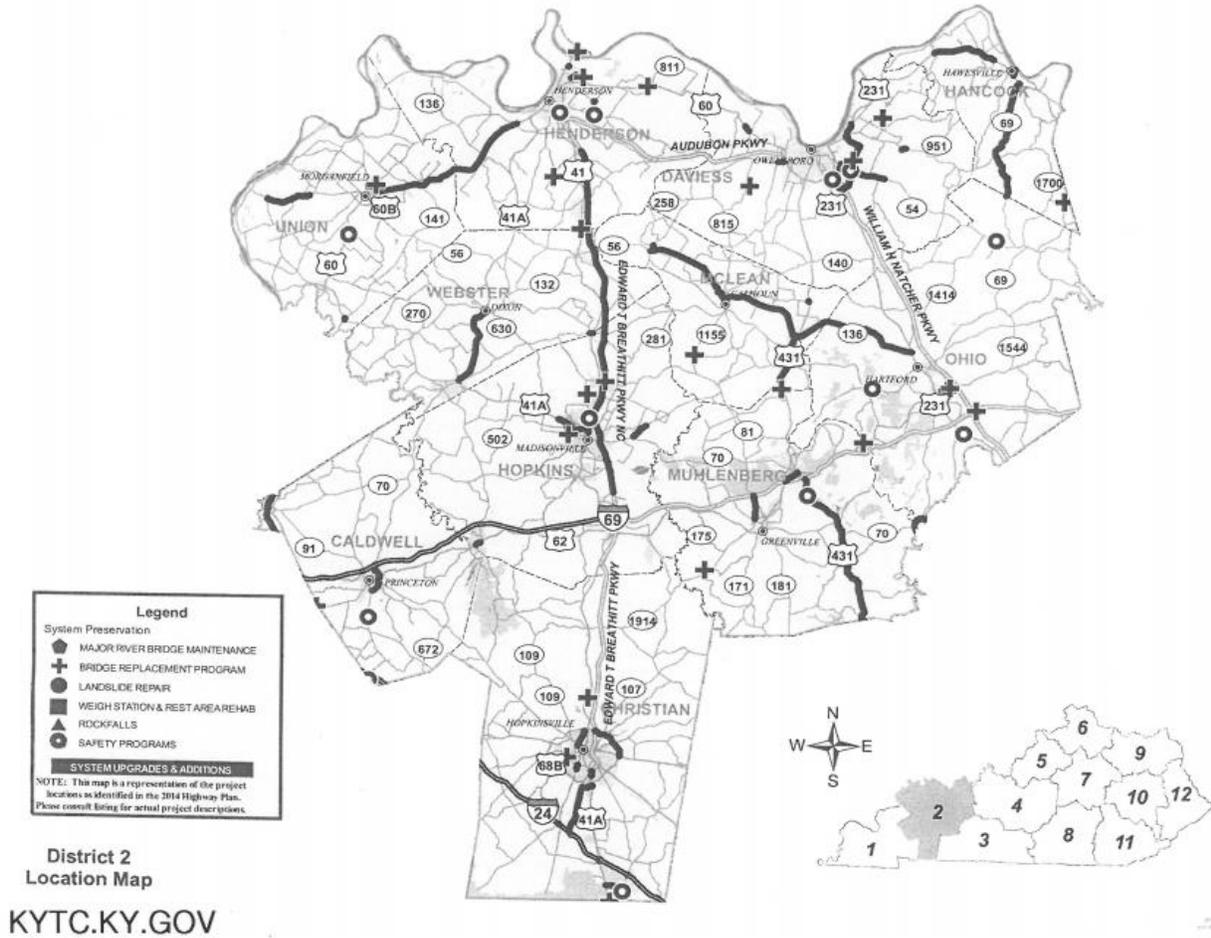
It is well-known that the proposed I-69 interstate highway is proposed to be constructed from Michigan to south Texas. However, how it affects and where it will be located in Henderson, Kentucky is still not known. Although it is wise to prepare for the construction of I-69 and its impact on our community, we must also account for more immediate road improvement projects and their effect on the Hwy 41 North corridor.

The Hwy 41-N corridor is currently accessed daily by 38,000 to 40,400 vehicles, depending on the time of day and area of travel. That is a substantial amount of vehicular traffic. The amount of vehicular traffic is proposed to increase one percent each year until it reaches 47,000 vehicles daily in the year 2030, as per the Kentucky Transportation Cabinet. Although I-69 is a popular and substantial planning endeavor, it is prudent to concentrate the majority of our short-term attention to the proposed Hwy 41-N improvements that are current projects of the Kentucky Transportation Cabinet.

The Kentucky Transportation Cabinet has contracted with Stantec Engineering of Louisville to perform a study of the US 41 North Traffic Corridor. The purpose is to identify and recommend projects that will alleviate congestion and reduce traffic accidents as a result of current and future impact of I-69. For example, KTC is studying the impact of projects such as local-access roads, reducing the number of entrances on Hwy 41-N, and constructing new turning lanes at prominent intersections. With projects ranging from \$1 to \$16.4 million, it is considerably more likely that these projects will be completed well before the I-69 Bridge that will be needed to cross the Ohio River.

It is the Henderson City-County Planning Commission's intent to encourage both the I-69 interstate and the improvement of the Hwy 41-N corridor. Both projects would have a positive impact on Henderson and increase the quality of vehicular traffic in our community. However, with the uncertainty and unforeseen completion date of the I-69 project, it is wise to encourage the Kentucky General Assembly to include Hwy 41-N improvement projects in the Six-Year Road Plan. These projects will have a moderate impact for the next 10 to 15 years while the exact route of I-69 is being determined.

KYTC DISTRICT 2 MAP



2040 TRANSPORTATION PLAN RECOMMENDATIONS

The Metropolitan Transportation Plan (MTP 2040) for the Evansville, Indiana – Henderson, Kentucky Urbanized Area documents the cooperative transportation planning process of the Evansville Metropolitan Planning Organization (EMPO). Informed by input from public officials, agency staff and citizens of the region, MTP 2040 is a guide for the implementation of multimodal transportation improvements, policies, and programs in the Metropolitan Planning Area through the year 2040.

The MTP is required by federal statute for the programming of federal funds for transportation project planning and the implementation of ground transportation modes (roadway, transit, bicycle, and pedestrian modes). By examining regional trends, transportation needs, local priorities and federal, state and local funding projections, the MTP charts a course to achieve the goals and objectives developed through the planning process. MTP 2040 replaces the 2035 Transportation Plan in fulfilling federal planning requirements.

MTP 2040 STRATEGIES:

- **Establishes a vision for the region's transportation system covering a planning period of at least 20 years.**
- **Supports local goals targeting quality of life; environment; economic development; policy and partnership; and safety, security and health.**
- **Documents community priorities for the expenditure of limited resources.**
- **Demonstrates fiscal constraint. Projects in the plan must be consistent with reasonable projections of available funding over the period of the plan.**

Please refer to the MTP 2040 Plan regarding all Henderson County Projects to be completed
<http://transportation.ky.gov/Program-Management/Pages/2014-Final-Highway-Plan.aspx>

In May of 2014, the EMPO's Metropolitan Transportation Plan 2040 received federal approval. This was developed to comply with the Moving Ahead for Progress in the 21st Century Act (MAP-21) which was signed into law July 6, 2012. This plan is incorporated by reference into this Comprehensive Plan. Transportation improvement recommendations in the 2040 Transportation Plan were made in order to "alleviate existing and projected congestion and provide for the travel needs of all residents in the EMPO study area". Although improvement recommendations are made for the entire EMPO Study Area, only those proposed in Henderson County will be discussed here. The location of these proposed improvements are shown on maps included in the 2040 Transportation Plan. The "Kentucky's FY 2014-FY 2020 Highway Plan, (KYSYP) currently addresses projects that are anticipated to be funded for FY 2014-FY 2020 . (See pages 83-88 of the current 2040 plan. Those projects included for potential funding in the KYSYP are noted along with the anticipated construction year).

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its capacity level. Two examples of areas that have developed without the benefit of access management techniques are US 41A (Green Street) from US 60 to US 41 and US 41 North from US 60 to the Ohio River bridge. Both of these roads have a large volume of traffic and numerous access points from adjacent commercial land uses. Traffic congestion and safety are a problem along both roads. While adding left turn lanes to Green Street and the eventual construction of I-69 would provide some relief in these areas, both would benefit from implementation of access management techniques. In both areas, it is recommended that a corridor redevelopment plan be developed to modify access points, anticipate land use and traffic pattern changes as a result of the I-69 corridor and improve aesthetics.

Although access to local streets is regulated solely by local government, KYTC must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KYTC standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered

as part of access management include provision for:

- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns).
- Limitations on new access points for subdivisions.

Currently a new access management plan is being developed by the EMPO, of which the City and County of Henderson are serving on, and the committee plan will be adopted in 2016.

BICYCLE FACILITIES

Over the past several years the use of bicycles as a viable means of transportation has substantially increased across the nation and in Henderson / Henderson County. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents, increases mobility while reducing traffic congestion and provides linkages to recreational and institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational purposes, as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important because some trips occur within existing road rights-of-way.

For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized

INCREASING MOBILITY

means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

EMPO completed the Greater Henderson Bicycle and Pedestrian Plan in March 2014. The stated purpose of this planning effort is to make the Henderson area more bicycle and pedestrian friendly. This plan serves as an update to the 2003 Greater Henderson Bicycle and Pedestrian Plan. It is incorporated into this Comprehensive Plan by reference and should be consulted when reviewing development proposals. *The local and state designated bicycle routes in the City of Henderson and Henderson County are listed in the MTP 2040 Plan.*

The Greater Henderson Bicycle and Pedestrian Plan emphasizes that it is important to incorporate bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. The Plan provides a network of recommended routes that would, if implemented, create connections to destinations throughout Henderson and Henderson County. These connections include routes between civic places, parks and recreation facilities, schools, commercial centers, neighborhoods, and regional connections. It is also recommended that developers be encouraged to incorporate dedicated bicycle facilities into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes, commercial and industrial properties for those seeking a more active lifestyle.

PEDESTRIAN FACILITIES

Sidewalks and other walking paths are an essential component of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Also, maintenance of existing sidewalks has often been a low priority. This has contributed to increasing traffic congestion because often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. This problem has been recognized nationally, Federal MAP-21 legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. The Greater Henderson Bicycle and Pedestrian Plan addresses this issue in detail and should be referenced when reviewing development plans. It should be noted that all new public facilities, including sidewalks, must be handicapped accessible. *(Refer to the Greater Henderson Bicycle and Pedestrian Plan)*

PUBLIC TRANSPORTATION - BUS SYSTEM

The Henderson Area Rapid Transit (HART) was created in 1957 as a publicly owned mass transit system. The HART garage is located at 401 North Elm Street. HART operates six days per week from 6:00 a.m. to 5:30 p.m. Five (5) Fixed Routes are operated Monday through Friday and Five (5) Fixed Routes are operated on Saturdays. The College Shuttle runs to Henderson County Community College three times a day, Monday through Friday.

HART also operates the Demand Response Paratransit Program. This is a public transportation program established to provide mobility to the disabled and elderly citizens of Henderson. Persons with a documented disability which prevents their use of the

regular HART fixed route service are eligible for participation in this program in accordance with the Americans with Disabilities Act (ADA). An ADA application must be approved. Service can also be provided to a personal care attendant or companion traveling with an eligible rider. The demand response service is provided during the same hours and days as the HART bus service.

HART continues to make improvements to the public transportation system. Regularly scheduled acquisitions of new vehicles to replace older vehicles allows HART to provide safe and reliable transportation to its riders. HART has also improved passenger amenities through the purchase of new passenger benches and shelters, and the redesign of the HART fixed route Ride Guide. The HART operation is dependent upon three major revenue sources for funding. These sources are the Federal Transit Administration (FTA), State and the City of Henderson. HART ridership has had consistent steady growth since 1995. Recently, HART ridership topped 150,000 annual riders. HART does a good job in providing service coverage for the City of Henderson. In fact, HART's fixed routes are within one-quarter mile of approximately 85% of the citizens of the City of Henderson. The majority of HART passengers are transit-dependent individuals. . The Evansville Metropolitan Planning Organization's 2040 Transportation Plan makes recommendations to increase choice riders. They include increasing bus frequency and reducing travel time, by cutting the number of stops along a route and eliminating excessive route deviations. The Transportation Plan also lists transit reliability, safe accessibility and regional connectivity as important to choice riders as it is to transit-dependent individuals. HART should continue to research the need to expand its service area, as well as monitor existing routes in growth areas for potential modifications to best serve the citizens of Henderson. HART has changed some

of the bus routes to include the southeast quadrant of US 60.

WATER BASED TRANSPORTATION

Historically the Ohio River has been the main catalyst for growth in the EMPO Study Area. The river continues to serve as a major route for the flow of commodities throughout the entire tri-state region as many industries utilize barge transportation for the movement of bulk freight.

The Henderson County Riverport is a quasi-governmental agency under Henderson County Fiscal Court. All-commodities terminal capable of handling transfers between barge, rail, and truck. This facility is described in more detail in Chapter 3 - Economic Data & Demographics.

AIR TRANSPORTATION

The EMPO Study Area is served by three airports. Two of these airports, Evansville Regional Airport and Skylane Airport, are located in the City of Evansville. The third is the Henderson City-County Airport in Henderson County.

The Evansville Regional Airport is the largest airport in the area and is located on Indiana SR 57 near the southeast quadrant of the intersection with US 41. The Federal Aviation Administration has classified this airport as a large non-hub facility. It currently has three paved and lighted runways. Both passenger and freight air service is available at the airport with five commercial airlines providing 35 daily flights. The Evansville Regional Airport, like the Southwind Maritime Centre, is a designated Foreign Trade Zone (FTZ). The airport was awarded \$1 million from the U.S. Department of Commerce and \$1.5 million from the Build Indiana Fund for the development of the Foreign Trade Zone. In addition, the airport has contributed \$1 million from its building fund. The foreign trade zone includes a rail spur, new

INCREASING MOBILITY

roadway access, and a new storage facility to increase intermodal freight movement activities.

The Skylane Airport is a small general aviation facility located on Allen Lane in Vanderburgh County, Indiana. There is no freight movement at this facility.

The Henderson City-County Airport is a General Aviation airport which is located on KY 136, four and a half miles southwest of the Henderson city limits. The airport has one paved runway that is 5,505 feet in length with an adjacent taxiway. A new terminal was completed in March 2006. The \$975,000 addition includes a conference room and an observation tower. Services available at the Henderson City-County Airport include chartered passenger and freight service, flight training, aircraft repair services and hangar facilities.

The Airport current Master Plan delineates a 1,100 foot runway extension to the current 5,500 foot existing runway. Planning work has begun on the runway extension project however the Plan calls for the removal of 600 feet of existing east end thus netting a proposed new runway length of 6,000 feet. The Airport Board is working with the Federal Aviation Administration to possibly extend the site for an additional 500 feet for future purposes. Once the runway project has been completed, it will allow for larger private and commercial aircraft to land at the local airport. The Master Plan project schedule includes Design in FY 15/16, property acquisition in FY 16/17, utility and roadway relocation in FY 17/18 and construction in FY 18/19.

Strategies:

- **Recognizing that Riverports and Airports are key components in the transportation infrastructure of this region and play key roles in retaining business as well as making the region**

more attractive to companies currently operating outside the area and to those looking for business or industrial sites in the future.

- **The Henderson City-County Planning Commission shall assist in encouraging policies and regulations promoting safe and efficient operations and growth at the Henderson County Riverport, and Henderson City-County Airport.**

Future Transportation Strategies or Considerations:

- **Incorporate multimodal transportation system in all new and redevelopment project which allows people to use a variety of transportation modes, including walking, biking, and other mobility devices (e.g., wheelchairs), as well as transit where possible. Such a system reduces dependence on automobiles and encourages more active forms of personal transportation, improving health outcomes and increasing the mobility of those who are unable or unwilling to drive (e.g., youth, persons with disabilities, the elderly).**
- **Coordinate between HART regional transportation system and areas of high employment densities to foster both transportation efficiency and economic development. This is important for creating and improving access to employment opportunities, particularly for disadvantaged populations without easy access to personal automobiles.**
- **Develop complete streets guidelines for new and redeveloped streets that are designed and operated with all users in mind—including motorists, pedestrians, bicyclists, and public transit riders (where applicable) of all ages and abilities—to support a multi-modal**

transportation system. A complete street network is one that safely and conveniently accommodates all users and desired functions, though this does not mean that all modes or functions will be equally prioritized on any given street segment. Streets that serve multiple functions can accommodate travel, social interaction, and commerce, to provide for more vibrant neighborhoods and more livable communities.

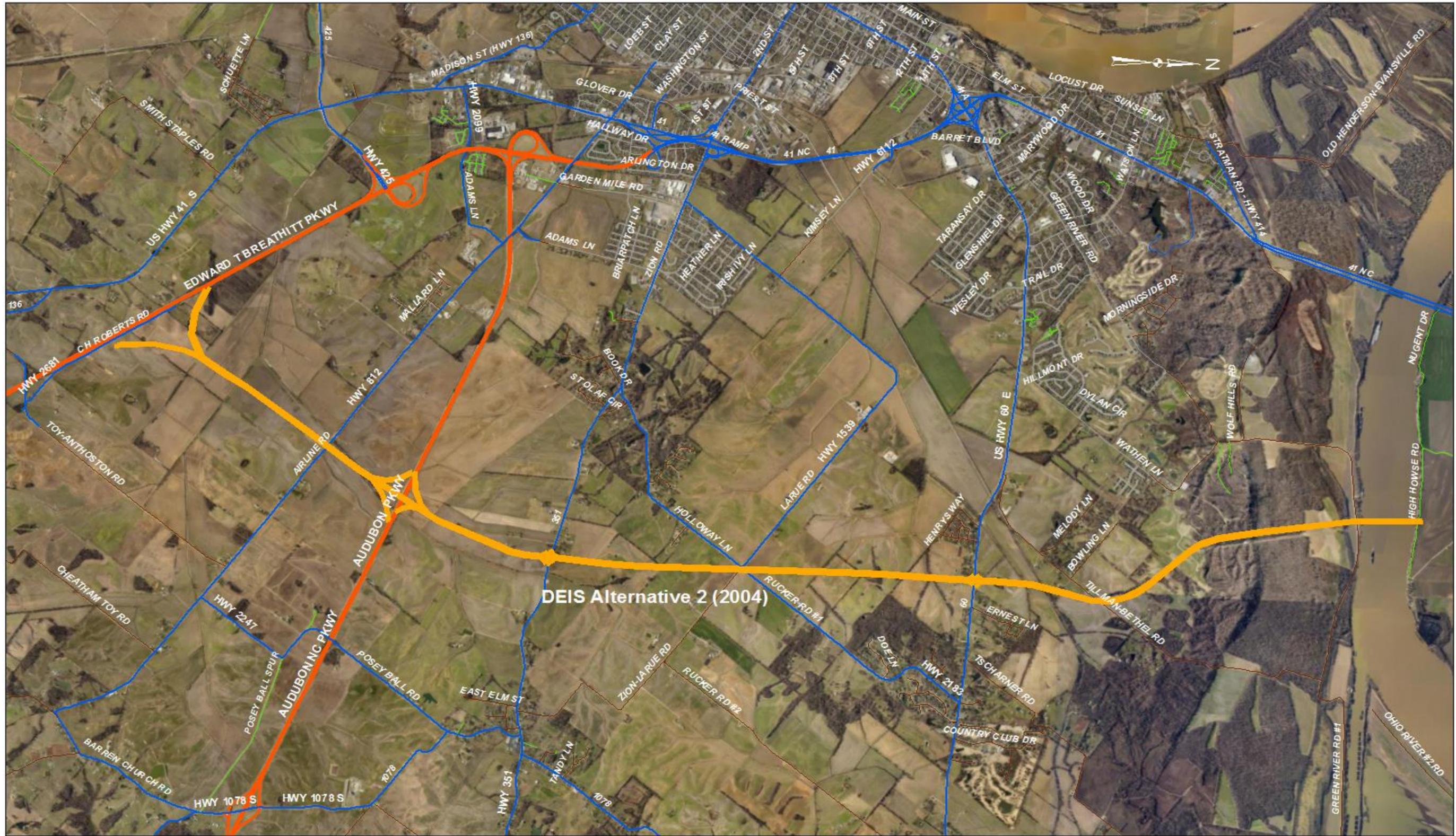


Figure: 7.1: DEIS Preferred Alternative 2 (2004)

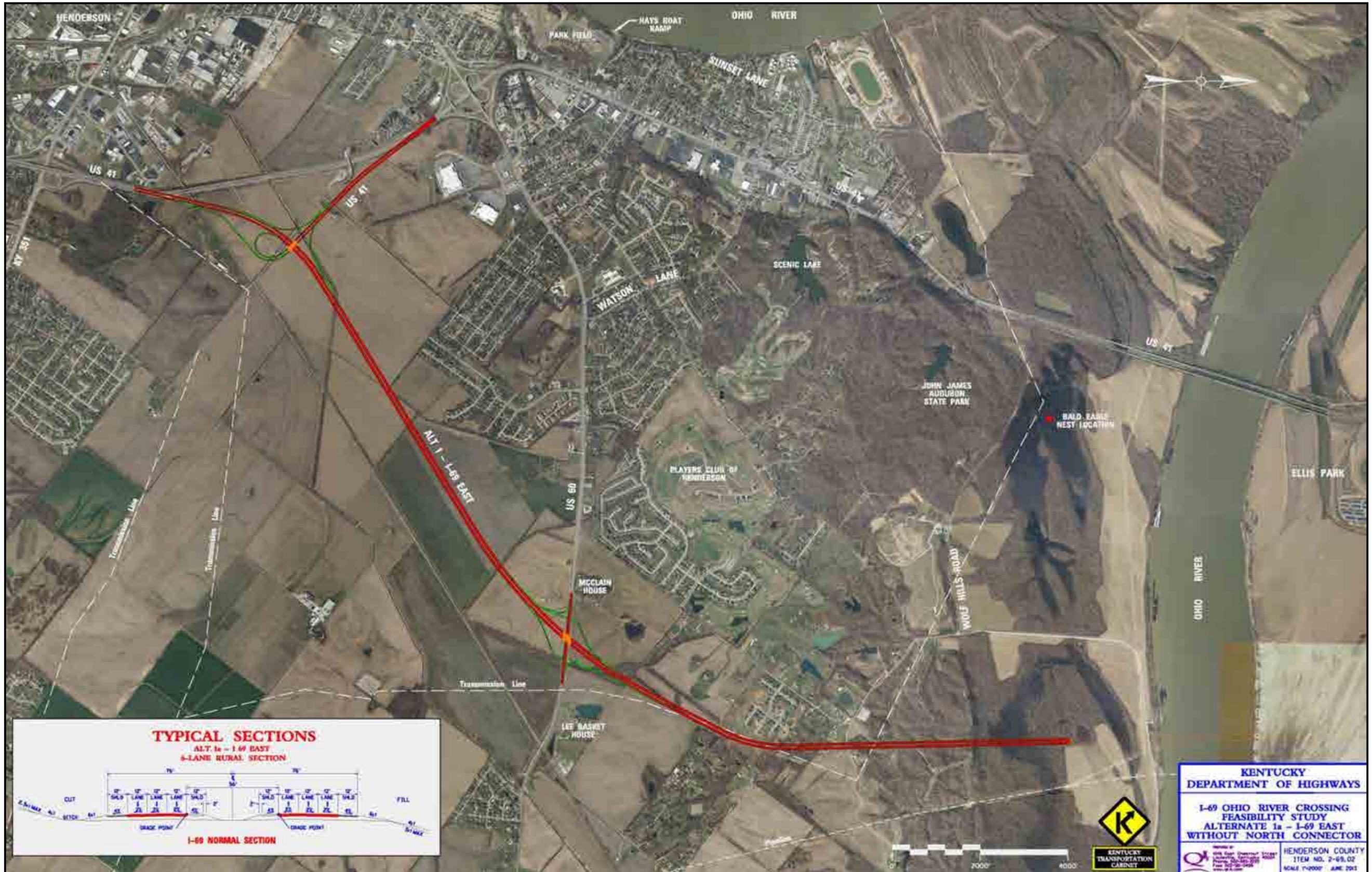


Figure 7.2: Alternative 1A (2014) – SIU #4 proposed route identified in the KYTC SIU4 Feasibility Study and publicly supported by BridgeLink

CHAPTER EIGHT:

BALANCING

LAND USE

IN THIS CHAPTER

- Introduction
- Land Use Categories
- Existing Land Use
- Future Land Use
- Urban Services Boundary/Policies
- District Development/Policies
- Future Land Use Maps

INTRODUCTION

The land use plan is a guide for the physical development of the City of Henderson, City of Corydon and unincorporated areas within Henderson County. The City of Robards is included in the discussion for the unincorporated areas of the county. It is based upon goals outlined during the preparation of the plan and policy recommendations developed to achieve them. The goals and objectives establish a vision of the cities and county and should be representative of how citizens and governing officials would like life in Henderson County to be in the future. It is the duty of the planning commission, governing bodies and citizens to edit, refine, adopt, enlarge and alter these previously stated goals in order to develop policy recommendations for future development. Policy recommendations are included in this chapter as development and growth guidelines. They represent procedures to be followed if Henderson County is to develop in accordance with the stated goals.

The land use plan is presented as one of the final chapters of the comprehensive plan because it utilizes the findings and recommendations of all of the preceding chapters. Specific application of the guidelines to new development in the cities and county will occur through zoning regulations, map amendments, subdivision regulations and the development decisions of the planning commission and legislative bodies.

The process of developing land use policy guidelines includes an analysis of present land use patterns, assessment of the problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use patterns is discussed first and is based upon generalized

existing land use maps prepared during the planning process. Next, future land use maps for the City of Henderson, City of Corydon and the remaining areas within Henderson County are presented along with policy recommendations to guide future land use decisions. The future land use maps must be used in conjunction with the text of the comprehensive plan when considering zoning map amendments and development proposals. The goals and objectives, and development policies stated in the plan, as well as background information such as environmental data, should be considered on a site by site basis. Although land use data are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of one political subdivision influence the demand for similar activities on the opposite side of the boundary in another political subdivision. Therefore, development activities occurring in Henderson portend change in the unincorporated areas of Henderson County.

LAND USE CATEGORIES

The following land use categories are used in the discussion of existing and future land uses. These land use categories are broader than specific zoning districts and are not intended to replicate the specific zones. Zoning regulations will be specific in the uses allowed and may contain several zones for a single land use. As zoning regulations are specific to the particular jurisdiction, the allowed uses and requirements will vary between communities, although the name of the zone is similar or the same.

Residential Land Uses - Existing residential land uses are grouped into three categories: low density, medium density and high density. Low density residential includes newer single family development on lots larger than the smaller, traditional lots developed within the city. The medium density residential category typically accounts for subdivisions and single family dwellings developed on smaller lots. This category may also include small concentrations of duplex development. High density residential includes large duplex developments, townhouses, multi-family units and mobile home parks. Planned unit development is also included in the high density residential category. Planned unit developments typically include a mixture of single and multi-family structures. Modifications to placement regulations, such as setbacks, are allowed in exchange for aesthetic enhancements, such as coordinated building design and amenities within the development, such as shared park or open space, walking and bike trails, and recreational facilities.

Large lot rural real estate developments, typically, associated with agricultural operations are accounted for under agricultural and open space land uses. It is not the intention of this plan to automatically allow development to occur at the upper end of density ranges in consideration of future residential development. Rather, the density of development should be determined by the residential development policies contained in the future land use section of this plan. The land use categories used in this plan are purposefully broad. The appropriate density for a specific development must be consistent with the planning commission's goals and objectives, residential development policies, site specific environmental considerations and adequate infrastructure. The specific listing of permitted uses and their densities are determined by the Henderson City-County Planning Commission, Henderson City Commission, Corydon City Council and the Henderson County Fiscal Court in the adopted Zoning Ordinances.

Public/Semi-Public/Office Land Uses - Public and semi-public land uses are defined here to include three categories of uses: (1) all enterprises engaged in providing transportation services, communication services or utilities; (2) public buildings and lands, including government buildings, public schools and public park and recreational facilities; (3) semi-public land uses that serve the public but are not government owned, including churches, private schools, hospitals, cemeteries, charitable and social service organizations. Public and semi-public uses are typically scattered throughout the city and planning area. Dedicated office uses are included in this land use category.

Commercial Land Uses - Commercial uses are those which typically include a variety of businesses located in dedicated shopping centers, along highways and in other concentrated areas. The types of business include the following:

Retail commercial land use consists of those types of establishments, their attendant buildings and lot areas which are used in the retail sale of merchandise for personal, household or farm consumption and the rendering of services which are incidental to that sale.

Service commercial land uses generally consist of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the rendering of all personal business, repair and amusement services not otherwise included in the office category and not involving the sale of specific merchandise (except incidentally). Examples are barber and beauty shops, dry cleaning establishments, appliance repair shops, and commercial amusement services.

BALANCING LAND USE

Office commercial land use is comprised of those types of establishments, their attendant buildings, and lot areas which contain businesses primarily engaged in rendering financial, insurance, real estate and specialized professional services. Examples are banking establishments, real estate offices, law offices and similar uses. Primary office use that is not combined with other retail activities is included in the Public/Semi-Public land use Section of this plan.

Wholesale commercial land use generally consists of those types of establishments, their attendant buildings and lot areas which contain businesses primarily engaged in the selling of merchandise in large quantities to retail commercial operations; to industrial or professional users; or to other wholesalers or acting agents in buying merchandise for or selling merchandise to such users. Wholesale commercial land use is also usually allowed in light industrial zones.

Neighborhood business uses are typically small scale retail and service businesses which are located within developed residential areas of the city. Appropriate businesses are those which provide goods and services to nearby residences within walking distance, such as small grocery stores, self-service laundries or hair salons. Such business should be located in limited areas to reduce disturbance to nearby residents.

- **Shopping Centers/Big Box Retail** - The purpose of this land use classification is to identify existing shopping centers, as well as designate areas that would be suitable for this type of large scale commercial development. A recent trend is for shopping developments to contain large standalone stores, known as big box retail stores, rather than a number of stores under one roof. Historically, big box retail stores have been unattractive, large rectangular concrete buildings surrounded by a sea of pavement for parking. When old stores close, they often have a low reuse rate and often are vacant. Communities are now requiring such stores to have attractive designs and landscaping and parking enhancements that are compatible with the local community. Areas within this designation must have appropriate access to major transportation routes and utilities.
- **Central Business District** – this land use is located in the downtown area of Henderson and has a mix of office, retail and service businesses, as well as public and semi-public uses. The Central Business District (CBD) is the highest density commercial land use due to lack of setbacks and a large number of multi-storied buildings. Some residential uses are also found within the central business district, such as apartments located above first floor businesses. Parking on streets and in public lots is necessary to compensate for limited onsite parking within the Central Business District.

Industrial Land Uses - An industrial land use is that type of establishment, along with its attendant buildings and lot area, which is primarily engaged in the mechanical or chemical transformation of organic or inorganic substances into new products. The products can be sold back into the manufacturing process or sold to wholesale or retail customers. Uses primarily engaged in the warehousing, storage of commodities, and recycling and other primary waste handling facilities are also included in the industrial classification. Uses which are of a less intense nature, and those which are considered to have lower levels of noise, sound and other annoyances, are considered light industrial uses. Large scale, intense uses, and those which may be considered a nuisance, are considered heavy industrial uses.

Parks and Recreation Land Uses – This land use category includes larger scale parks and recreational complexes. In Henderson, the riverfront area and Audubon State Park are included in this land use. Park and recreation land uses may be public or private such as a private golf course. This category may also include open space uses and larger cemeteries. Small pocket parks, cemeteries and other recreational uses may also be located within other land use designations.

Floodplain/Environmentally Sensitive Land Uses - This land use category includes areas in which development should be discouraged due to environmental and safety concerns. Due to large amounts of Special Flood Hazard Areas within Henderson County, the 100-year floodplain is the primary concern. Development within the floodplain is a threat to both persons and property. It also has the effect of reducing drainage capacity, which can increase flooding levels or force flood waters onto other lands. Some uses that would be appropriate in floodplains would be agricultural uses, such as grazing or crops. Open space type recreational uses such as hiking trails, hunting or boating facilities, wildlife management areas and managed forest areas could also be located within the floodplain. Some water related land uses such as docking facilities and marinas are also appropriate for floodplains, as long as proper flood proof designs are used.

Agricultural and Open Space Land Uses - All land which is used agriculturally (including residential structures) or is undeveloped is included in this category. These lands are not well suited to urban-type development due to the lack of infrastructure, adequate roads or distance from urban services. Potential uses for these lands may include passive recreation or very large lot single family or estate development.

MIXED USE DEVELOPMENT

Recently, the City of Henderson has expanded its zoning ordinance to allow mixed-used development in order to stimulate housing growth and foster re-development. Specifically, the City of Henderson added four new zoning districts to its zoning ordinance. These districts are respectively titled the Audubon Residential District, the Audubon Commercial Districts, Gateway Zone District, and the Henderson Innovative Planning District.

Each of these districts are meant to encourage mixed-use development that invites pedestrian-friendly access to urban areas suitable to infill development. The use of these new zoning districts should promote commercial and residential development that is sustainable and preserves the historic nature of Henderson’s older neighborhoods, such as the historic “East End” portion of the city. The four new zoning districts should encourage originality, flexibility, and innovation while maximizing the improvement of existing, but narrow lots of record. Many of these existing lots of record would not be suitable for development had they been subject to Henderson’s more stringent residential zones.

By increasing the developmental potential of aging neighborhoods, these new zoning districts will promote rehabilitation of existing neighborhoods while bettering the environment and aesthetic quality of the City of Henderson for the future. Property values should be increased by the removal of blighted and poorly designed structures that are ill-fitting to Henderson’s neighborhoods. The benefits of these new zoning districts will lead to increased property values, and provide aesthetically pleasing and healthy neighborhoods, which will benefit all the citizens of Henderson.

BALANCING LAND USE

- The Audubon Residential District is intended to promote pedestrian friendly, mixed-use, urban development, consistent with the historic character and uses of the defined area. This includes promoting the redevelopment and infill of smaller urban lots, in close proximity to commercial uses.
- The Audubon Commercial District is intended to promote commercial development that is pedestrian friendly, mixed-use, and consistent with the historic character and uses of the defined area. This includes promoting the location of neighborhood business type uses in close proximity or adjacent to residential uses.
- The Gateway Zone District is intended to provide for the development of a pedestrian- friendly, mixed-use, aesthetically pleasing entry-corridor into downtown Henderson from the proposed I-69 interchange. This Gateway Zone District is to promote the sense of place, and also provide opportunities to develop projects and properties compatible with a dense urban development pattern.
- The Henderson Innovative Planning District is intended to allow a compatible mix of mixed-use, commercial, and residential uses in dense pedestrian-friendly urban areas suitable for infill redevelopment. The Henderson Innovative Planning District is intended for properties located along major streets and bus routes, with sidewalk/bike lane connectivity, located outside of existing single family neighborhoods, and infill development shall also take into consideration the existing density, built-form and uses of the surrounding neighborhood.
- The Riverfront Residential (RF-4) district is established as a district in which the principal use of land is for single family dwelling units, limited to single family residential, townhouse, and condominium use only. The district is intended for properties abutting the Ohio River, or properties with river views.
- The R-5, Urban Single-Family residential district is established as a district in which the principal use of land is single-family dwellings within a dense urban setting. The specific intent of this article is to protect the residential character of the district by prohibiting commercial activities, to encourage a suitable neighborhood environment for family life, and to encourage urban single family development with compact lot sizes and setbacks.

EXISTING LAND USE

Before developing a plan for future land use, it is necessary to understand existing land use patterns, trends and relationships as well as problem areas. This will be the basis from which recommendations for future land use are developed.

CITY OF HENDERSON EXISTING LAND USE

Henderson, the county’s largest city and county seat, is located in the north end of the county along the Ohio River. The city began with the development of the older central business district surrounded by residential housing. In general, north of the CSX railroad, the streets and lots are laid out in a traditional block manner, with east/west streets running roughly parallel to the Ohio River and most north/south streets crossing at ninety degree angles. Beyond the CSX railroad, modern subdivision layouts, with curvilinear streets and cul-de-sacs are more typical.

Residential Use - Residential development originally occurred near the central business district (CBD) of Henderson. As the Ohio River is located to the west of the downtown area, residential development necessarily took place to the north, south, and east. The CSX railroad’s eastern proximate to the CBD, initially defined the urban services boundary of the city, with most residential neighborhoods located between the Ohio River and the railroad. Older residential areas in this area typically have small lots that were not originally designed to accommodate the parking of motor vehicles. The most concentrated areas of newer residential development are located to the north towards Evansville, Indiana, along US 60 and east of the CSX Railroad along Zion Road. A moderate amount of residential development has occurred south of the CBD along US 60 and Old Madisonville Road. There are several

mobile home parks within city limits, mostly concentrated near the railroad tracks.

Commercial Use - Commercial development began in Henderson’s central business district (CBD) which remains a vital part of the city. The CBD district consists of government buildings, banking institutions, businesses, legal offices, and specialty shops. Strip commercial development extended away from the CBD to include most of US 60 (Green Street) from the US 41 cloverleaf to the intersection of US 41-A, west of the CBD. Strip commercial development in this area has led to traffic congestion, as each lot typically has direct access to Green Street. One other area of more recent commercial development is along US 41 from the cloverleaf intersection east to the Ohio River. Development in this area consists of gas stations, fast food restaurants and large strip malls containing big box retailers, grocery stores and shops. This area is also typical strip highway commercial development with multiple access points along the highway and a lack of frontage roads or other access management facilities.

Public/Semi-Public/Office Land Use - Public/semi-public land uses are scattered throughout the city, including Methodist Hospital, Henderson Power & Light, the Henderson City Building, the Henderson County Water District Office, the Henderson Wastewater Treatment Plant I, the Henderson County Detention Center, and the YMCA to name a few. A number of Henderson County schools, Holy Name School and the Henderson Community College are within the city limits. There are also many churches located throughout the city. Several public/semi-public uses are also located within the central business district. The Henderson County Library is located in the downtown area.

BALANCING LAND USE

Parks & Recreation Land Use - A number of park and recreational facilities are located along the Ohio River, including the large Atkinson Park complex north of downtown. John James Audubon State Park is located in the north-east corner of the city. Other parks and recreational facilities are scattered throughout the city. Each school also has recreational facilities available. There are also four larger cemeteries within the city. Three are located along the South Green Street and South Main Street corridor. Fernwood Cemetery is located along Madison Street.

Industrial Land Use - Henderson has three large concentrations of industrial development. The first area is due east of the CBD along the CSX railroad. Industrial development extends from South McKinley Street north to Eighth Street. The second area is the Henderson Corporate Park located along KY 136 near the CSX railroad. The third area is in the south end of the city between KY 136 and the Ohio River.

Floodplain/Environmentally Sensitive - The major environmental issue within city limits is the floodplain along the Ohio River and Canoe Creek. There are many undeveloped areas in the city that are prone to flooding.

Agricultural & Open Space Land Use - There are some large tracts of agricultural use within the city limits. Most of these agricultural areas are within or adjacent to the floodplain. It is assumed that most agricultural lands within city limits that are not within the floodplain will eventually be developed. Agricultural lands within the floodplain will most likely remain agriculture or open space uses.

CITY OF CORYDON EXISTING LAND USE

Existing land use within the City of Corydon is primarily single family residential. Commercial land uses are located along US 60 and are intermixed with single family homes. The most

concentrated area of commercial use is along US 60 between First Street and Third Street. Public/semi-public land uses, including city hall and several churches, are also mostly located along US 60. Crawford Field and Park is located on the east side of the city between First and Second Street. The Corydon Cemetery occupies a large tract of land on the southwest corner of the city along US 60. There are no industries located within the city and no floodplains. Much of the city consists of older, residences and some older, vacant commercial uses. The City of Corydon has acquired and cleared some of the vacant commercial structures in order to combine the lots and make them ready for redevelopment.

HENDERSON COUNTY EXISTING LAND USE

The land use patterns in Henderson County have been structured by the location of the floodplain, surface mining and the transportation network. The most intensive land development has occurred in spot locations near the City of Henderson and in small rural communities scattered around the county. Reed, Graham Hill, Zion, Bluff City, Hebbardsville, Rankin, Anthoston, Niagara, Robards, Cairo, Dixie, Geneva and Smiths Mill. The Robards area was incorporated as a sixth class city on November 11, 1997. In addition, large scale industrial development has occurred near Robards in the south central portion of the county near the Webster and McLean County lines.

Residential Use - The conversion of agricultural land into residential land uses has resulted in development near the city limits of Henderson or piano-key development along existing roadways. This type of development ranges from single family mobile homes and stick built houses to larger estate homes. Newer subdivision development containing moderately to upper scale housing has also occurred in the

county as a result of the minimum acreage requirements or only 15,000 square feet for houses on septic systems. This development pattern, while offering a desirable, rural estate lifestyle at low densities, poses environmental problems at greater densities; especially, where septic tanks are utilized in large concentrations.

Commercial Use - The low density residential character of Henderson County, outside of Henderson and Corydon city limits has not created sufficient demand or justified the enhancement of sizable commercial operations. Therefore, most commercial operations in the county consist of small gas stations and convenience/grocery stores to serve the needs of a limited number of people.

Public/Semi-Public/Office - Public uses scattered throughout the rural areas of the county include several elementary schools and volunteer fire departments. Other public and semi-public uses, especially churches, some with adjacent cemeteries are located throughout the county.

Industrial Use- The major industrial area outside of the City of Henderson is near Robards. The three largest facilities are Alcan, Tyson Foods, and the Columbia Distribution Center. The 4 Star Industrial Park is located in this area. Other smaller industrial uses are located at scattered sites in the county.

Parks & Recreational Use - Major Park and recreational uses in the county include the Slough's Wildlife Management Area (WMA), the Sandy Watkins Park, the Green River State Forest and Ellis Park Race Track. The Slough's WMA covers some 10,000 acres in several units in Henderson County and Union County. The portions in Henderson County are located in the far northwest corner of the county. The Green River State Forest consists of 1,106 acres located in two major tracts along the Green

River northeast of Henderson. Ellis Park Race Track is located on the north side of the Ohio River near Evansville, Indiana. There are also several private hunting and fishing facilities in the county.

Floodplain/Environmentally Sensitive -

Floodplains, wetlands and coal mine reserve areas greatly impact land use in the rural areas of Henderson County. Large portions of the county within the floodplain of the Ohio and Green Rivers are undeveloped due to frequent or potential flooding. This includes the entire north west corner of the county beyond Smith's Mill and Geneva, the area along Old Henderson-Evansville Road north of US 41, large portions of the area between the Ohio and Green Rivers in the east end of the county, and areas along the Green River in the south end of the county. Floodplains and wetland areas along Canoe Creek and its tributaries also remain undeveloped. This land is mostly used for agriculture or remains as open space. There are a few farm houses in these areas. There are also large tracts of land which have been or will be mined for coal in the south east corner of the county west of the Green River. Refer to the Henderson County Zoning Map for the location of these coal mine areas. Coal mine areas are considered environmentally sensitive as any new development on previously mined areas is taking place on disturbed land. Settlement, subsidence or erosion in these areas can adversely affect new structures and facilities. Also, new development should not take place on lands that will be mined in the future.

Agricultural Use/Open Space - The majority of land in the un- incorporated areas of Henderson County is devoted to active and inactive agricultural uses. As noted in the economic development chapter, Henderson County is a major producer of soybeans, corn for grain, grain sorghum and wheat for grain.

BALANCING LAND USE

FUTURE LAND USE

The Future Land Use Plan is intended as a guide for the physical development of the Henderson County. The plan includes proposals for the amount and location of land that will be needed as growth and development continues. Its purpose is to serve as a basis for creating an environment or pattern of development where the various uses of land compliment rather than conflict with each other.

The Future Land Use Plan includes both the map and the associated text. As stated before, the map and text should be used together when making land use decisions. In some areas the map shows that little or no change from the existing land use pattern is anticipated. In other areas, significant change is anticipated, though this change may occur at various rates or not at all in the next five to ten years due to unpredictable economic trends and other factors such as the extension of wastewater services and road improvements. Rezoning of various areas consistent with future land use designations may therefore become appropriate at various times throughout or beyond the five to ten year planning period as conditions warrant. Nevertheless, the maps indicate areas deemed most suited to future urban development when it occurs.

The second major element of the future land use plan are the land use policy recommendations included in the text. These policies supplement the maps by providing a framework for managing and directing the changes that will occur during the planning period. Application of policy guidelines will help determine when an area is ready for the changes anticipated on the land use map. At times, application of the policy guidelines may indicate the appropriateness of changes not anticipated on the land use map, thus

necessitating an amendment to the zoning map prior to granting a development request.

In addition to determining the appropriate location and intensity of various land uses, the policy guidelines provide a framework for reviewing and ensuring the quality of new development. They also assist the Planning Commission in regulating the impacts of new development on surrounding uses, the environment and existing public service delivery systems. These policies will be implemented through amendment of the Zoning Ordinances and Subdivision Regulations, and review of subdivision and site plan development proposals.

BASIC ASSUMPTIONS

Basic assumptions about future social and economic conditions in the county and city underlie the formulation of goals, objectives and policies upon which this plan is based. These basic assumptions, some of which have been stated or implied in previous chapters, are as follows:

1. Economic growth will continue in the county as a result of infrastructure improvements and existing development pressures. Growth rates are likely to increase once I-69 is constructed through Henderson County due to increased accessibility to the area.
2. Population growth will occur in response to economic opportunities, location near transportation routes and cost-of-living factors. Some of this growth will result from a natural increase in population with most population shifts resulting from immigration.

3. The major transportation mode in the county and cities will continue to be the private automobile, with supplemental publicly funded transportation becoming more widely available. With increase traffic and congestion, the provision of a functional, efficient, multi-modal transportation system will become increasingly important to the planning area.
4. The location of floodplains and storm water drainage will continue to be a

URBAN SERVICES BOUNDARY

The principle objective of the Land Use Plan for Henderson County is to contain urban development into areas where urban services either presently exist or where such services can easily be extended without undue cost. Urban development includes, but is not limited to industrial, commercial, high density residential and concentrated single family uses. It generally does not include agricultural uses and its related housing. The urban services boundary for the area around the City of Henderson is defined as the area north of the US 425 Bypass and west of HWY 1078 North. Urban development should be encouraged in this area if public water and wastewater service is available and there is capacity to treat the wastewater produced by the new development. New development, infill development and redevelopment should be encouraged within areas where these and other urban services are already available before allowing development in such areas.

This accomplishes two purposes:

1. Future development will have minimal impact upon the direct and indirect costs of providing government services and will thereby enable government to provide a high standard of service to current and future residents.

major factor in determining appropriate and economically feasible development patterns, throughout the county.

5. Pressure for residential and commercial development will continue in conjunction with regional economic development, transportation and infrastructure improvements. (The quality of these developments will continue to be a major issue as the community strives to maintain its unique character and heritage).

2. Agriculture is an important sector of the economy in Henderson County. In order for the county to continue to benefit from an agricultural economy, land must be reserved for this use and be protected from encroachment of urban and indiscriminate residential uses. This is important especially for those areas that consist of prime farmland.

INTERSTATE 69

The major constraint to completing the portion of the proposed I-69 through Henderson County, from both a financial and engineering perspective, is the need for a new crossing over the Ohio River. (Funding for a financial planning study for a crossing is not yet established in the current Kentucky Six Year Transportation Plan). This means that final engineering and acquisition of land for I-69 is unlikely to occur during the short term (5 Year) planning period and that construction may not begin within the next ten years or longer. However, from a land use planning perspective, it is important to consider the proposed route for I-69 when making current land use decisions. When a proposed route or corridor for I-69 is officially designated, development that would impede the construction of I-69 should receive enhanced review.

BALANCING LAND USE

CITY OF HENDERSON FUTURE LAND USE

Figure 8-1 depicts the Future Land Use Map for the City of Henderson and the immediate surrounding area. Appropriate infill development in the city and redevelopment of other existing uses will be primary future land use issues for areas currently within city limits. These principles and policies also apply to new development outside the City of Henderson but within the Urban Services Boundary.

LOCATION PRINCIPLES AND POLICIES

General principles relating to the location of urban land uses provide a reference for the Planning Commission in the development of a Land Use Plan and other tools to promote orderly and systematic growth throughout Henderson County. Principles for the major types of land uses are provided below as guidelines for the consideration of zoning change requests. These policies and the land use map should be utilized together in consideration of these requests. The map should provide the planning commission with the preferred land use for a site, while the written development policies serve as guidelines by which to review the development plan to ensure conformance with the comprehensive plan and determine the appropriate zoning classification.

GENERAL PRINCIPLES FOR ALL NEW DEVELOPMENT

The following are general principles that apply to all new development:

1. All new development shall meet all applicable federal, state and local standards regulating the impact of development on land, air, water, historic resources or natural areas in the county.
2. Future development should be contiguous to existing developed areas to minimize costs of public facilities such as water, sewer, police and fire services. Provision of these services should be contingent upon these areas being annexed into the City of Henderson.
3. No lot should be created by any subdivision of property that would prevent conformity to any applicable city or county regulations.
4. Where land conditions are in doubt, it shall be the responsibility of the developer to prove the feasibility of development upon the land in compliance with federal, state and local regulations and standards.
5. All development shall utilize and retain natural topography and vegetation in the development design and layout to the extent practicable.
6. Development should be discouraged in the designated 100-year floodplain areas or other environmentally sensitive areas.
7. The protection of structures and sites that have historical value is encouraged during rehabilitation activities and infill development.
8. Areas of critical environmental importance, areas of high ecological sensitivity, and areas containing unique features shall be preserved in the development process.

9. Compatibility standards as specified in the following land use development policies and zoning ordinance shall be followed. These standards shall require more intensive uses locating next to
10. less intense uses to provide buffering to protect the less intense use from the impacts of noise, glare, dust, vibration, odors, traffic or other vehicular use and visual appearance. Acceptable buffers may include any combination of fencing, deciduous and/or evergreen plantings, open space, earthen mounding, etc. as accepted and approved by the planning commission in the development plan process.
11. Onsite permanent or temporary storage of drainage waters should be provided in each development to compensate for the amount of drainage capacity lost to impermeable surfaces.
12. Approved storm water drainage systems separate from the waste water collection system should be required of all developments.
13. New street intersections with the KY 425 by-pass should be avoided by use of shared service and frontage roads and access from existing cross roads.
14. Any development that occurs surrounding the by-pass shall be connected to public utilities (water and sewer) and subject to the economic feasibility of the utility providing these services.

RESIDENTIAL DEVELOPMENT POLICIES

The following are general principles that apply to all residential development:

1. The increase or decrease of density can function as a transition between incompatible land uses.
2. Residential development should be of a very low density and rural in character in areas where urban services (especially public sewers) cannot economically be provided and are not anticipated to be provided within the planning period.
3. Permitted residential densities shall be calculated on the basis of net developable land, excluding street rights-of-way, steeply sloped areas, and other public land dedication and shall be compatible with adjacent land uses.
4. Residential areas shall generally be located away from incompatible land uses such as large commercial or industrial sites, or other uses characterized by high traffic volumes, odor, noise, dust or dirt, inappropriately intense lighting and any other nuisance created by these types of uses.
5. Due to the impacts of noise and vibrations, new residential development should not occur immediately adjacent to heavily used railroads and interstate type highways including state parkways. The amount of setback or the need for noise barriers will depend on the amount of highway and train traffic and other factors such as the location of areas where trains are required to blow a whistle due to railroad crossings. Non-residential construction or appropriate landscaping can act as a buffer. A noise assessment should be required to determine specific requirements.
6. Residential subdivisions should be served by central water and public sanitary sewer systems.

BALANCING LAND USE

7. Within the range of allowable residential densities (as specified in the Henderson County and Henderson Zoning Ordinances) for a given residential zone, the maximum permitted density for a zone change request shall be determined by referring to the Comprehensive Plan Future Land Use Map and by using the following criteria:

Soils and Slope Assessment

- Acreage in different soil groups.
- Acreage in slopes of varying degrees
- Other physical limitations of the site (floodplain, wetlands, poor drainage etc.)

Characteristics of road network serving the development

- Distance from the nearest state or federal highway with available capacity to absorb projected increases in traffic due to proposed new development.
- Traffic analysis is suggested for higher density developments and should be provided by the developer upon request from the planning commission prior to the approval of the development proposal.
- Distance from a publicly maintained road of at least 18 feet in width with available capacity to absorb the projected increases in traffic due to the proposed development.

Characteristics of the access roads:

- Hard surfaced, state maintained road
- Hard surfaced, city/county maintained road
- Gravel surfaced, city/county maintained through road
- Gravel surfaced, city/county maintained dead-end road
- Public or private road not publicly maintained

Community Services/Public Facilities Assessment

- Percent of adjacent and surrounding area developed
- Distance to nearest development within an unincorporated area
- Compatibility with adjacent or surrounding development, in terms of type, intensity and nature or existing or planned land uses.
- Access to central water supply with available capacity to serve the proposed development
- Access to central wastewater treatment facility with available capacity to serve the proposed development

- Distance to a fire department and/or a fire hydrant.
- Distance to a public school facility with capacity to accommodate additional students at the projected date of project completion.
- Distance to nearest neighborhood shopping center.
- Residential units should not be located facing directly on or have access directly to arterial or major collector roads.
- Adequate buffering and/or building setbacks shall be required where residential uses abut arterial or major collector roads or existing industrial or commercial uses.
- Each residential area or neighborhood should be served internally only by minor streets that discourage through traffic. These minor streets should channel local traffic into collector streets that serve to connect several neighborhoods with major thoroughfares.
- Residential developments should offer amenities in the form of green space/recreation areas, varied topography, attractive vegetation and good views, while avoiding sites that are low, poorly drained or with slopes exceeding 12 percent.
- All residential development shall be required to provide adequate off-street parking, street lighting, sidewalks or alternate pedestrian routes.
- Infill housing development should be compatible (in size, design, construction materials, etc.) with existing homes and neighborhoods.
- Open Space/Recreational areas should be developed or dedicated as part of residential development.

COMMERCIAL DEVELOPMENT POLICIES

The following are general principles that apply to all commercial development:

1. Existing commercial activities, which are presently located in areas that are not desirable for commercial development or expansion, should either be redeveloped or stabilized (not expanded).
2. Commercial areas should be accessible to major traffic arteries; however, new curb-cuts should be kept to a minimum by requiring commercial facilities to share frontage roads, service access areas or parking lots.
3. Concentrated clusters of stores, as opposed to linear developments, along major thoroughfares should be encouraged, as they are more convenient and tend to protect overall property values.
4. Buffering or screening shall be required when a commercial area is proposed next to existing residential areas. Trees, landscaping, benches and other site amenities should be incorporated into the design.

BALANCING LAND USE

5. Commercial development should be designed to include sidewalks or other alternative routes for pedestrians, bicycles and handicapped people.
6. Commercial signs should not be a visual nuisance or safety hazard to vehicular traffic.
7. Commercial design shall include adequate parking facilities with entrances and exits from major streets that minimize interference with traffic flow.
8. Limited mixing of commercial and residential uses is encouraged as part of a Planned Unit Development or other appropriate locations such as second floor apartments above first floor commercial uses in the downtown area. However, such mixing should be well planned and regulated as part of the Planning Commission's review process.
9. All commercial development proposals shall include an assessment of impacts on the environment, on existing service systems, traffic patterns and on adjacent properties.

SHOPPING CENTER DEVELOPMENT POLICIES

1. In addition to the general commercial development policies, the following issues should be addressed in the development of shopping centers including those composed of big box retailers:
 2. Development of shopping centers should be allowed when it can be proven that the need clearly exists. Redevelopment of vacant shopping centers should occur prior to developing new shopping centers.
 3. There should be a smooth transition between the commercial area and adjacent land uses. This transition should reflect existing architectural and residential character.
 4. Shopping centers should be developed according to appropriate shopping center standards in order to ensure attractive, stable, convenient places to shop and to permit maximum benefit and support of shopping centers from compatible uses and community facilities.
 - a. A properly designed internal traffic plan and adequate parking shall be required. Large parking lots shall be adequately landscaped. Where possible, parking areas should be dispersed throughout the site and/or located to the rear and side of the development with minimal view to the motoring public.
 - b. Screened loading and unloading areas that cannot be viewed by the motoring public or adjacent residential areas.
 - c. Pedestrian circulation within the proposed development and between the commercial area and adjacent neighborhoods and other public facilities should be part of a development.
 - d. Buffering from less intense adjacent uses.
 - e. Adequate setback from the street right-of-way.

- f. Where adjacent to residential areas, lighting and loud speaker systems (where allowed) should be non-obtrusive.

CENTRAL BUSINESS DISTRICT DEVELOPMENT POLICIES

The central business district of each city typically functions as the historic focal point of the community and serves a variety of functions including retailing, entertainment, administration and government. In addition to the general commercial development policies, development policies for the central business district in Henderson should encourage:

1. An efficient and compact place in which to move about and conduct business. The central business district functions more efficiently if shopping and other activities are oriented to the pedestrian. Convenient parking lots and sidewalks are a necessity. Therefore, any development or redevelopment of properties in this area shall provide adequate sidewalks and parking facilities. Parking facilities should be provided to the rear and side of lots in order to minimize the visual impact of these uses.
2. The central business district should be an attractive place in which to shop. The development of a safe, pedestrian friendly environment in the Henderson central business district shall be encouraged.
3. Infill development or redevelopment of an area within the central business district should be compatible with the historic context of the area and consistent with existing structures in scale, mass, design and streetscape. Any plans for development or redevelopment should focus on the preservation and revitalization of the area, keeping a similar mixture of land uses. Encroachment of commercial or industrial uses into established residential neighborhoods is discouraged.
4. The development of a variety of activities within the central business district shall be encouraged to enhance its appeal for human interaction.
5. Redevelopment of the riverfront for recreational and tourist activities should continue.
6. The renovation of the upper stories of existing downtown buildings for residential and office uses should be encouraged.

HISTORIC DISTRICTS

These additional development policies could apply to areas within designated National Register Historic Districts:

1. Development proposals that include the demolition or significant alteration of existing structures, especially those historic in nature or architecturally significant to the neighborhood, shall be discouraged in order to preserve the integrity of the historic districts.
2. Within districts which are predominately residential, conversion of structures from residential to commercial or other uses shall be discouraged and only allowed where the proposed use is compatible (for example: home offices, small service related businesses) with existing

BALANCING LAND USE

residences. Auto-related businesses and other highway commercial uses are not appropriate in these areas.

3. Parking areas shall be placed to the rear or side of buildings and appropriately landscaped in order to minimize the visual impact of land use changes.
4. Signage shall be minimal and aesthetically pleasing for any proposed use in the historic districts in order to minimize impacts to the character and integrity of these neighborhoods.
5. Development proposals that include alteration of existing buildings or construction of new buildings (infill development) shall ensure that the design is compatible with existing structures, take into consideration the overall character of the neighborhood, and the site's original use. More specifically, infill development or building alterations must be designed to be compatible with the following: setbacks of existing structures in the neighborhood, over all streetscape, building height, massing and roof pitch, materials used, and fenestration (window opening, scale and pattern).

INDUSTRIAL DEVELOPMENT POLICIES

All future industrial development should be located in the planned industrial areas in Henderson, the 4 Star Industrial Park near Robards, or the Henderson Riverport. Additional industrial development in unincorporated areas of Henderson County, especially areas not served by public utilities, is not encouraged. There are an abundance of high quality existing industrial sites and facilities in Henderson and near Robards. It is anticipated that the existing industrial parks and other designated industrial areas are sufficient to meet the needs of new Henderson County industries for the planning period. These sites should be used first before additional land is zoned for industrial use.

Some small industrial-type home occupations and agricultural accessory uses should be permitted in agricultural districts as conditional uses. These small industries should include services related to agricultural activities such as farm implement repair, ham curing, limited warehousing, etc. Home occupations in agricultural districts should be flexible but moderately restrictive. The following are specific industrial development policies:

1. Existing industrial activities, which are presently located in areas that are not desirable for industrial development or expansion, should either be redeveloped or stabilized but not expanded.
2. Industries should be located in planned industrial parks or adjacent to an existing industry to form industrial clusters.
3. Land, which can be most advantageously used for industrial purposes, should be identified and reserved for industrial use and encouraged to be exclusively used for such purposes. These areas are shown as future industrial use areas on the future land use maps. Small pockets of light industrial uses may be desirable in areas where existing commercial activities have a similar impact to adjacent uses.
4. Industrial sites should have good access to highways and when required, rail and river facilities.

5. Industrial areas should be located in areas served by or capable of being served by water, public sewer, gas and electricity within the planning period. The availability and sufficient size must be a prerequisite for an industrial use.
6. Industrial developments shall provide adequate buffering between proposed uses and adjacent existing or zoned commercial and residential uses. These sites should also be separated from other areas by such buffers as major highways, railroad lines, parks, greenways or natural geological features. In addition, landscaping and beautification of all industrial sites shall be required.
7. Enough land should be provided for industrial operations, future expansions, off-street parking, loading and unloading.
8. All applications for new or expanded industrial development shall include an assessment of impacts on the environment, existing service systems and adjacent properties. This assessment shall include:
 - a. Impacts on land, air quality, surface and ground water, historic resources and natural areas.
 - b. Impacts on community service systems, including water, wastewater, traffic, schools, police, fire and recreation.
 - c. Impacts on adjacent land uses, including noise, traffic, glare, dust, odors, vibrations and visual appearance at the property line of the proposed use.

PUBLIC/SEMI-PUBLIC/OFFICE DEVELOPMENT POLICIES

Public facilities such as schools, city and/or county administrative buildings, and fire stations should be designed so as to compliment the areas in which they are located. They should be convenient to the population served while at the same time creating the least possible conflict with adjoining uses. Particular importance is attached, therefore, to adequate site size to accommodate future as well as existing needs. Buildings should be properly related to parking and service areas and the streets must have adequate capacity to handle the circulation requirements of the facility.

Office land uses which are not part of retail or service establishments have less of an impact on residential areas than other commercial uses. Professional office developments can be used as a transition use or buffer between residential areas and commercial uses. They can also be used as a buffer between residential uses and noise generating uses such as parkways and railroads.

UTILITY DEVELOPMENT POLICIES

Utility development policies are an important part of a land use plan. These policies can be used to control and guide development by encouraging development where utility services are available. Due to topographical conditions, sparse population, and/or remoteness of many areas of the county, it is often cost prohibitive and impractical to extend public utilities to those areas. The following policies are recommended to guide future utility extensions:

BALANCING LAND USE

1. Adequate utilities should be extended on a priority basis to all areas within the planning area that are urban in character and within the service areas of the respective utility providers. Those sites within the city that are currently unserved shall be the first priority. The utilities extended into urban or urbanizing areas should meet health and safety standards, including firefighting capability.
2. All new developments whether they are residential, commercial, industrial, or recreational in character should have the proper utilities installed by the developer whether private or public.
3. The extension of utilities of proper capacity in designated growth areas should precede development or be installed at the time development occurs.
4. The use of underground utilities should be encouraged where feasible.
5. When utility construction equipment, materials or hardware are stored outdoors, the site shall be screened and landscaped in such a manner as not to detract from the surrounding area.

CITY OF CORYDON FUTURE LAND USE

Figure 8-2 is the Future Land Use Map for the City of Corydon. It is anticipated that the city will remain primarily low to moderate residential use. As discussed under existing land use, redevelopment efforts within the city are encouraged. There is one area along the railroad designated for industrial use. This area would be most suitable for a small light industrial use rather than a heavy industrial use given its proximity to existing residential areas. No new development should be allowed along the bypass unless that area is annexed into the city and the new development is connected to the wastewater treatment system.

HENDERSON COUNTY FUTURE LAND USE

Figure 8-3 is the Future Land Use Map for the unincorporated areas of Henderson County. The development policies for land which is within the urban services area which is shown as a future use other than agriculture is included in the discussion for the City of Henderson. As discussed earlier in the comprehensive plan, agriculture is an important component of the local economy. In addition, many of the farms in Henderson County are historic and contribute to the unique qualities of the community.

Therefore, it is important to preserve the character and integrity of these resources. Preservation of these areas can also enhance tourism. On the future land use map areas that should remain agricultural are shown in white.

EXISTING RURAL SETTLEMENT DEVELOPMENT STRATEGY

Throughout the rural areas of Henderson County, there are several small communities that possess a strong historical, physical, and social identity. These rural settlements include Baskett, Spottsville, Reed, Graham Hill, Zion, Bluff City, Hebbardsville, Anthoston, Niagara, Robards, Cairo, Dixie, Geneva and Smiths Mill. These communities are characterized by public recognition of their existence, limited urban services, low density of development and a desire of the residents to maintain the identity of their community.

In order for these settlements to continue to exist, provisions must be made for limited, low density residential expansion. This allows young people in the community to form new households and permits the replacement of housing that has become physically unsound. Where such settlements exist and where fire protection, a public water supply, electrical

service and environmental conditions are conducive to the safe and effective operation of septic systems, it is proposed that limited and controlled residential rehabilitation, redevelopment, and expansion be permitted and encouraged. This does not include large residential subdivisions on septic systems. Rural subdivision developments should be discouraged unless they can be connected to a public wastewater treatment system.

INDUSTRIAL DEVELOPMENT POLICIES

Industrial development in the south end of the county should be located within the existing 4 Star Industrial Park where water and wastewater treatment facilities are currently available. Additional land in this area which should be reserved for future industrial development is identified on Figure 8-1. A block of land which has been mined is also shown for future industrial development. Industrial development on reclaimed mined lands should only be approved if engineering and geotechnical studies indicate that the site is suitable for such development and appropriate water, wastewater and other infrastructure can be provided.

AGRICULTURAL DEVELOPMENT POLICIES

In recent years an increasing amount of land has been subdivided into lots for residential use in the unincorporated areas of the county under current agricultural zoning. This type of residential development has two major disadvantages. First, it makes inefficient use of the land, creating subdivisions with larger lots to accommodate septic tanks which could be more difficult for homeowners to maintain. In addition, groundwater contamination is likely to occur with the concentrated use of septic systems. Second, it threatens the viability of prime agricultural lands as conflicts often arise

when concentrated residential uses are established next to farms.

There are several alternatives to this type of development which should be considered by Henderson County. The first would be to increase the minimum lot size. The advantages of this is the reduction of residential development in areas used for agricultural purposes, and maintains larger lots more suitable for agricultural use. It is suggested that a minimum of ten acres is needed for most agricultural enterprises to be economically viable. The disadvantages of this option are that it greatly increases development and housing costs.

A second alternative would be conservation or cluster zoning for residential subdivisions. In this scenario, a concentrated area of housing is permitted in exchange for set aside open areas. Instead of 20 houses scattered over 25 (twenty-five) acre lots, 20 houses could be placed on five to ten acres with smaller lots. The remaining 90 acres would then be used for open space, agricultural or recreational use. This type of subdivision accommodates residential development while preserving open space. The disadvantages are that more complicated legal mechanisms must be used to insure that open areas are not developed and alternative wastewater disposal methods must be provided.

A third solution is to only permit residential development which is adjacent to city limits and can adequately be served with urban services. However, the solution to current development trends in agricultural areas may be a combination of options. Recommendations should be developed as part of an overall review of current zoning regulations. County officials should be directly involved in such a study as the Henderson County Fiscal Court will

BALANCING LAND USE

ultimately have to approve any changes to the zoning ordinance.

The following criteria should be considered when development in agricultural areas is proposed:

1. **Soils.** Soils considered to be prime farmland by the U.S. Department of Agriculture are of major importance in providing food and fiber. They have properties favorable for economic production of high yields of crops with minimal inputs of economic resources. Farming these soils results in the least damage to the environment. Deterring urban development from areas with prime soils should be encouraged to be consistent with the goals related to agriculture.
2. **Previous Land Use.** A good method for determining which lands are no longer agriculturally viable is by looking at when the land was most recently farmed. Land currently being farmed or farmed within the last year may still be economically productive while land not farmed for the last five years may have lost its utility.
3. **Surrounding Land Use.** Reducing conflict between various land uses is a central concern. Farming requires use of heavy noisy machinery and produces dust that can be disturbing to non-farm rural residents. Residential developments should be discouraged in areas with active farming where little previous residential development has occurred.

4. **Availability of Urban Services.** This indicator is concerned with the costs of providing additional public services to previously undeveloped areas. Development in areas located great distances from existing city services, including police and fire protection, is inefficient and can cause the cost of providing the services to increase.
5. **Type and Width of Road.** This is another indicator of public service costs. New development on narrow or unpaved roads will eventually require road improvements. An orderly plan for road improvements is the most desirable and cost efficient method of managing public road systems. Consequently, rural residential development should be located near or along already improved collector or arterial roads.

SURFACE MINED LANDS

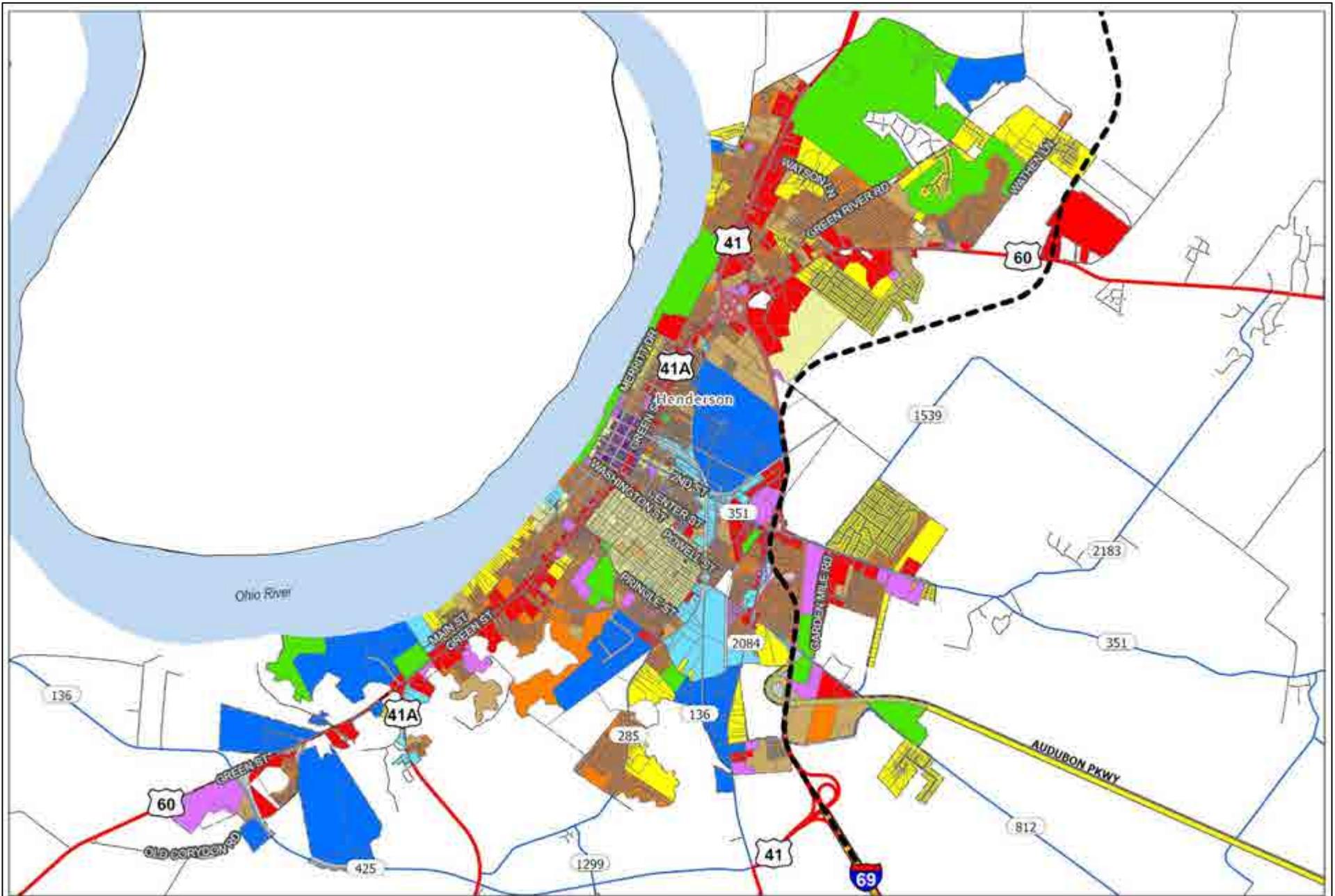
Some of the appropriate future land uses for reclaimed mine lands is wildlife habitat, forest, open space and some types of agriculture such as pasture. Best practices should be used when reclaiming land that had previously been used for surface mining. It would be appropriate to use reclaimed mines to improve the community. Such improvements could be public parks, natural conservancies, or farmland.

GOALS:

Wisely plan for land uses in appropriate locations to maximize quality design and minimize the adverse impacts of development.

Objectives:

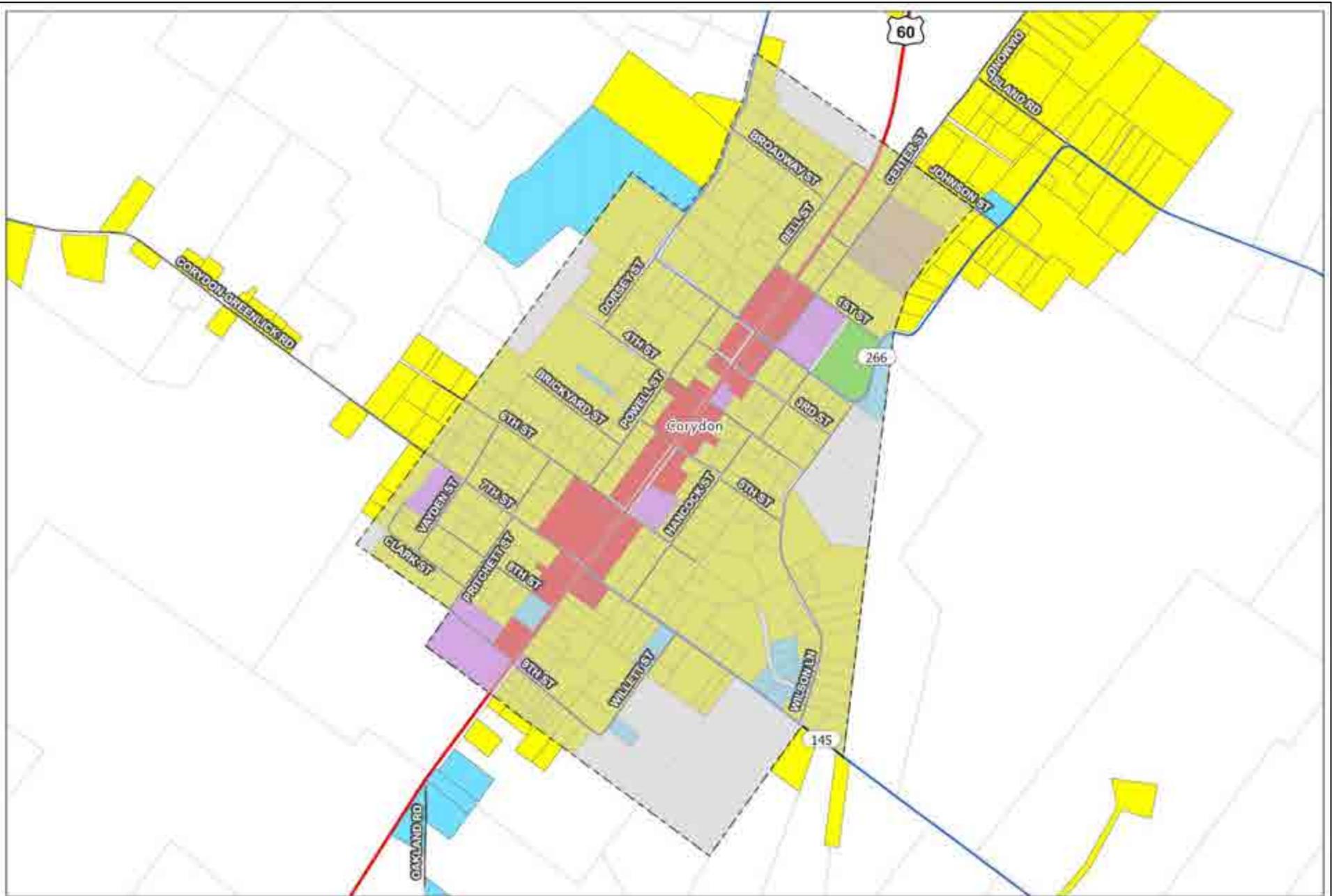
- ✓ Identify areas of opportunity for infill, redevelopment and adaptive reuse that respect the area’s context and design features.
- ✓ Guide development to existing centralized areas served by adequate infrastructure to avoid decentralized and scattered development.
- ✓ Promote mixed use neighborhoods to create a vibrant built environment.
- ✓ Minimize road frontage developments (“piano-key/flag lots”) along existing county roadways for safety and to prevent interruptions of rural viewsheds.
- ✓ Guide industrial growth to existing industrial areas and ensure they are compatible with the surrounding uses and are served by adequate public facilities and services.
- ✓ Preserve agricultural land, while protecting the economy and heritage of rural areas of the county.



Future Land Use
 City of Henderson
 Comprehensive Plan 2021

- | | | | | |
|---------------------------|----------------------------|---------------------------|--------------|-------------------|
| AG | High Density Residential | Mixed-Use | City Street | Parkway |
| Central Business District | Light Industrial | Parks & Recreation | County Road | US Hwy |
| Commercial | Low Density Residential | Public/Semi-Public/Office | Interstate | Future I-69 Route |
| Heavy Industrial | Medium Density Residential | City Limits | KY State Hwy | |

Source: HCCPC, HCCGES
 Map is intended for
 illustrative purposes only.
 No warranty, expressed
 or implied, shall apply.
 Map Date: 12/2/2021

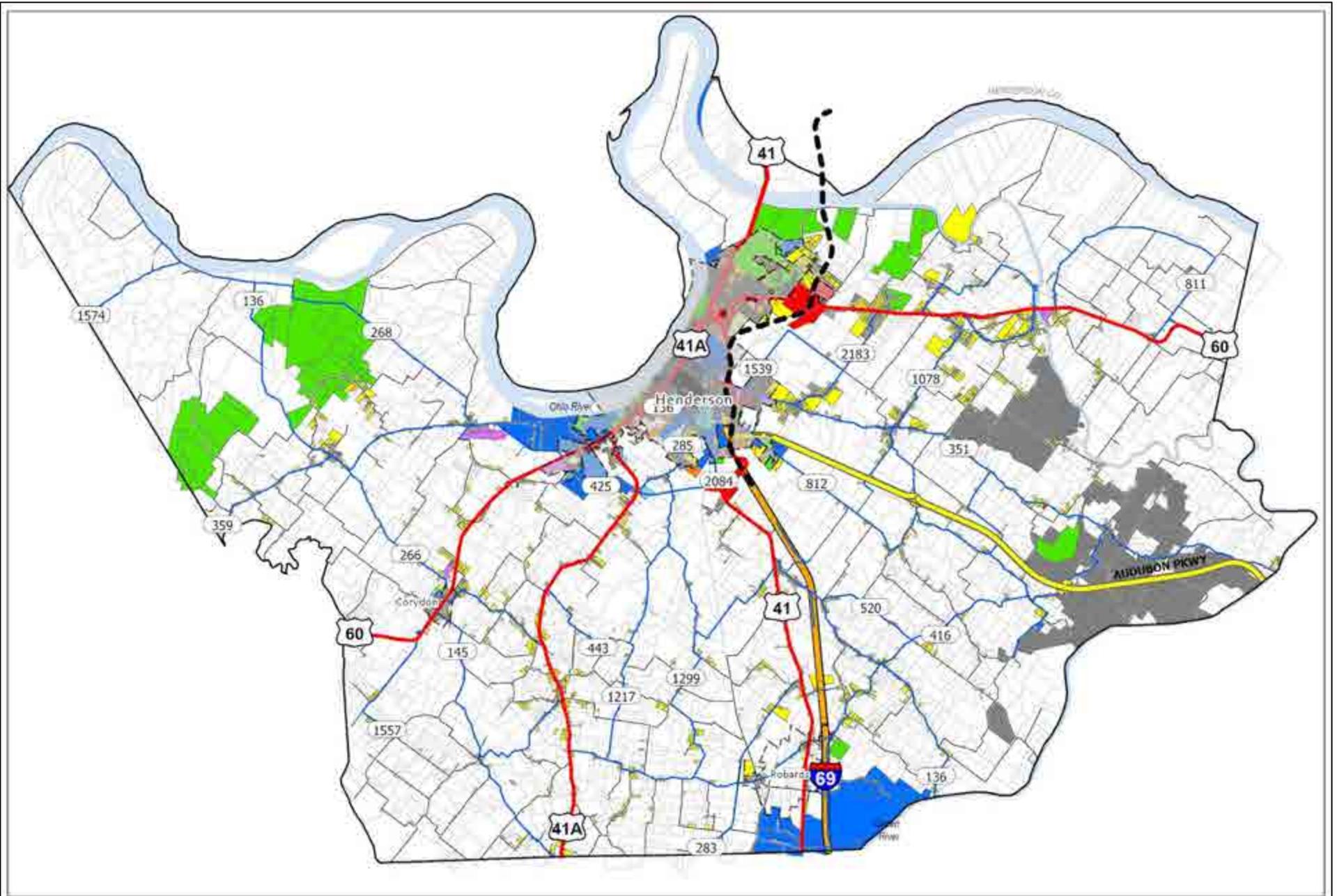


Future Land Use
City of Corydon
Comprehensive Plan 2021

- | | | | |
|--------------------------|-------------------------|---------------------------|--------------|
| AG | Light Industrial | Public/Semi-Public/Office | KY State Hwy |
| Commercial | Low Density Residential | Corydon | US Hwy |
| High Density Residential | Parks & Recreation | County Road | |

Source: HCCPC, HCCGIS
Map is intended for illustrative purposes only. No warranties, expressed or implied, shall apply.
Map Date: 12/6/2021





Future Land Use
 Henderson County
 Comprehensive Plan 2021

Legend	
AG	High Density Residential
Central Business District	Light Industrial
Commercial	Low Density Residential
Heavy Industrial	Medium Density Residential
Mixed-Use	Parks & Recreation
Public/Semi-Public/Office	SM
City Limits	KY State Hwy
City Street	Parkway
County Road	US Hwy
Interstate	I-69 Route

Source: HCCPC, HCCGIS
 Map is intended for illustrative purposes only. No warranties, expressed or implied, shall apply.
 Map Date: 12/16/2021



CHAPTER NINE:

RIVERFRONT & DOWNTOWN ENGAGEMENT

IN THIS CHAPTER

- **Introduction**
- **Riverfront & Downtown Element**
- **Existing Conditions**
- **Riverfront & Downtown Engagement Vision**
- **Riverfront & Downtown Engagement Policy**
- **Vision Plan Ideas**

INTRODUCTION

Riverfront development does not necessarily mean erecting impressive new buildings of glass and steel. It can include passive recreation areas, walkways, fountains, staging areas, picnic areas, scenic overlooks, areas created strictly for their aesthetic value, as well as traditional commercial and residential developments where appropriate. Indeed, as far as this plan is concerned, protection of the riverfront is the corner-stone of any riverfront development.

The riverfront should not be viewed as an entity isolated from the remainder of the community. It is incumbent that any riverfront development must compliment the entire community and more specifically the Central Business District. Successful riverfront development will bring both tourists and local residents to the downtown area.

The Riverfront and Downtown Engagement element should establish goals, objectives, and policies that provide the groundwork for a pedestrian friendly downtown Henderson that is more inviting to citizens and guests. The Riverfront and Downtown Engagement element should also address more efficient pedestrian and vehicular traffic in order to facilitate greater access to the Central Business District.

INTENT OF THE RIVERFRONT AND DOWNTOWN ELEMENT

The intent of the Riverfront and Downtown Engagement element is to provide detailed framework and a basic foundation for the engagement of downtown Henderson. Engagement of the Riverfront and Downtown area will require connecting the community with the Ohio River. This can be accomplished through private

development and the creation of public spaces on or near the river. It is vital that vacant or underutilized land be redeveloped.

Although market forces may bring about change of the makeup of existing businesses, it is important to utilize our existing infrastructure, such as streets and sidewalks, to provide efficient access to all businesses located in downtown Henderson. Along with existing infrastructure, zoning laws should continue to allow for the redevelopment of existing structures that foster a blend of mixed-use development that is pedestrian friendly. A thriving riverfront and downtown should create a sense of community that preserves downtown Henderson's character while promoting opportunities for growth.

EXISTING CONDITIONS



"Henderson is on the river but never in it!" is how Leigh Harris, the publisher of the Henderson Gleaner, described what we call historic downtown Henderson after the historical 1937 flood that damaged many other cities along the Ohio River.

The Riverfront and Downtown areas consist of approximately 120 acres of historic buildings and wide streets and is

commonly referred to as the Central Business District (CBD). Downtown Henderson has existed since 1797 when General Samuel Hopkins, a Revolutionary War officer acting as agent for Colonel Richard Henderson, created the original plan of the City of Henderson. The plan was completed on April 6, 1797, which is now considered Henderson’s birthdate. Known for its wide streets, downtown Henderson has easy access to numerous shopping, living, and dining opportunities. Along with wide and safe streets, Henderson has large boat ramps that allow boaters easy access to the Ohio River for a variety of recreational activities. The Central Business District (CBD) is the highest density commercial land use due to lack of setbacks and multi-storied buildings. Parking on streets and in public lots is necessary to compensate for limited on-site parking within the Central Business District.



Historic Downtown Henderson is roughly bounded by the Ohio River to the northwest, Washington Street to the south, Green Street to the southeast, and Fifth Street to the northeast. As stated earlier, historic Henderson provides historic multilevel structures that have been renovated to provide ample retail, dining, and living possibilities. Wide streets and

sidewalks provide safe accessibility to all people who travel to Downtown Henderson.

RIVERFRONT AND DOWNTOWN ENGAGEMENT VISION



The vision of Henderson’s riverfront and downtown is one that creates a unique destination for living and entertainment. Residential and commercial mixed-uses should be encouraged. By encouraging mixed-used development, additional housing units and retail spaces will help create a sense of safety and community.





Central Business District
 City of Henderson
 Comprehensive Plan 2021

- Legend**
- Central Business District
 - City Street
 - KY State Hwy
 - US Hwy
 - Railroad

Source: HCCGS
 Map is intended for illustrative purposes only. No warranty, expressed or implied, shall apply.
 Map Date: 12/21/2021





Mixed-used structures with ground floor retail or office space, should allow for more dense residential dwellings on upper floors. The compact nature of downtown Henderson allows for easy pedestrian access. This enhanced access, should make historic downtown Henderson more inviting to tourism when public events like the W.C. Handy Blues and Barbecue Festival & Tri-Fest are held annually.



Development of the Riverfront and the redevelopment Downtown areas should promote the urban core and concentrate on historic preservation. Infill development of historic buildings, with “good bones” should be encouraged so that their character is retained but are updated to provide modern amenities and

safety. The development of underutilized, existing lots should also be encouraged to create livable and vibrant destinations for Henderson’s residents and visitors.

RIVERFRONT AND DOWNTOWN ENGAGEMENT POLICY

The City of Henderson has taken numerous steps to encourage growth along the Riverfront and in the Downtown area. First, the City of Henderson’s Central Business District is the highest density commercial land use due to lack of setbacks and multi-storied buildings. The purpose of this district is to augment and safeguard convenient areas for shopping, entertainment, and living opportunities in the Central Business District.

In addition to relaxed zoning regulations to enhance density, the City of Henderson has allowed for tax incentives to promote infill development for existing structures. The City of Henderson has created a tax moratorium for qualifying properties which are located in the Central Business District. To ensure that the historical nature of the downtown area is maintained, the structure must be at least twenty-five years of age or older to qualify.

Along with the aforementioned policies, the City of Henderson has also created new zoning districts that are meant to enhance development opportunities. These new zoning districts are called, “Riverfront Zones.” These districts are intended for properties abutting the Ohio River, or properties with river views. They consist of four different zones with varying degree of densities and uses. The riverfront zones are established as districts which provide for the future development of lands fronting along the river. These zones are meant to protect the natural beauty

element of the river and historic theme of the downtown while encouraging development which will promote tourism and use by the community in the downtown area. This type of development is meant to be a compliment to the Central Business District.



The first Riverfront Zone, RF-1 is intended to promote recreation, both active and passive. Permitted uses include parks, boat launching facilities, and farmers markets. The second Riverfront Zone is known as RF-2 and is meant to serve light commercial uses such as bed and breakfast inns, professional offices, and eating and drinking establishments.



The third Riverfront Zone is known as RF-3. This zone is meant to serve as public areas that provide passive recreational spaces

that should be used for picnic areas, walkways, and aesthetic landscaping. The final Riverfront District is the Riverfront Residential District (RF-4). This zone is meant to encourage the construction of and the continued use of land for single family residences, townhouses, and condominiums.

GOAL: To encourage a pedestrian friendly and sustainable environment, with development standards suitable to preserve the riverfront. Promote development in the downtown and on the river.

Objectives:

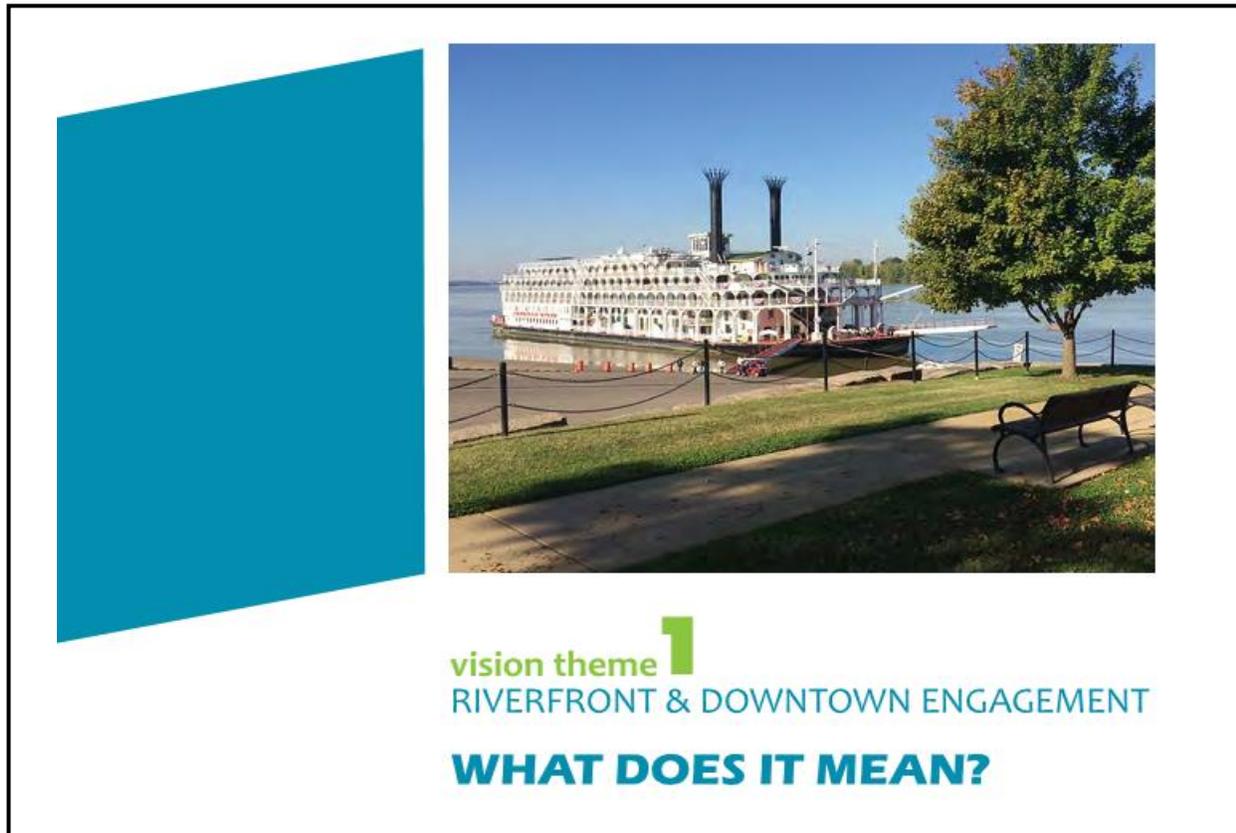
- ✓ **Promote the creation of significant gateways at major entrances into downtown to communicate the identity of the Central Business District and the significance of downtown.**
- ✓ **Promote waterfront development to enhance recreation and tourism.**
- ✓ **Support downtown and riverfront development that focuses on entertainment, dining and living options, to create a livable and vibrant destination for residents and visitors.**
- ✓ **Promote the vitality of the urban core through historic preservation, infill development on vacant and underutilized properties, and building upon the strong sense of neighborhood and community.**
- ✓ **Encourage the expansion of flexible new zoning districts, such as the HIP District, and the Riverfront Districts for downtown and riverfront development.**

RIVERFRONT & DOWNTOWN ENGAGEMENT

- ✓ **Review land use changes and new developments to ensure that historic structures, façades, sites, and districts are preserved and protected from adverse impacts.**
- ✓ **Encourage tourism and public events which showcase the riverfront and downtown.**

HENDERSON VISION PLAN
crafting our future

VISION PLAN
COMPREHENSIVE
Adopted 4|14|15



VISION PLAN IDEAS

The City of Henderson recently commissioned a study entitled, Henderson Vision Plan: Crafting Our Future. A vision plan is a community wide study that helps provide a defined direction and vision that is shared among community members. It is intended to be forward looking and strives to be far-reaching to help the community realize future goals. A vision plan is not intended to provide solutions to all of our community's challenges, but instead is meant to create "big ideas." These "big ideas" are meant to articulate our community's desire for the future. The Vision Plan, in conjunction with the Comprehensive Plan, will help guide community investment and development over the next fifteen to twenty years.

Equally important to defining the community's vision is having a plan for implementing that vision. The Vision Plan specifically addressed the Downtown and Riverfront areas. By doing so, it was able to express detailed goals while cultivating ideas provided by members of our community. The Henderson City-County Comprehensive Plan will encourage the strategies and action steps needed for implementing these goals and ideas.

riverfront & downtown engagement

BIG IDEAS FROM THE COMMUNITY

Additional Downtown Parking: Additional street, surface or potentially a parking structure in key areas of downtown.

Alcohol Permits for Events: Permitting to allow alcohol sales in confined outdoor areas for events and festivals.

Amphitheatre Upgrade / Outdoor Performance Space: Upgrades or reconfiguration of the amphitheater to be more usable for outdoor performances.

Arts Focused Initiative (Facility): See *Landmarking and Sense of Place Theme 5* for description.

Atkinson Park Expanded Programming: Determining additional or new needs in Atkinson Park, including youth recreational fields, senior programming, and community events.

Downtown Hotel: A small-scaled hotel, built by a private developer, that could serve not only visitors but also events, festivals and conferences. Facility could be tailored to showcase local/regional Henderson community arts.

Dog Park: Create downtown / Riverwalk dog park where many families gather. This park would include amenities usable for dogs, such as fences, agility stations, or dog water fountain.

Downtown Events, Festivals & Programming (Kentucky Christmas, Blues & Bluegrass Festivals, Expanded Downtown Walking Tours, Additional Programming at Tennis Courts & Train Depot, Etc.): Building upon the strong events that are currently held downtown, additional events and programs could include both seasonal and year-round activities.

- A Kentucky Christmas – Annual tree lighting by the city with evening of programming that could be extended to the holiday season where people can view the lights, decorations, and shop.
- Additional Programming at Tennis Courts & Train Depot – With both of these uses being semi-public, additional programming could be encouraged that would invite and attract the public to these sites throughout the year.

Downtown Living Options: Condos / Lofts / Residential Infill (Serving both Young Adults and Seniors): Additional living options that are focused on upper-floor condos and lofts (owner and rental) in the downtown core as well as residential infill adjacent to the core. Living preferences could account for both young adults and senior citizens.

Downtown Trolley (Seasonal or Event-Based): A free or very low cost seasonal or event-based trolley that would travel around downtown Henderson. Specific evenings could be targeted where businesses stay open later and offer entertainment options, dining or shopping.

Entertainment & Arts District: A specific area of downtown (approximately 1 block) that focuses on entertainment options and the arts. This could include dining, pubs/social bars, art galleries, etc. as well as incorporating art into the physical design elements of the district (street, sidewalk, benches, light poles, crosswalks, etc.).



Events Center: A multi-use events center that could be used for activities such as state-wide conferences, weddings/receptions, graduations, family reunions, or other programming needs.

Hospital Engagement with Riverfront: As a large landowner near downtown and the riverfront, encourage the hospital to provide both physical connections to the riverfront as well as health and wellness programming that bring residents to the riverfront.

Hospital/Health Services: Facilities Identify and enhance services and facilities at hospital or downtown to support and attract speciality needs. This could be for a niche-market/service that is not currently offered in region, such as surgical Medi-spa for treatment & therapy, orthopaedics or so other speciality/niche service area that the hospital (or area downtown) could become “known” for regionally.

Main Street Tree Planting: Increase street tree plantings along Main Street in downtown Henderson.

Micro-Brewery / Distillery: Attract a micro-brewery or distillery as a dining and entertainment option.

Promenade / Boardwalk Development: Along the riverfront, capitalize on the unique recreational, entertainment and cultural activities with the development of an area that contains an architectural landmark, such as lighted sculpture or arcade feature, that could also host art shows, festivals, booths, food vendors or farmer market.

Redevelopment Opportunities (Power Plant #1/Ice House, Grain Mill): Capitalize on sites that are best suited for redevelopment including:

- Power Plant Station #1 and Ice House – Station #1 is currently scheduled for demolition and environmental remediation. This prime location along the riverfront in addition to the potential redevelopment or reuse of the ice house across the street allow for a large area that could reinvigorate downtown and reconnect the riverfront with a public use.
- Grain Mill – While this business is currently still operating at this site, it is an ideal location for redevelopment along the riverfront. Relocation of this use would also decrease truck traffic, noise and dust in the adjacent area.

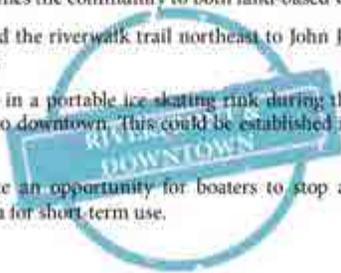
Restaurants & Retail (Specialty Stores, Art/Artisan, Entertainment, Etc.): Attract additional restaurants and retail establishments to downtown that appeal to people of all ages.

Riverfront Gateway / Landmark Feature: Create a landmark feature at the riverfront gateway (2nd/3rd Streets and Water Street) that defines the community to both land-based visitors and boat-based visitors.

Riverwalk Trail Extension: Extend the riverwalk trail northeast to John James Audubon State Park and further southwest along the river.

Seasonal Ice Skating Rink: Bring in a portable ice skating rink during the holiday/winter season as an entertainment option and draw to downtown. This could be established in an underused parking lot or other paved, flat area.

Transient Docks / Marina: Create an opportunity for boaters to stop and spend time in downtown Henderson with a dock or marina for short-term use.



Update since adoption of the Vision Plan:

Power Plant Station #1 and Ice House – Station #1 has been demolished. This prime location along the riverfront in addition to the potential redevelopment or reuse of the ice house across the street allow for a large area that could reinvigorate downtown and reconnect the riverfront with a public use.

GOALS

- 1** Redevelop under-utilized or crucial vacant property along the Ohio River with uses that serve the community as a whole.
- 2** Support private development downtown that focuses on entertainment, arts, tourism, dining and living options to make the riverfront a regional destination for residents and visitors.
- 3** Strategically integrate community facilities into the riverfront while maintaining the open space character.
- 4** Embrace the Ohio River as a gateway to the community with enhanced access and connections from downtown, the river, medical district, state park and surrounding neighborhoods.
- 5** Encourage new innovative uses that create living and entertainment opportunities in the HIP District (Henderson Innovative Planning District).
- 6** Create programming and amenities in public spaces along the river that are highly used and support the needs of community events.



The downtown amphitheatre faces the Ohio River.

CHAPTER TEN:

ENABLING I-69

IN THIS CHAPTER

- Introduction
- Intent of the Enabling I-69 Element
- Building I-69 – Completing the Connection
- Goal & Objectives to Enable I-69
- Strategies to Enable I-69
 - Capital Projects
 - Policy Projects

INTRODUCTION

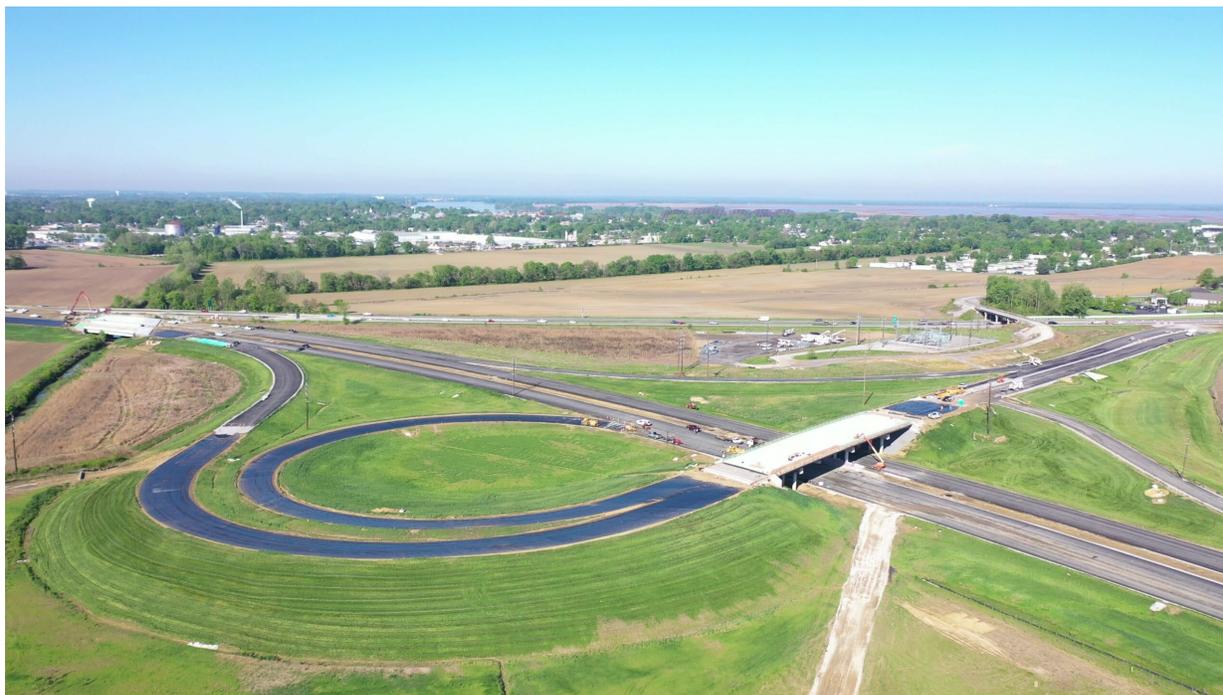
The expansion of the interstate system through the City of Henderson and Henderson County has been discussed and planned for decades. This corridor, which will ultimately cross through eight states to connect Canada and Mexico, could provide economic opportunities and improved mobility for the city, county, and region as construction is completed.

The larger purpose of I-69 is to serve as a primary north-south artery for moving goods and services in the US, but its purpose at a local level is much different. Within Henderson County, I-69 will improve safety and access across the river for residents traveling to Indiana and visitors coming to Henderson. The interstate will reduce traffic on US 41 and increase connectivity, allowing locals to have less congestion on this key corridor. I-69 could also create significant economic development opportunities for both the city and county by increasing the region's competitiveness, creating local jobs, and attracting new uses and businesses.

With the alignment of the interstate now finalized, the city, county, and numerous local partners can now take the necessary steps to proactively plan and direct growth and development so that it will support the larger vision of the community.

INTENT OF THE ENABLING I-69 ELEMENT

The construction of I-69 is the largest infrastructure investment in the county in recent history. It will shape the future of the Henderson region in terms of growth patterns, economic opportunities, and transportation access, unlike other projects. It is important to recognize that I-69 is interconnected to every other element of the comprehensive plan. The completion of I-69 through Henderson County will shift the demographic trends and growth within the county (Chapters 2 and 3) and place additional demands on community services (Chapter 5); it will influence neighborhoods and housing demands (Chapter 6); I-69 will become the major spine of the transportation network



*New I-69 interchange at US 41
Credit: www.i96ohiorivercrossing.com*

(Chapter 7); it will drive economic development strategies in areas such as US 41, the interchanges, and downtown (Chapter 9); it will place pressures on future land uses and development patterns (Chapter 8), which indirectly could impact the natural systems (Chapter 4). This element also relates to other plans and initiatives that the city and county have completed, including the Vision Plan and the Forward US 41 Corridor Plan. These plans established a larger vision and outlined strategies to incorporate and address the impacts of I-69.

This new interstate will provide connections that go beyond just pavement and bridges, it will be connected to all aspects of the county's growth and future. Because of this, it is important that the community capitalize on the benefits of I-69 while also proactively mitigating any obstacles and impacts so that the city and county can enable I-69 for decades to come.

BUILDING I-69 – COMPLETING THE CONNECTION

The Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) jointly worked to complete the final connection of I-69 in the two states. This segment, referred to as the I-69 Ohio River Crossing (ORX), stretches from KY 425 in Henderson County to Veterans Memorial Parkway in Indiana, and is being completed in three sections.

- **SECTION 1: KENTUCKY** – This six-mile section extends from KY 425 to US 60 and includes interchanges at KY 425, Audubon Parkway (KY 9005), KY 351, US 41 near Kimsey Lane, and US 60. The new interchanges at US 41 and US 60 will provide direct access to the “Henderson Strip” along US 41 as well as undeveloped portions of the county near US 60. Construction of this segment started in 2023 and is expected to be completed by 2025.



*New I-69 interchange at KY 351 / 2nd Street
Credit: www.i96ohiorivercrossing.com*

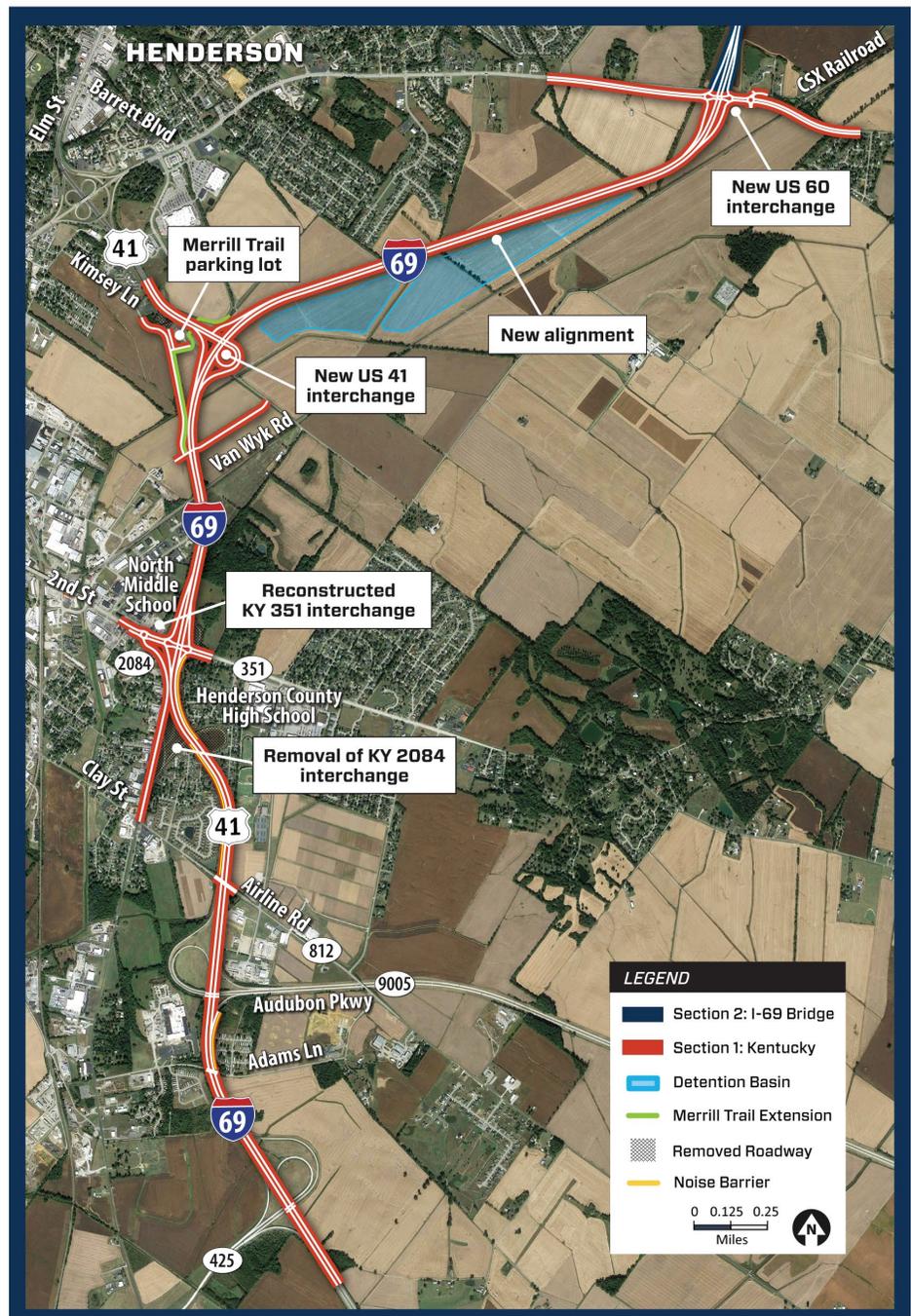
ENABLING I-69

- **SECTION 2: I-69 BRIDGE**
– This segment includes the construction of the new river crossing, including the bridge, approaches, and connections at US 60 in Henderson County and Section 3 at the Indiana/Kentucky state line. Construction is anticipated to begin in 2027 and be completed by 2031.
- **SECTION 3: INDIANA** – This segment includes a new interchange at I-69/Veterans Memorial Parkway in Indiana and extends south to the state line. Construction of this segment started in 2023 and is expected to be completed by 2026.



OHIO RIVER
CROSSING

I-69 ORX Section 1: Kentucky



I-69 Alignment of Section 1 - Kentucky
Credit: www.i96ohiorivercrossing.com

GOAL & OBJECTIVES TO ENABLE I-69

GOAL: Capitalize on the expansion of I-69 to proactively encourage local businesses, provide access to areas for new housing development, and attract development that increases quality of life.

OBJECTIVES:

- ✓ Plan for road and infrastructure improvements to safely move cars, people, bikes, and freight to and from I-69.
- ✓ Support key commercial corridors and districts by drawing people from I-69 to these local destinations through effective access management, clear directional signage, green infrastructure, and visual improvements that build upon the community's identity.
- ✓ Promote housing, commercial, and mixed-use development in areas with access to I-69 and encourage an increased level of design in areas with higher visibility to reinforce the community's sense of place.



New I-69 interchange at US 60

Credit: www.i96ohiorivercrossing.com

STRATEGIES TO ENABLE I-69

The goal and objectives for I-69 outline the larger vision for this element of the comprehensive plan. They are also supplemented by the following strategies that are necessary to further this goal and objectives and realize the community's larger vision. Each strategy is identified as either a capital strategy (such as construction projects) or a policy strategy (such as ordinances or guidance documents).

CAPITAL PROJECTS:

1. **Corridor Improvements Along US 41, US 60, and KY 351:** These three corridors are key connections from I-69 to destinations within the community. They will move people and goods from the interstate to local businesses, neighborhoods, and tourist attractions. This project should plan, design, and implement improvements along these three key corridors that include functional road and intersection improvements to improve safety and reduce congestion; access management requirements to reduce commercial driveways; sidewalk connections so people can safely travel by foot or bicycle; and streetscape improvements to provide a consistent and enhanced visual image of the corridors.
2. **Expanded Wayfinding Signs:** Signs that direct visitors to destinations or districts (such as US 41 or downtown) are important because they provide general orientation and easier navigation to those places. These signs also highlight that there are special or interesting destinations to visit that people might not have realized. The system of wayfinding signs should be expanded to draw and direct people from the interchanges to destinations within the county, and a focus should be placed on supporting the businesses along US 41 and downtown to maintain the vibrancy of these established districts.
3. **Extended Sidewalks and Trails:** Sidewalks and trails create a more robust transportation network by allowing people to move throughout the community without a car. This provides those without a car access to jobs, daily needs, and housing and provides visitors and residents with ways to walk or bike to local destinations. The sidewalk and trail network



Example of enhanced road lighting along key corridors



Example of visual improvements and pedestrian amenities along key corridors

should be considered throughout the city and county, but a focus on completing this network in areas where development is occurring due to I-69 should be prioritized (including along US 60 and the extension of Barret Boulevard). Other regional bicycle and pedestrian connections, such as access to Audubon State Park and Green River State Forest, should also be considered. While the city and/or county can lead portions of these sidewalk and trail projects, the future sidewalk and trail network should be identified so they also be constructed by property owners as individual sites are developed or redeveloped in the future.

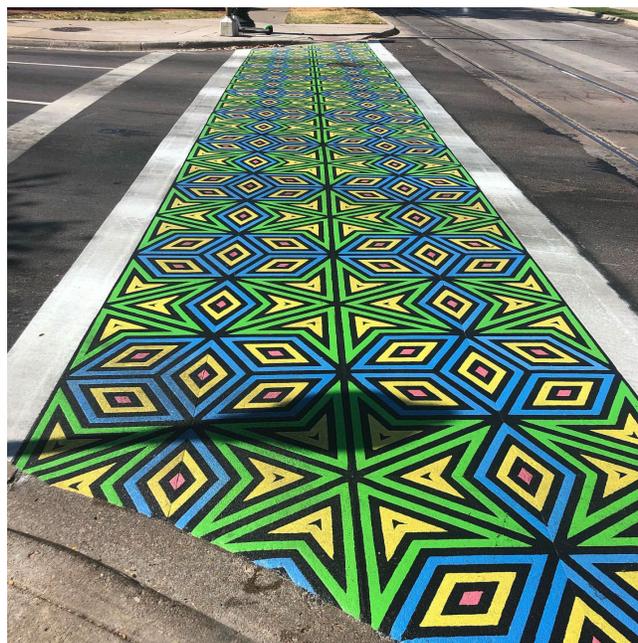


Example of improved sidewalks with enhanced landscaping

4. **Gateway & Branding Features at Interchanges:** It is important to visually identify and enhance the community identity at the key gateways into the community. These entry points should include not only welcome or entry signs that let visitors know they are in the City of Henderson or Henderson County, but they should also incorporate enhanced landscaping and green infrastructure at the interchanges, public art, and other similar visual improvements that reinforce the brand of the city and county. These gateway projects can be completed through the city and/or county but could also be incorporated into Section 2 of I-69.

5. **Promotional Signs:** While wayfinding signs can bring some awareness of destinations in the immediate area, promotional signs (including billboards) can also draw attention to these places at points further away. Promotional campaigns should be organized to market the hotels, restaurants, and other hospitality uses for visitors traveling along the interstate and encourage them to stop in Henderson rather than surrounding areas.

6. **Visual Improvements Along Key Corridors:** While corridor improvements are identified within the Access & Mobility Strategies, it is important to also discuss these visual improvements along key corridors from the perspective of creating a sense of place. The lighting, plantings, green infrastructure, signal arms, and other physical features of the community's key corridors will define the city and county's image, brand, and



Example of incorporation of art into key corridors that reinforces a community's branding

attractiveness. Specific improvements should be identified for each key corridor. Portions could be completed by the city and/or county or they could be constructed by property owners as individual sites are developed or redeveloped in the future.

POLICY PROJECTS:

1. **New or Updated Zoning Districts:** Zoning regulations and design standards are basic building blocks that can create distinctive places, well-planned neighborhoods, and shopping and entertainment destinations. Many of the areas surrounding the I-69 interchanges will have demands for growth with higher densities, additional housing types, mixed uses, and prime access. These areas should become distinctive developments that reinforce the city and county's character while also creating places where people want to be and live. Higher expectations should be placed on the areas adjacent to the interchanges by adopting design standards and zoning or overlay districts that not only allow but require the type of uses and level of design the community desires.
2. **Continue to Implement Supporting Plans:** The city and county have moved the community forward by creating plans such as the Vision Plan and Forward US 41 Corridor Plan. These plans are being implemented and as I-69 continues to move forward, these plans should be consistently revisited to further the strategies and adjust as needed.

CHAPTER ELEVEN

IMPLEMENTATION

IN THIS CHAPTER

- Introduction
- Subdivision Regulations
- Zoning Ordinances
- Mixed Use Land
- Preliminary Conference Review
- Code Enforcement
- Road Management Plan
- Public Participation
- Land Acquisition
- State and Federal Assistance

INTRODUCTION

In developing this Comprehensive Plan, goals and objectives for land use were established. These goals and objectives are of little value, however, unless steps are taken to implement them. Planning is a continuous process, needing constant updating and refinement as conditions change. This plan is intended to cover a five to ten year period, while looking further ahead where possible. During the next five years the plan is intended to serve as a guide for public and private decisions. The comprehensive plan is required to be readopted every five years. However, the Comprehensive Plan can be updated when the need arises. A thorough evaluation should be conducted prior to re-adoption to determine if the plan or components of it need to be updated for the next planning period.

The existence of this plan does not preclude a thorough examination of each recommended project or regulatory approach as it is developed to consider whether it continues to be in accordance with the planning program. Nor does the existence of the plan preclude changes to the goals, objectives, or standards in the document itself as long as the public review and approval process set out in KRS Chapter 100 is followed. A number of means are available to assist in the implementation of the plan.

LOCAL LEADERSHIP

The public officials of each city and county covered by this plan bear the primary responsibility for its implementation. It is important that public officials understand, support, and adopt the development policies. In addition, it is important that public and private agencies form partnerships to implement the plan. As the decision makers, the Henderson City Commission, Corydon City Council, Henderson County Fiscal Court and the Henderson City County Planning Commission

have the powers necessary to adopt policies that help fulfill the goals and objectives. These bodies should maintain a close relationship with the, regional planning council (Green River Area Development District) and the planning commissions of surrounding cities and counties so that the planning process is properly coordinated. Because of their statutory role in planning and development review, the planning commission and its staff possess special expertise as well as an overview of development issues and needs within the County & City. If properly utilized by local elected officials, the planning commission is very well positioned to act both as policy advisor and enforcer of local development policies. In addition, the public should be kept informed of community development plans to solicit input and support for the program.

In addition, other local agencies contribute to implementation of the comprehensive plan through the development and implementation of their own plans.

SUBDIVISION REGULATIONS

The subdivision of land is the initial step in the process of building a community. Subdivision regulations are locally adopted regulations that serve to govern the conversion of raw land into building sites. The quality of the subdivisions and the standards that are built into them determine the overall form and character of a community. Once land has been divided into lots, streets built, and utilities are installed, a development pattern is permanently established and unlikely to be changed. For generations the entire community and the individuals who live in the subdivision will be influenced by the quality and character of the subdivision design. Therefore, subdivision regulations applied in advance of development provide a community with its only opportunity to ensure that its new neighborhoods are

IMPLEMENTATION

properly designed and that they enhance the quality of life for residents.

Subdivision regulations play a crucial role in establishing development standards for new development. Good standards help assure effective traffic patterns, adequate streets, adequate water pressure for domestic use and fire fighting capacity, adequate provision of wastewater treatment, storm water drainage, appropriate spacing between buildings and between streets and buildings, adequate recreational facilities, and an aesthetically pleasing environment.

It is recommended that the subdivision regulations be reviewed and updated as necessary after final adoption of the comprehensive plan. In addition, it is important that these regulations be uniformly and regularly enforced by the Planning Commission. Without enforcement, the regulations have no merit and begin to lose meaning as precedents of non-conformance are established. In addition to regular enforcement, it is also recommended that subdivision and site improvements be inspected regularly in order to ensure that all improvements are being installed in accordance with the subdivision regulations and approved plans. The Planning Commission Staff shall work in conjunction with local government engineers to ensure proper installation of all public improvements.

Other areas that should be reviewed are the implementation of access management techniques, landscaping, buffering, tree planting and protection requirements to ensure that all new developments are aesthetically pleasing. Furthermore, the subdivision regulations should be continuously updated to ensure the creation of open space, greenway corridors and the inclusion of bike paths, walking trails and sidewalks in developments.

ZONING ORDINANCES

The zoning ordinance is considered to be one of the principal tools for implementing the Land Use Plan. Zoning generally divides the community into exclusive use districts agricultural, residential, commercial, and industrial specifying the particular uses that will be allowed in each district. Standards are then set for each district. For example, these standards regulate permitted uses, density of population and structures, lot sizes, percent coverage of lots by buildings, building setbacks and off-street parking. The theory behind separation of uses through zoning is the protection of property values by preventing incompatible uses from locating next to one another.

Alternate approaches to strict use separation are also available. Performance standards may be developed to regulate permissible impacts of each land use on neighboring uses and on community services. In theory this would allow any mix of land uses within an area as long as negative impacts on neighboring uses could be controlled. Some of the methods that could be required to control potentially negative impacts could include buffering along property boundaries, special sound proofing of structures and altering traffic patterns on site.

A combination of the above approaches is also possible. Such an approach could include a separation of uses into broad categories, such as residential, commercial, industrial, and agricultural. Within these broad categories, standards could be provided to determine the appropriate type or density of development based on site factors (for example, soils, slope, and drainage characteristics), compatibility with neighboring uses, and availability of needed services (for example, road capacity, availability of central water or sewer, and school capacity). While current zoning regulations have a

residential planned unit development which allows a limited number of businesses, it does not contain the design requirements typical of a true mixed use designation. The following information should be considered when developing zoning regulations for mixed land uses.

MIXED USE LAND

The intent of the mixed use designation is to provide a permissive, flexible and alternative classification for innovative, mixed use developments only if they are designed properly and community impacts are addressed. This allows for a combination of uses not normally located near each other under conventional land use planning if design standards or controls are in place to make the uses compatible. It is also the purpose of these districts to eliminate sprawling strip commercial development by creating compatible clusters of commercial, office, and residential uses while also facilitating multi-modal transportation and convenience to those residing in the development.

General Development Policies for Mixed Use

1. Mixed Land Use Developments shall efficiently utilize the site, and shall protect and preserve the scenic assets and natural features by incorporating existing trees, streams, and topographic features into the site design. The development shall include the provision that designated natural areas, scenic areas (views/vistas), and developmentally sensitive areas as identified in the Comprehensive Plan will constitute permanent open space or be dedicated to public or semi-public organizations for recreational use.
2. Mixed Use Developments must provide interconnected open spaces, recreational areas, and opportunities for multi-modal transportation (i.e. sidewalks, walking trails, bicycle trails, etc.). The installation of open/space recreational improvements should occur as part of the development process.
3. Prior to zone change approval, each developer or applicant should define in detail the type of residential and commercial uses proposed for the site. Commercial, office, and indoor/outdoor recreational uses should be allowed only if they appear on a neighborhood scale and are oriented toward conveniently serving the commercial, office, and indoor/outdoor recreational needs of the residents.
4. A variety of housing types is encouraged. However, where there is a mixture of densities within one development, housing shall be clustered by density type. In no case should there be a mixing of densities within a residential cluster. For example, single family homes shall not be sited directly adjacent to duplexes, apartment complexes, etc. within the same cluster.
5. Mixed Use Developments shall not hinder nor deter development or surrounding undeveloped properties in accordance with the adopted Comprehensive Plan. Where different land uses or development densities exist adjacent to or within the site, substantial buffers and transitions between the mixed use development and the adjacent use must be provided.
6. The Mixed Use Development shall be located in an area in which transportation, police, and fire protection, other public facilities and utilities, including sanitary sewerage are provided, or will be available and adequate for the uses proposed. The applicant shall make provision for such

IMPLEMENTATION

facilities or utilities which are not presently available or shall construct such facilities for the eventual connection into a public system.

7. The development will not have an adverse impact on the surrounding area and will be harmonious and compatible with adjacent uses. The term compatibility refers to, but is not limited to, size, scale, mass, architectural design, and landscaping.
8. The Mixed Use Development fully complies with the minimum requirements contained in the Zoning Ordinance and Subdivision Regulations.
9. The mixed use development must not adversely affect the public health, safety, and welfare.

Design Policies for Mixed Use Developments

Mixed Use Developments shall be assessed in terms of the following design standards:

1. Height: the height of any structure shall be compatible with the existing buildings in the area, and proposed structures within the project site;
2. Placement or location of buildings: Consideration should be given to the most appropriate location of buildings based upon access and direct visibility. The location of any building should not interrupt a continuous visual pattern from public view or a public street. Building location should be planned to accomplish a transition with the landscaped, pedestrian, and parking areas. Building setbacks can vary in order to allow appropriate building location. The setback on the perimeter of the mixed use development shall be large enough to protect the privacy and amenity of adjoining uses both existing and anticipated.
3. Preliminary Building Design or Architecture: Buildings should be designed in the same architectural style as if part of a large commercial, residential, or office center. Individual buildings not part of the larger development should be compatible with surrounding structures. The architectural theme shall also relate to existing structures on the project site and adjacent sites, especially if such existing structures are historic. The use of architectural guidelines is required for multi-phased projects.
4. Scale: Consideration shall be given to the scale of each building and architectural detail; which relates to the size of an individual and the natural environment. In general, Mixed Use Developments shall have a pedestrian scale and orientation. In rendering a zone change decision, emphasis shall be placed on mass and how it relates to open space.
5. Elevation: The elevation of any site or structure should be determined by the grade of any existing or proposed public road. Consideration should be given to the relationship between the width and height of the front, side, and rear elevations of any building from a public road. Exposed foundations from a public street should be minimized.
6. Historic Features: Historic features on the project site shall be retained, utilized and incorporated into the overall project design if physically and economically feasible.
7. Streetscape: The streetscape of a mixed use development should be designed in detail specifying lighting, placement of street trees, and street furniture (benches, wastebaskets, etc.).

8. Focal Point: Any opportunity for a strong, central focus should be studied and developed. These central places are usually a key to establishing community identity.
9. Paved Surfaces: Emphasis should be placed on preserving at a reasonable rate the amount of open space. The interior road system, sidewalk system, and parking lot should be designed with this in mind. Paved surface refers to cement, brick pavement, asphalt, cobblestone, or other similar type surfaces. Parking areas should be treated with decorative elements, fence or wall extensions, plantings, and berms as other means to screen parking areas from public view or soften their visual impact. Although it is recommended that parking areas be dispersed throughout the site and located to the rear of structures, all large parking lots shall be designed with landscaped islands. Parking lots and driveway aisles should be either asphalt or concrete. Landscaped entrances with trees and bushes should be encouraged near the entrances of the development.
10. Fences, Walls, and Landscaped Berms: Consideration should be given to brick walls, fences, and landscaped berms, which would produce a continuous cohesive wall of enclosure on a lot line or adjacent to a road. These fences and walls shall be designed and maintained in relationship with the character of the surrounding land uses and structures.
11. Landscaping: Consideration should be given to the predominance of a quality and quantity of landscaping and an emphasis shall be given to streetscape areas, buffer zones, and the provision of significant landscaping (in terms of the size of landscaped areas, and quantity and quality of landscape materials) within the proposed developed portions of the site. Landscaping details will be evaluated on the entire site and surrounding any proposed structure and shall be reviewed in relation to adjacent properties. A special attempt should be made to preserve the existing vegetation and scenic areas, if any and encourage additional open space for the public's benefit. Existing topography, significant tree cover, and water courses/bodies shall be largely preserved and incorporated into the project design, where appropriate, and should be consistent with the remainder of these regulations. Plantings should be used to soften the impact of parking and loading areas. Plant material should be selected on the basis of texture and color and for its ultimate growth to provide a visual screen for the public.
12. Grading. All mature vegetation, prime agricultural soils, floodplains, wetlands, and steep slopes shall be protected from excessive clearing, grading, filling and construction activities.
13. Open Space and Recreational Uses. Mixed use developments shall make a provision for preserving open space and devoting an appropriate portion of the site to meet the recreational needs of the residential population.
14. Signage: Signage should be designed to protect the visual order of any site, and to minimize the impact of adjacent properties. Consideration should be given to the number, location, size, and height of any building mounted sign or freestanding sign. A consistent signage theme shall be provided within the mixed use development.
15. Utilities: All utility service lines to the building and possible main lines to or within the site shall be located and installed underground where feasible.

IMPLEMENTATION

16. Detention/Retention Ponds or Lakes: Large detention/retention ponds or lakes should be discouraged in the front yard or in an area viewed from a public street if not used for both storm water management and aesthetic purposes. Smaller detention/retention ponds or lakes appropriately designed and landscaped should be encouraged and distributed throughout the site and may appear in the front yard or in an area viewed from a public street. Surface drainage and floodwater retention shall be planned to not adversely impact the adjoining properties.
17. Transportation Design: Principal vehicular access shall be from major streets and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. There should be maximum separation of vehicular traffic on major roads from pedestrian and recreational areas. Transportation connections (street connections, pedestrian paths and sidewalks, bicycle facilities) should be required in all mixed use developments unless physically unfeasible or undesirable due to land use characteristics. Rural roadside character should be preserved by avoiding development fronting directly on existing public roads. Buffer zones should be established along scenic corridors and roadways.
18. Multi-Modal Transportation System: Mixed Use Developments shall incorporate multi-modal transportation elements in the development, depending on the foreseeable needs of future residents and users of the site, and the relationship of the project site to the community at large. Such multi-modal elements may include provisions for mass transit stops or stations, car-pooling lots, pedestrian and bicycle paths and lanes, bicycle parking areas, etc. The proposed pedestrian circulation system should be designed to assure that pedestrians can walk safely and easily on the site, between properties and activities or special features within the open space system. All roadside footpaths should connect with off road trails, which in turn should link with other potential footpaths/sidewalks. Measures shall be taken to mitigate the impact of the uses upon each other.

PRELIMINARY CONFERENCE REVIEW

An important element of any zoning or development regulation ordinance is preliminary conference review. While zoning specifies permitted uses of land, site plan review is the means by which the quality of new development is protected through evaluation of the proposed layout and design. It is also the means by which potentially negative impacts on neighboring uses are controlled. Where more intense uses abut less intense uses, for example a neighborhood shopping center next to a residential area, preliminary conference review is the appropriate tool to evaluate potential noise and traffic impacts. The importance of a professional review of preliminary plans should therefore not be underestimated.

CODE ENFORCEMENT

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures or conditions. Building, plumbing, electrical and fire codes provide minimum standards for the construction of both new buildings and the alteration of existing structures. A property maintenance code requires existing dwellings to be maintained in a safe and sanitary manner. Structures that are considered unfit for human habitation may be condemned and removed. Other regulations, such as health department regulations, provide minimum standards for onsite septic installations.

These codes apply to the community as a whole and are uniform in nature. In some cases the local government may establish its own standards, or the state may dictate a uniform or minimum set of standards for the commonwealth. In order for these codes to be useful an inspection system must be maintained with qualified inspectors enforcing the regulations in the code. Inspectors may be employed by the state to staff district offices or may be locally hired to enforce local codes.

ROAD MANAGEMENT PLAN

The implementation of many of the recommended highway improvements in Henderson County is dependent primarily on the Kentucky Transportation Cabinet, Department of Highways. However, much responsibility rests on the local units of government. Local agencies must work among themselves and with the Department of Highways to resolve differences with respect to location and features of particular road improvements. Local groups and agencies must actively support highway improvements in their area. They must also be prepared, when required, to provide rights-of-way, for example. Local groups also have the responsibility of helping to maintain the traffic-carrying capacity of major streets and roads by developing good local land use planning practices, subdivision regulations, and zoning ordinances. It is recommended that the Henderson City-County Planning Commission work with EMPO to review and update the Henderson City/County Access Standards Manual.

Roads not maintained by the Kentucky Department of Highways are maintained by the Fiscal Court or the cities. The responsibility for making improvements to these roads also rests with local agencies. It is important that a systematic method of inventorying conditions on these roads and scheduling needed maintenance and improvements be established

in the form of county and city road management plans. Scheduling should be based on established criteria, such as volume of traffic, severity of need, and the like. It is recommended that the local governments conduct and maintain an inventory of all roads and their structural conditions and develop a specific long term maintenance and improvement plan. The Cities should also work with Henderson County to address county roads immediately adjacent to the city which are undersized, unpaved and in need of update. Scheduled road improvements should also be coordinated with needed utility improvements in order to maximize efficiency and lower infrastructure improvement costs. Due to the very limited financial resources of the City of Corydon, it is recommended that the city work with the Henderson County Fiscal Court to develop an inter-local agreement for the maintenance of city streets.

PUBLIC PARTICIPATION

Community acceptance and cooperation is essential to the success of public programs, policies and implementation of the comprehensive plan. The ideas and support of local civic clubs, neighborhood groups and community clubs, private citizens, business and industrial leaders should be utilized in the development of plans, policies and programs. A large part of achieving successful citizen participation is through a public education program designed to permit a two way flow of information between the citizens and the planning commission, county, and cities. Methods for increasing public education on various issues include newspaper articles, web sites, a city newsletter and the ample provision of public forums on important issues. Experience has shown that such a public information program provides a valuable sounding board from which valid suggestions and criticisms usually result.

IMPLEMENTATION

LAND ACQUISITION

One means of implementing a comprehensive plan is the acquisition of land rights. This may involve advance acquisition or options on land for use in the future, or acquisition of easements for use of certain features of land. Advance acquisition and options are presently most commonly used for industrial sites, but may also be used for future roads, school sites, parks and prime farmlands. Easements are commonly used for utilities and roads, but can also be used to preserve scenic features, prevent use of floodways, and other purposes.

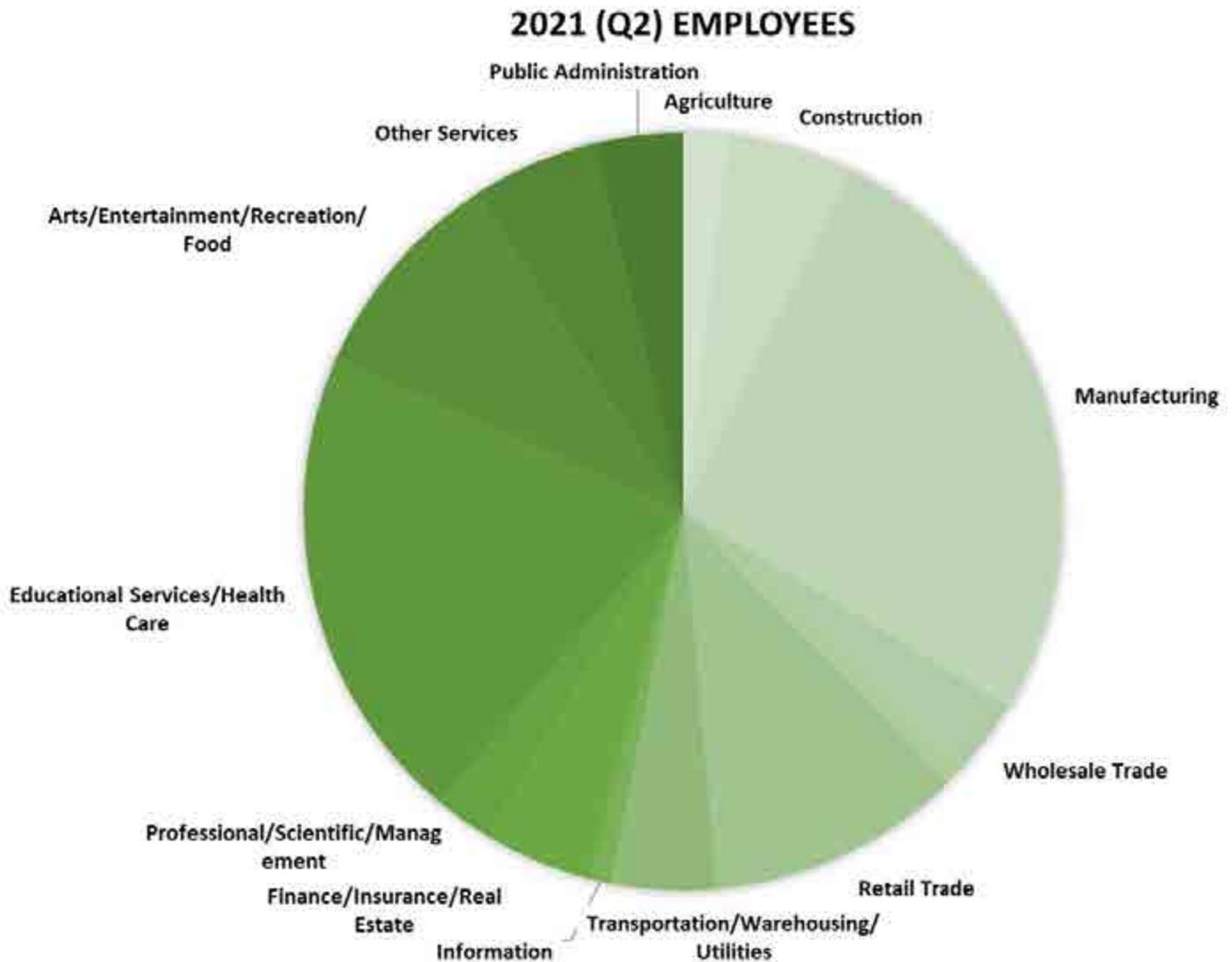
STATE AND FEDERAL ASSISTANCE

State and federal grants and loans can be important sources of financing for public improvements projects, which can be difficult for a small town or county to undertake financially. A number of funding sources exist, although the trend is toward assembly of a financing package from multiple sources, including evidence of a substantial local commitment. It is important to be aware of possible funding sources and conditions of funding. Examples of current grant funding programs are Community Development Block Grants (CDBG), HOME Investment Partnership Program (HOME), TEA-21, Land and Water Conservation Funds, Hazard Mitigation Grant Program and so on.

TOURISM

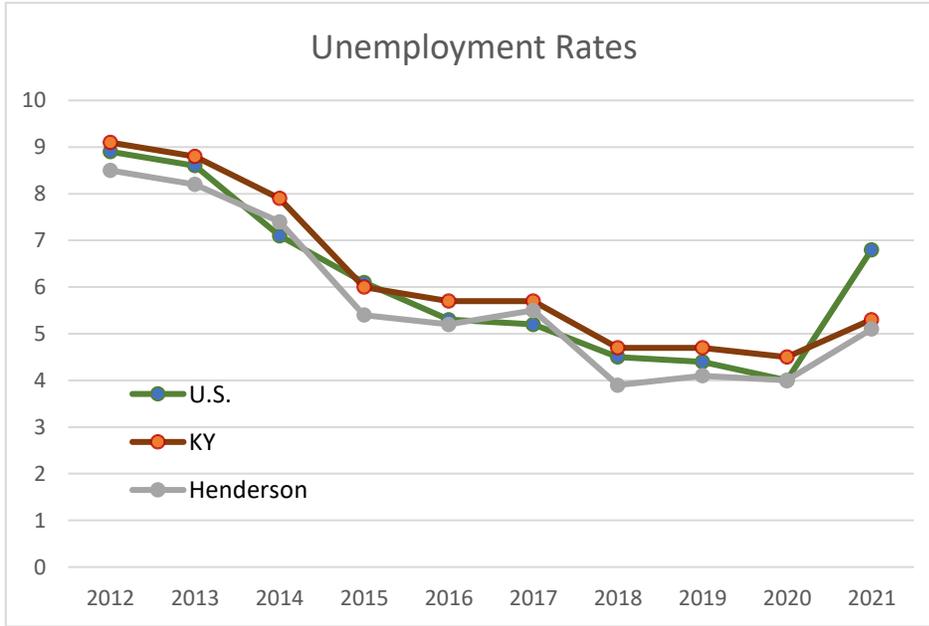
The Kentucky Department of Travel analyzes the economic impact of Kentucky’s tourism and travel industry. Henderson County is part of the region called Bluegrass, Blues and Barbeque, along with many other counties in the state. This region employed 53,715 people in 2020 from direct travel expenditures. In 2012 and 2013 the Kentucky Department of Travel analyzed the total travel expenditures for the state, region, as well for Henderson County. The expenditures for Henderson County in 2020 were \$69,100,000.

FIGURE 3-1: Employment by Industry



INCOME AND POVERTY

Figure 3-2: Unemployment Rates 2012-2021



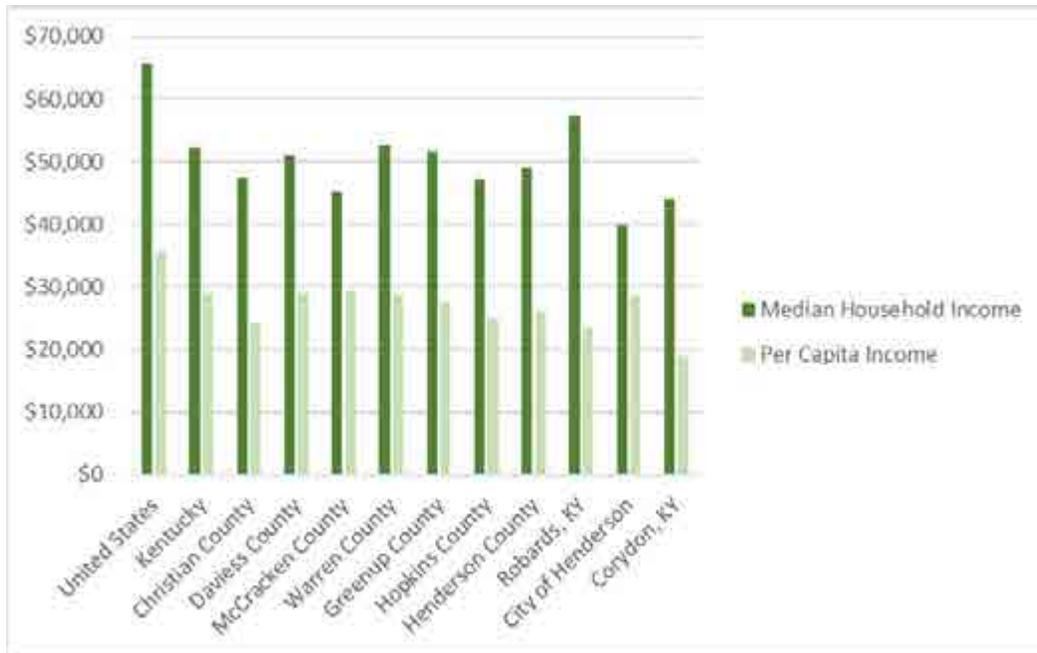
UNEMPLOYMENT

As of 2021 Q2, unemployment in Henderson County stood at 5.1%. The total civilian workforce for Henderson County consists of 21,360 people, with 19,171 employed and 2,189 unemployed. According to the US Department of Labor, Bureau of Labor Statistics, Henderson County unemployment is still lower than the national average rate of 6.8% and also the State rate of 5.3%. **Figure 3-2 and Table 3-3** depicts the historical comparison of unemployment for the United States, Kentucky and Henderson County from 2012-2021. The unemployment rate for Henderson varied only slightly from the State and National averages.

TABLE 3-3: Unemployment Rate

Unemployment Rate			
Year	U.S.	Kentucky	Henderson County
2012	8.9	9.1	8.5%
2013	8.6	8.8	8.2%
2014	7.1	7.9	7.4%
2015	6.1	6.0	5.4%
2016	5.3	5.7	5.2%

FIGURE 3-3: Household/Per Capita Income



COMMUTING PATTERNS

Henderson has a higher dependence on automobiles for transportation. In fact, over 94% of households that own a vehicle utilize it as their primary form of transportation. This means that only 6% of households in Henderson rely on other forms of transportation, such as walking or public transit. Not only are most people dependent on an automobile, but the overwhelming majority of people in Henderson County commute to work by driving alone in an automobile (86.8%). Only about 8% of workers choose to carpool, while less than 1% uses public transportation and 1.6% walk to work. This transportation mix for commuting is very similar to other comparable Kentucky communities such as Hopkins County, Daviess County, Warren County, Greenup County, and McCracken County. **Table 3-6** shows the commuting patterns of the city of Henderson, Henderson County and the comparison communities. Specifically, the table shows the percentage of people who drive alone, carpool, use public transportation, walk, or use other means of travel to get to their place of work, and **Table 3-6** also shows the average commute times.

Approximately 66% of workers (16 years and older) lived and worked in Henderson County and about 25% worked outside of Kentucky in 2019. The mean travel time to work for those who live in Henderson County is 22 minutes, compared to an average of 23.6 minutes for Kentucky and 26.9 minutes for the United States. The commute time is slightly higher than most of the similar counties in Kentucky, excluding Greenup County (23.7 minutes). **Table 3-6** shows the commute times for City of Henderson, Henderson County and the other comparison communities. This loss of time each day commuting for the average worker, can reduce productivity and health, and also points to the fact that employment centers are not located within close proximity to residential areas.

PROTECTING NATURAL SYSTEMS

additional incorporated cities, Corydon and Robards. Corydon, located along US 60 in the western portion of Henderson County, is a fifth class city that was incorporated in 1868. Robards, located along US 41 in the southern portion of Henderson County, is a sixth class city that was not incorporated until 1997.

Objectives:

- ✓ Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective A)
- ✓ Preserve Significant natural features and enhance existing green areas. (Protecting Natural Systems Objective C)

PHYSIOGRAPHY AND GEOLOGY



Henderson County is located in the Western Kentucky Coalfield Physiographic Region and on the outcrop of the Pennsylvanian Age strata, shown on the physiographic and geologic maps below. The Western Kentucky Coal Field (*Figure 4-1*) is smaller than its eastern counterpart. It comprises the southern edge of a larger geologic feature called the Illinois or Eastern Interior Basin, which includes the coal fields in Indiana and Illinois. The border of the Western Kentucky

Coal Field along the boundary with the Mississippian Plateau is commonly marked by an escarpment because of thick Pennsylvanian age sandstones are resistant to erosion. Quaternary sediments are also present. They are the youngest deposits in Kentucky and are mostly restricted to the floodplains of rivers and creeks. These sediments consist mostly of silts, sands, gravel, and clay eroded from Paleozoic rocks. However some contain rocks that were transported into areas along the Ohio River by meltwaters from glacial ice.

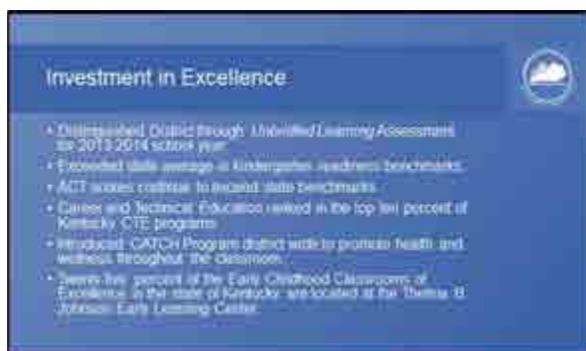
The topography in Henderson County is characterized by flat lowlands and rolling uplands. The flat lowlands are typically associated with Ohio River floodplain deposits and are mostly used for cropland. Land use in these areas is limited due to seasonal flooding. The rolling uplands in the county are typically associated with eroded loess deposits and are used for cropland, pastureland, residential and commercial development. The broad flood plain along the Ohio River has elevations of 350 to 370 feet. The normal pool of the Ohio River is 331 feet which makes it the lowest elevation in the county. The terrain south of the floodplain is made up of rolling terrain. The greatest local relief and highest elevations are found in the bluffs adjacent to the floodplains of the Ohio and Green Rivers. The highest elevation in the county, 588 feet, is in northeast Henderson around Wolf Hills and more than 200 feet above the adjacent floodplain. The interior portion of the county has ridgetop elevations that generally average between 450 and 500 feet. The slopes are more gradual than those of the ridges adjacent to the Ohio River floodplain.

TABLE 5-1: School Enrollment and Transportation

SCHOOL ENROLLMENT			
Pre-School	400	Niagara Elementary	315
AB Chandler Elementary	365	South Heights Elementary	547
Bend Gate Elementary	548	Spottsville Elementary	499
Cairo Elementary	288	North Middle	873
Central Academy	173	South Middle	695
East Heights Elementary	569	Henderson County High	1929
Jefferson Elementary	354	Total	7,555
Transportation:		Buses cover 5,700 miles daily	
DISTRICT PROFILE	Totals	DISTRICT PROFILE	Totals
Free and Reduced Lunch	58%	Certified Staff	581
White	82%	Support Staff	619
African American	9%	TOTAL FULL-TIME STAFF	1200
Asian	1%	Percentage of Teachers with Masters Degrees:	79%
Hispanic	1%	Percentage of Teachers with a Rank I Degree (30 hours beyond a Master’s Degree):	33%
Hawaiian	1%	Beginning Teacher’s Salary:	\$34,163
Indian	1%	Total Operating Budget	\$87,200,654
Disability	16%		

NOTABLE ACHIEVEMENTS AND AREAS OF IMPROVEMENT

Early Childhood and Elementary Schools



Henderson County Schools built the first stand-alone preschool in the state and has partnered with community agencies like Toyota Born Learning, to create opportunities at an early age. Most recently, the district advanced from “Proficient” status to “Distinguished” status with at 91st percentile student performance on the 2014 KPREP assessment. Moreover, five of the eight elementary schools, and one of the two

middle schools, achieved “Distinguished” status from the 2014 KPREP assessment. One elementary school has achieved certification as a Franklin Covey Lighthouse School, a coveted leadership and education program granted to just 400 schools around the United States. The School District has also received grants for six other elementary schools, to also become Lighthouse Schools.

High Schools

The Henderson County High School is dedicated to preparing its students for the rigors of college or a technical career at graduation. Comprehensive high school programming offers diversity in education for students, from advanced placement and dual/college credit opportunities, to career and technical educational opportunities in the classroom and through the co-operative program with community businesses. To train college bound students, the high school offers fifty two dual/college credit courses and seventeen advanced placement courses, including Operation Preparation, the College

COLLEGES AND UNIVERSITIES



Henderson Community College and Murray State University – Henderson Regional Campus are both located in the City of Henderson. There are seven additional public higher education institutions within 40 miles of the city:

TABLE 5-2: Nearby Colleges

Colleges	City	Distance
University of Southern Indiana	Evansville, IN	10 miles
University of Evansville	Evansville, IN	10 miles
Owensboro Community College	Owensboro, KY	26 miles
Kentucky Wesleyan College	Owensboro, KY	26 miles
Brescia College	Owensboro, KY	26 miles
WKU Owensboro Extended Campus	Owensboro, KY	26 miles
Madisonville Community College	Madisonville, KY	35 miles

HENDERSON COMMUNITY COLLEGE (HCC)

<https://henderson.kctcs.edu/>

2660 South Green St, Henderson KY 42420

In the fall of 1960, the Northwest Extension of the University of Kentucky opened its doors for the first time to 256 Henderson, Union and Webster County students. In 1964, the Northwest Extension became Henderson Community College (HCC), a charter member of the University of Kentucky Community College System. Henderson Community College (HCC) became a member of the 16-college Kentucky Community and Technical College System in 1998.

The mission of Henderson Community College is to partner with the community in assessing and providing educational, economic, workforce development, civic, and cultural programs that:

- Provide high-quality general education curriculum for the first two years of a baccalaureate program (Associate in Arts and Associate in Science degrees).
- Provide high-quality technical programs to prepare students for immediate employment (certificates, diplomas, or Associate in Applied Science degrees).
- Provide continuing education, adult education, and customized training to prepare a competitive workforce.
- Provide personal enrichment and cultural opportunities.

HCC offers Associate Degrees or certificates of completion in multiple academic and technical programs. The Associate in Arts and the Associate in Science degrees transfer directly to a university program leading to a Bachelor’s degree. These degrees allow the student to spend their first two years close to home and receive excellent instruction and value. The HCC Honors Program provides students the opportunity to develop their intellectual curiosity and encourages them to establish ambitious learning and career goals; these courses will transfer to university Honors programs. HCC offers certificates, diplomas and Associate of Applied Science degrees in technical areas from Agricultural Technology to Welding Technology; some of these programs transfer to universities, all lead directly to careers.

HCC’s Henderson Campus includes the Hecht S. Lackey Administration Building, which houses administration and faculty offices, classrooms, conference rooms, and regional offices for Murray State University. The Joseph M. Hartfield Library opened in 1979 and holds a large collection of reference

HEALTH AND HOSPITAL SERVICES

HENDERSON CITY COUNTY RESCUE SQUAD

The Henderson City/County Rescue Squad provides backup for the city and county fire departments. They are responsible for rescues in the county including trapped and lost victims and dragging operations. The Rescue Squad also provides on-scene support to the county volunteer fire departments on structure fires. The rescue squad is staffed by volunteers.



HENDERSON CITY COUNTY AMBULANCE SERVICE

The Henderson Ambulance Service is staffed by paramedics and EMT's. The service is operated from two strategically located facilities in



Henderson to provide the maximum geographic coverage in the minimum response time. Methodist Hospital contracts with Henderson City and County governments to provide Advanced Life Support (ALS) to all of Henderson County.

The Ambulance Service can provide automobile extrication services for trapped victims in addition to general medical/ambulance service. Long distance transports can be done as contracted at the time necessary. Contractual services are also available to meet the industrial needs of the area.

METHODIST HOSPITAL

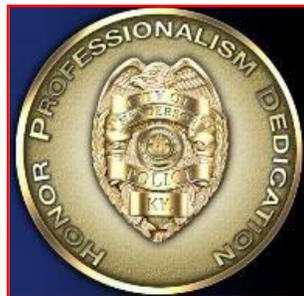
Methodist Hospital provides general medical and surgical care for inpatient, outpatient, and emergency room patients, and participates in the Medicare and Medicaid programs. Emergency room services are available on a 24-hour per day, seven-day per week basis.

Methodist Hospital is proud to be accredited by Joint Commission. In keeping with Methodist's high standards of providing quality healthcare, the Joint Commission strives to continuously improve the safety and quality of care provided to the public through the provision of health care accreditation and related services that support performance improvement in health care organizations.

POLICE PROTECTION

City of Henderson

Police protection, within the Henderson city limits, is covered by the Henderson Police Department. The Henderson Police Department is located at 1990 Barret Court and is currently divided into three divisions: *The Service Division, Traffic and Patrol and Investigations Division.*



Henderson County Sheriff's Department

The Henderson County Sheriff's Department is located in the Henderson County Courthouse on North Main Street. In addition to providing patrol in the county and within the cities of Corydon and Robards, the Sheriff's Department responsibilities include collection of taxes, court security, warrant and civil process service and transportation of prisoners.

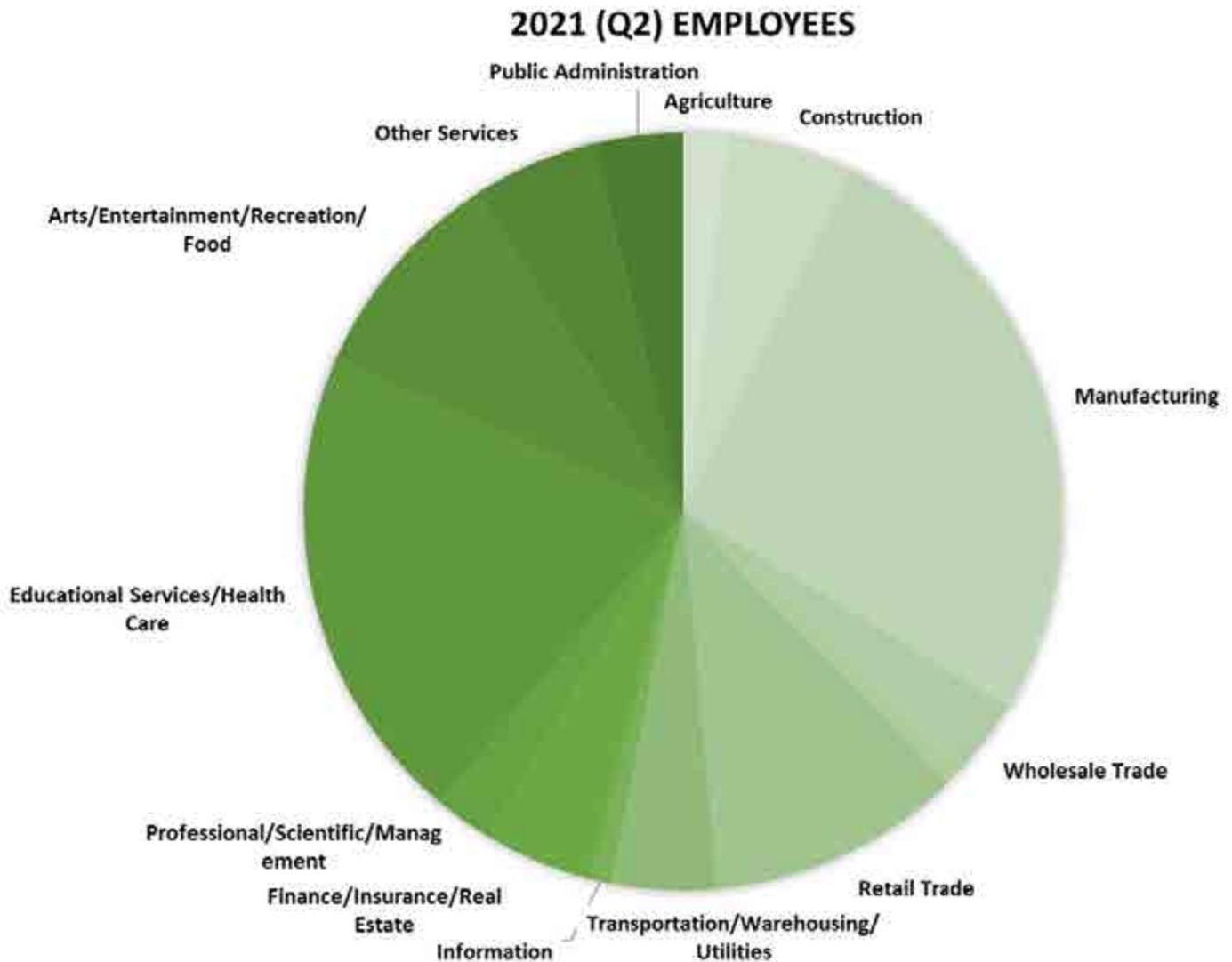


Resources:

TOURISM

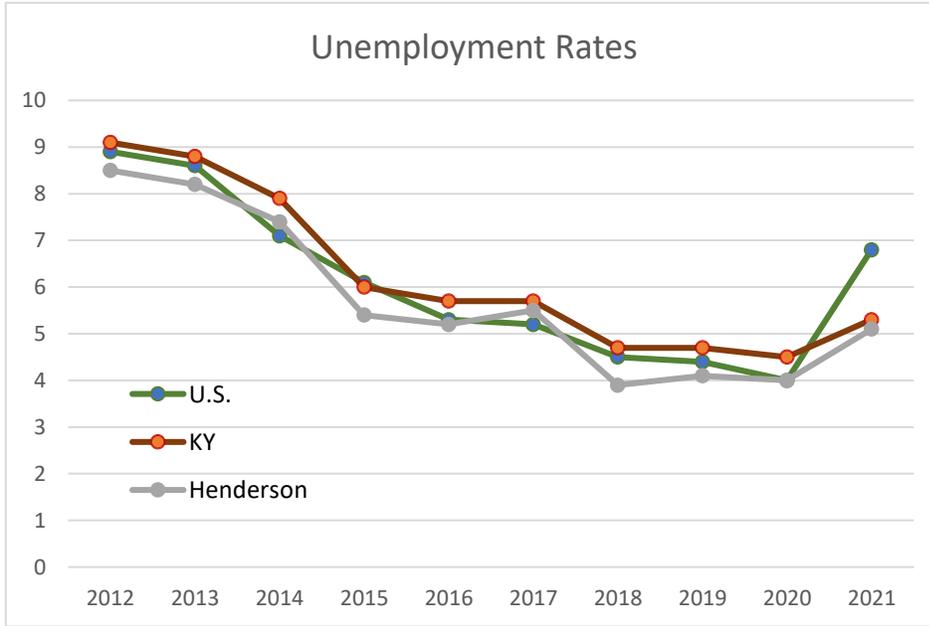
The Kentucky Department of Travel analyzes the economic impact of Kentucky’s tourism and travel industry. Henderson County is part of the region called Bluegrass, Blues and Barbeque, along with many other counties in the state. This region employed 53,715 people in 2020 from direct travel expenditures. In 2012 and 2013 the Kentucky Department of Travel analyzed the total travel expenditures for the state, region, as well for Henderson County. The expenditures for Henderson County in 2020 were \$69,100,000.

FIGURE 3-1: Employment by Industry



INCOME AND POVERTY

Figure 3-2: Unemployment Rates 2012-2021



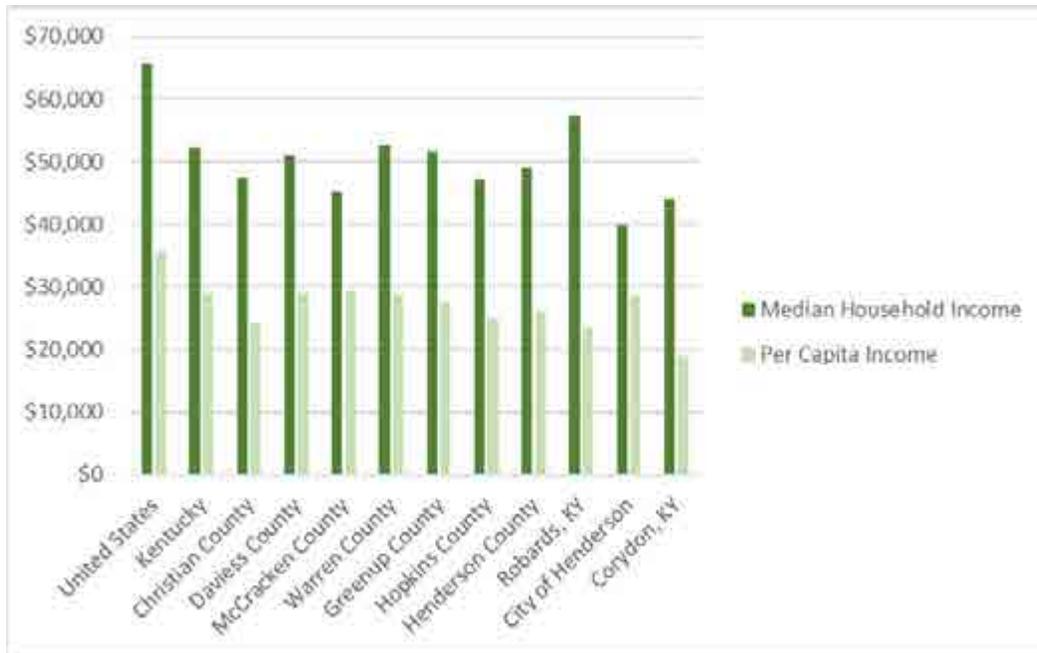
UNEMPLOYMENT

As of 2021 Q2, unemployment in Henderson County stood at 5.1%. The total civilian workforce for Henderson County consists of 21,360 people, with 19,171 employed and 2,189 unemployed. According to the US Department of Labor, Bureau of Labor Statistics, Henderson County unemployment is still lower than the national average rate of 6.8% and also the State rate of 5.3%. **Figure 3-2 and Table 3-3** depicts the historical comparison of unemployment for the United States, Kentucky and Henderson County from 2012-2021. The unemployment rate for Henderson varied only slightly from the State and National averages.

TABLE 3-3: Unemployment Rate

Unemployment Rate			
Year	U.S.	Kentucky	Henderson County
2012	8.9	9.1	8.5%
2013	8.6	8.8	8.2%
2014	7.1	7.9	7.4%
2015	6.1	6.0	5.4%
2016	5.3	5.7	5.2%

FIGURE 3-3: Household/Per Capita Income



COMMUTING PATTERNS

Henderson has a higher dependence on automobiles for transportation. In fact, over 94% of households that own a vehicle utilize it as their primary form of transportation. This means that only 6% of households in Henderson rely on other forms of transportation, such as walking or public transit. Not only are most people dependent on an automobile, but the overwhelming majority of people in Henderson County commute to work by driving alone in an automobile (86.8%). Only about 8% of workers choose to carpool, while less than 1% uses public transportation and 1.6% walk to work. This transportation mix for commuting is very similar to other comparable Kentucky communities such as Hopkins County, Daviess County, Warren County, Greenup County, and McCracken County. **Table 3-6** shows the commuting patterns of the city of Henderson, Henderson County and the comparison communities. Specifically, the table shows the percentage of people who drive alone, carpool, use public transportation, walk, or use other means of travel to get to their place of work, and **Table 3-6** also shows the average commute times.

Approximately 66% of workers (16 years and older) lived and worked in Henderson County and about 25% worked outside of Kentucky in 2019. The mean travel time to work for those who live in Henderson County is 22 minutes, compared to an average of 23.6 minutes for Kentucky and 26.9 minutes for the United States. The commute time is slightly higher than most of the similar counties in Kentucky, excluding Greenup County (23.7 minutes). **Table 3-6** shows the commute times for City of Henderson, Henderson County and the other comparison communities. This loss of time each day commuting for the average worker, can reduce productivity and health, and also points to the fact that employment centers are not located within close proximity to residential areas.

PROTECTING NATURAL SYSTEMS

additional incorporated cities, Corydon and Robards. Corydon, located along US 60 in the western portion of Henderson County, is a fifth class city that was incorporated in 1868. Robards, located along US 41 in the southern portion of Henderson County, is a sixth class city that was not incorporated until 1997.

Objectives:

- ✓ Encourage innovative design on sites with constraints based on the presence of natural systems and incentivize the protection of quality open space. (Protecting Natural Systems Objective A)
- ✓ Preserve Significant natural features and enhance existing green areas. (Protecting Natural Systems Objective C)

PHYSIOGRAPHY AND GEOLOGY



Henderson County is located in the Western Kentucky Coalfield Physiographic Region and on the outcrop of the Pennsylvanian Age strata, shown on the physiographic and geologic maps below. The Western Kentucky Coal Field (*Figure 4-1*) is smaller than its eastern counterpart. It comprises the southern edge of a larger geologic feature called the Illinois or Eastern Interior Basin, which includes the coal fields in Indiana and Illinois. The border of the Western Kentucky

Coal Field along the boundary with the Mississippian Plateau is commonly marked by an escarpment because of thick Pennsylvanian age sandstones are resistant to erosion. Quaternary sediments are also present. They are the youngest deposits in Kentucky and are mostly restricted to the floodplains of rivers and creeks. These sediments consist mostly of silts, sands, gravel, and clay eroded from Paleozoic rocks. However some contain rocks that were transported into areas along the Ohio River by meltwaters from glacial ice.

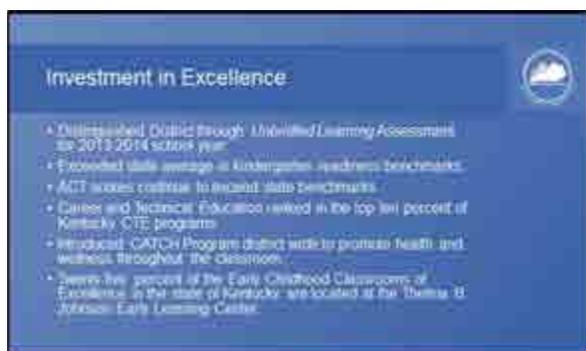
The topography in Henderson County is characterized by flat lowlands and rolling uplands. The flat lowlands are typically associated with Ohio River floodplain deposits and are mostly used for cropland. Land use in these areas is limited due to seasonal flooding. The rolling uplands in the county are typically associated with eroded loess deposits and are used for cropland, pastureland, residential and commercial development. The broad flood plain along the Ohio River has elevations of 350 to 370 feet. The normal pool of the Ohio River is 331 feet which makes it the lowest elevation in the county. The terrain south of the floodplain is made up of rolling terrain. The greatest local relief and highest elevations are found in the bluffs adjacent to the floodplains of the Ohio and Green Rivers. The highest elevation in the county, 588 feet, is in northeast Henderson around Wolf Hills and more than 200 feet above the adjacent floodplain. The interior portion of the county has ridgetop elevations that generally average between 450 and 500 feet. The slopes are more gradual than those of the ridges adjacent to the Ohio River floodplain.

TABLE 5-1: School Enrollment and Transportation

SCHOOL ENROLLMENT			
Pre-School	400	Niagara Elementary	315
AB Chandler Elementary	365	South Heights Elementary	547
Bend Gate Elementary	548	Spottsville Elementary	499
Cairo Elementary	288	North Middle	873
Central Academy	173	South Middle	695
East Heights Elementary	569	Henderson County High	1929
Jefferson Elementary	354	Total	7,555
Transportation:		Buses cover 5,700 miles daily	
DISTRICT PROFILE	Totals	DISTRICT PROFILE	Totals
Free and Reduced Lunch	58%	Certified Staff	581
White	82%	Support Staff	619
African American	9%	TOTAL FULL-TIME STAFF	1200
Asian	1%	Percentage of Teachers with Masters Degrees:	79%
Hispanic	1%	Percentage of Teachers with a Rank I Degree (30 hours beyond a Master’s Degree):	33%
Hawaiian	1%	Beginning Teacher’s Salary:	\$34,163
Indian	1%	Total Operating Budget	\$87,200,654
Disability	16%		

NOTABLE ACHIEVEMENTS AND AREAS OF IMPROVEMENT

Early Childhood and Elementary Schools



Henderson County Schools built the first stand-alone preschool in the state and has partnered with community agencies like Toyota Born Learning, to create opportunities at an early age. Most recently, the district advanced from “Proficient” status to “Distinguished” status with at 91st percentile student performance on the 2014 KPREP assessment. Moreover, five of the eight elementary schools, and one of the two

middle schools, achieved “Distinguished” status from the 2014 KPREP assessment. One elementary school has achieved certification as a Franklin Covey Lighthouse School, a coveted leadership and education program granted to just 400 schools around the United States. The School District has also received grants for six other elementary schools, to also become Lighthouse Schools.

High Schools

The Henderson County High School is dedicated to preparing its students for the rigors of college or a technical career at graduation. Comprehensive high school programming offers diversity in education for students, from advanced placement and dual/college credit opportunities, to career and technical educational opportunities in the classroom and through the co-operative program with community businesses. To train college bound students, the high school offers fifty two dual/college credit courses and seventeen advanced placement courses, including Operation Preparation, the College

COLLEGES AND UNIVERSITIES



Henderson Community College and Murray State University – Henderson Regional Campus are both located in the City of Henderson. There are seven additional public higher education institutions within 40 miles of the city:

TABLE 5-2: Nearby Colleges

Colleges	City	Distance
University of Southern Indiana	Evansville, IN	10 miles
University of Evansville	Evansville, IN	10 miles
Owensboro Community College	Owensboro, KY	26 miles
Kentucky Wesleyan College	Owensboro, KY	26 miles
Brescia College	Owensboro, KY	26 miles
WKU Owensboro Extended Campus	Owensboro, KY	26 miles
Madisonville Community College	Madisonville, KY	35 miles

HENDERSON COMMUNITY COLLEGE (HCC)

<https://henderson.kctcs.edu/>

2660 South Green St, Henderson KY 42420

In the fall of 1960, the Northwest Extension of the University of Kentucky opened its doors for the first time to 256 Henderson, Union and Webster County students. In 1964, the Northwest Extension became Henderson Community College (HCC), a charter member of the University of Kentucky Community College System. Henderson Community College (HCC) became a member of the 16-college Kentucky Community and Technical College System in 1998.

The mission of Henderson Community College is to partner with the community in assessing and providing educational, economic, workforce development, civic, and cultural programs that:

- Provide high-quality general education curriculum for the first two years of a baccalaureate program (Associate in Arts and Associate in Science degrees).
- Provide high-quality technical programs to prepare students for immediate employment (certificates, diplomas, or Associate in Applied Science degrees).
- Provide continuing education, adult education, and customized training to prepare a competitive workforce.
- Provide personal enrichment and cultural opportunities.

HCC offers Associate Degrees or certificates of completion in multiple academic and technical programs. The Associate in Arts and the Associate in Science degrees transfer directly to a university program leading to a Bachelor’s degree. These degrees allow the student to spend their first two years close to home and receive excellent instruction and value. The HCC Honors Program provides students the opportunity to develop their intellectual curiosity and encourages them to establish ambitious learning and career goals; these courses will transfer to university Honors programs. HCC offers certificates, diplomas and Associate of Applied Science degrees in technical areas from Agricultural Technology to Welding Technology; some of these programs transfer to universities, all lead directly to careers.

HCC’s Henderson Campus includes the Hecht S. Lackey Administration Building, which houses administration and faculty offices, classrooms, conference rooms, and regional offices for Murray State University. The Joseph M. Hartfield Library opened in 1979 and holds a large collection of reference

HEALTH AND HOSPITAL SERVICES

HENDERSON CITY COUNTY RESCUE SQUAD

The Henderson City/County Rescue Squad provides backup for the city and county fire departments. They are responsible for rescues in the county including trapped and lost victims and dragging operations. The Rescue Squad also provides on-scene support to the county volunteer fire departments on structure fires. The rescue squad is staffed by volunteers.



HENDERSON CITY COUNTY AMBULANCE SERVICE

The Henderson Ambulance Service is staffed by paramedics and EMT's. The service is operated from two strategically located facilities in



Henderson to provide the maximum geographic coverage in the minimum response time. Methodist Hospital contracts with Henderson City and County governments to provide Advanced Life Support (ALS) to all of Henderson County.

The Ambulance Service can provide automobile extrication services for trapped victims in addition to general medical/ambulance service. Long distance transports can be done as contracted at the time necessary. Contractual services are also available to meet the industrial needs of the area.

METHODIST HOSPITAL

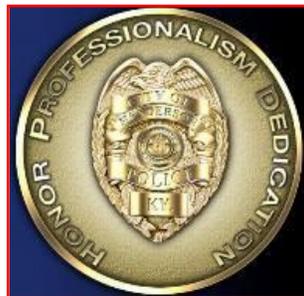
Methodist Hospital provides general medical and surgical care for inpatient, outpatient, and emergency room patients, and participates in the Medicare and Medicaid programs. Emergency room services are available on a 24-hour per day, seven-day per week basis.

Methodist Hospital is proud to be accredited by Joint Commission. In keeping with Methodist's high standards of providing quality healthcare, the Joint Commission strives to continuously improve the safety and quality of care provided to the public through the provision of health care accreditation and related services that support performance improvement in health care organizations.

POLICE PROTECTION

City of Henderson

Police protection, within the Henderson city limits, is covered by the Henderson Police Department. The Henderson Police Department is located at 1990 Barret Court and is currently divided into three divisions: *The Service Division, Traffic and Patrol and Investigations Division.*



Henderson County Sheriff's Department

The Henderson County Sheriff's Department is located in the Henderson County Courthouse on North Main Street. In addition to providing patrol in the county and within the cities of Corydon and Robards, the Sheriff's Department responsibilities include collection of taxes, court security, warrant and civil process service and transportation of prisoners.



Resources: